



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

MEMORANDUM

DATE: 11/4/2015

SUBJECT: Summary of the comments received by email and online on Open Saint Paul concerning a north-south bicycle route that runs from Randolph to University Avenue between Fairview Avenue and Mississippi River Boulevard.

This memorandum presents a summary of the comments received by email and online on Open Saint Paul specific to identifying a north-south bicycle route that runs from Randolph to University Avenue between Fairview Avenue and Mississippi River Boulevard. **Note: this memorandum does not include the comments received at the Community Open House held at Saint Catherine University on Wednesday, October 28.** The comments received at the Open House will be sent separately. The full text of all written statements received by email and on Open Saint Paul is attached to the end of this memorandum.

Written Statements Received by Email and on Open Saint Paul:

As of November 4, 2015, city staff received a total of 204 written statements specific to identifying a north-south bicycle route between Mississippi River Boulevard and Fairview Avenue, including:

- 86 emails received by City staff
- 109 on-forum, and 9 off-forum statements received on Open Saint Paul

It should be noted that the total number of statements received may include multiple statements from some individuals, as well as some duplicate statements (e.g. an individual may have provided written feedback by email to multiple city staff and provided feedback online on Open Saint Paul). Also, off-forum unclaimed statements submitted on Open Saint Paul (statements with no name and inadequate information provided) are not included in this memo.

Attachments:

1. Full text of all written statements received by email and on Open Saint Paul



Email Statements Received

Hanson, Luke (CI-StPaul)

From: Michael Kuchta <mnkuchta@centurylink.net>
Sent: Wednesday, November 04, 2015 9:11 AM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland-Prior

Luke,
Unfortunately, work duties prevented me from attending last week's open house. Here are my thoughts on the discussion:

CLEVELAND

I'm an avid cyclist who rides Cleveland Ave. at least weekly. I did this before the repaving, and continue to do it today.

I continue to believe Cleveland is a superior proposal for a north-south route through the western part of the city. On the south, it connects riders directly with the river and the Highland business district, which is facing increasing traffic and congestion challenges from motor vehicle. It connects the St. Thomas and St. Catherine campuses. On the north end, it provides a direct connection to Transfer Road and Pierce Butler Route, which provide superior possibilities for separated and safer bike facilities.

The modified city proposal was amazingly well thought out and responsive to impacts on the community. Based on counts, most of the "parking" being eliminated is rarely utilized, most of the parking closest to key business intersections is preserved, and other parking affecting businesses (such as at Randolph) is offset.

The bike lane should enhance what is, after all, a residential neighborhood -- especially south of the freeway -- and make the street safer and more pleasant for both cyclists and pedestrians.

PRIOR

If Cleveland is not achievable, Prior could be a functional alternative -- if and only if certain steps are taken to enhance safety for cyclists.

But Prior has some built-in drawbacks that must be overcome -- drawbacks that Cleveland does not. First, Prior dead-ends at Randolph. To connect to either the southern end of Cleveland (or to the unofficial bike lane on Fairview), serious intersection upgrades are needed to create a safer environment for cyclists, especially those turning left from Randolph to southbound Cleveland, or from Randolph to northbound Prior. At a minimum, these should include a stop sign on Randolph at Prior, and aggressive pavement markings on Randolph to protect cyclists turning left.

Northbound Prior also dead-ends at Summit, which is one-way east at that point. That makes it legally impossible to continue north on Prior north of Summit. In addition, the northern segment of Prior is not aligned with the southern segment, requiring cyclists to veer, which creates additional safety issues. At the very least:

- A northbound bike lane has to be cut through the parkway on Summit.

- Stop signs need to be installed on both eastbound and westbound Summit – and installed far enough away from Prior itself to make it safe for cyclists to navigate the jog in Prior’s configuration.
- Aggressive pavement markings need to steer cyclists to Prior, and to alert motorists of the route.

Prior also has a second set of obstacles. In many ways, Prior would resemble the Charles Bikeway. Prior itself has an unusually high number of stop signs, while the major arterials that it crosses do not. That makes it riskier and more dangerous for cyclists to cross. At the very least, stop signs need to be added on arterials such as St. Clair. In the residential sections of the route, we should remove as many of these stop signs on Prior as possible, in order to favor bicycle travel. Ideally, roundabout would be added at key intersections to control automobile speeds.

Finally, to make Prior a viable substitute for the Cleveland proposal, it needs to have bike lanes, not merely “sharrows.” Because Prior has fewer businesses and residences facing it, parking demand is likely much lower. That should make the implementation of lanes less disruptive. However, there are technical issues that Cleveland does not face. Prior seems narrower south of Goodrich than it does north of there; further, pedestrian bump-outs south of St. Clair make the engineering of bike lanes even trickier. In addition, how much on-street parking to the churches on the east side of Prior demand during their services? This could be yet another obstacle that needs to be addressed.

In the end, Prior actually may present more challenges than Cleveland.

Thank you for your work on this.

Michael Kuchta

1522 N. Grotto, St. Paul 55117

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Tuesday, November 03, 2015 11:13 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: bike/parking lanes on Cleveland Avenue

Follow Up Flag: Follow up
Flag Status: Completed

Kathy Lantry
Director
Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222
kathy.lantry@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

-----Original Message-----

From: Charles Carroll [<mailto:charlescarrollsr@comcast.net>]
Sent: Tuesday, November 03, 2015 9:08 AM
To: Lantry, Kathy (CI-StPaul)
Subject: bike/parking lanes on Cleveland Avenue

Dear Ms. Lantry,

This plan will run businesses out of business. Cost jobs. All for Social Engineering, Please stop this now.
Charles Carroll

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Tuesday, November 03, 2015 11:12 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland Ave Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us

The Most Livable
City in America



Making Saint Paul the Most Livable City in America

From: Anneke Krall [mailto:ackrall@yahoo.com]
Sent: Tuesday, November 03, 2015 9:57 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Fw: Cleveland Ave Bike Lanes

On Tuesday, November 3, 2015 9:44 AM, Anneke Krall <ackrall@yahoo.com> wrote:

As a resident of Cleveland Ave., directly impacted by the potential implementation of bike lanes, I have been observing the opinions of various parties for some time. I attended the initial information session in April at Nativity, and have read many articles and opinions on the subject from both sides, as well as the comments in response to those writings. After receiving a shiny flyer in my mailbox opposing the bike lanes, I felt the need to write in with my thoughts. I want to assure you that, while the photograph on the flyer is of my house, the flyer does not accurately represent my thoughts on the matter.

Should the bike lane plan go forward, I will lose my on street parking in front of my house. As a result, I will need to invest considerable funds to modify the access to my alley and garage through my back yard; it is currently unsafe in winter for tasks such as carrying groceries. However, my family will also make frequent use of bike lanes on Cleveland Ave. All four of my children ride bikes to school more than half of the year, and we are a family that is very supportive of biking and public transportation in general.

It bothers me that there are hundreds of signatures on petitions in opposition to this plan. It seems to me that the only voices that ultimately matter with regard to the loss of parking are those of us directly affected by the loss. There are some businesses and residents of apartments in this category, as well as the west side single family homeowners from Grand to Randolph. As the University of St. Thomas and St. Catherine University are

both privately funded institutions, they have an obligation to provide adequate parking for their students; in my view, those two institutions should have no say in the discussion at all.

The bulk of the businesses on Cleveland Ave. have no issue. Davanni's and the businesses at Cleveland and St. Clair all have parking bays that will not be removed, and parking lots available to their customers. The businesses at Cleveland and Palace and Cleveland and James all have ample, non permit parking available to their customers around the corner from their entrances. Indeed, on any given day, one would rarely find a customer of these businesses parking on Cleveland even when parking was available. The building with businesses and apartments on the corner of Cleveland and Randolph does have limited parking in front, but has access to non permit street parking on Randolph and James.

The landlord of that building has been perhaps the most vocal critic of the plan, using inflammatory statements about how she will not be able to rent the apartments and all her tenants will go out of business as a result of bike lanes. I have yet to see any hard data from any of those businesses that their customers would actually stop coming. It would have been quite simple to give each customer a survey over the course of the last six months to determine their current method of transportation, need for parking, and potential future patronage. To my knowledge, this survey has not been done in any comprehensive manner. Furthermore, two new businesses took up residence in that building just this summer. As they must have been well informed about the bike lanes, either by the local discussion or by the landlord in the interest of full disclosure, the potential loss of parking was not enough to make them fear signing a lease. The "go out of business" argument loses much of its weight when looked at in that light.

During the past six months there have been weeks at a time where parking on Cleveland Ave. was restricted due to construction. In that time, no businesses have gone under, and all of us have managed to get our groceries into the house from the alley side of our properties. The majority of residents do not park on Cleveland, whether that is because the St. Thomas students take the spaces north of St. Clair, or because most of us realize that our cars are at risk from incompetent drivers. The fact that residents do not park in front of their homes on any regular basis is supported both by the data provided by the information at the initial info session, and by statements from residents and observation of the few cars parked on the street at any given time.

I know that it is easier to park in front of my house than in back, and that others have this same need. It is easier for a quick stop, unloading my car, and for my teen drivers who have difficulty getting the car into the garage. I know that there are times for all of us that the parking space in front of the house is desirable. None of us, however, use those spaces with any regularity, and we all have had plenty of practice this summer learning how to function without those spaces.

I feel that the vehement opposition to the bike lanes on Cleveland Ave. is overblown and an indicator of the direction our society has taken -- one that is all about the desires of the individual over needs of the whole. I will be exceedingly disappointed if we give in to the tantrums of a few at the expense of factually based progress.

I live on Cleveland Ave. and I support the implementation of bike lanes.

Anneke Krall
401 Cleveland Ave. South
St. Paul, MN 55105
(651)248-8932

Hanson, Luke (CI-StPaul)

From: Anneke Krall <ackrall@yahoo.com>
Sent: Tuesday, November 03, 2015 9:45 AM
To: Hanson, Luke (CI-StPaul); kathy.landry@ci.stpaul.mn.us
Subject: Cleveland Ave Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

As a resident of Cleveland Ave., directly impacted by the potential implementation of bike lanes, I have been observing the opinions of various parties for some time. I attended the initial information session in April at Nativity, and have read many articles and opinions on the subject from both sides, as well as the comments in response to those writings. After receiving a shiny flyer in my mailbox opposing the bike lanes, I felt the need to write in with my thoughts. I want to assure you that, while the photograph on the flyer is of my house, the flyer does not accurately represent my thoughts on the matter.

Should the bike lane plan go forward, I will lose my on street parking in front of my house. As a result, I will need to invest considerable funds to modify the access to my alley and garage through my back yard; it is currently unsafe in winter for tasks such as carrying groceries. However, my family will also make frequent use of bike lanes on Cleveland Ave. All four of my children ride bikes to school more than half of the year, and we are a family that is very supportive of biking and public transportation in general.

It bothers me that there are hundreds of signatures on petitions in opposition to this plan. It seems to me that the only voices that ultimately matter with regard to the loss of parking are those of us directly affected by the loss. There are some businesses and residents of apartments in this category, as well as the west side single family homeowners from Grand to Randolph. As the University of St. Thomas and St. Catherine University are both privately funded institutions, they have an obligation to provide adequate parking for their students; in my view, those two institutions should have no say in the discussion at all.

The bulk of the businesses on Cleveland Ave. have no issue. Davanni's and the businesses at Cleveland and St. Clair all have parking bays that will not be removed, and parking lots available to their customers. The businesses at Cleveland and Palace and Cleveland and James all have ample, non permit parking available to their customers around the corner from their entrances. Indeed, on any given day, one would rarely find a customer of these businesses parking on Cleveland even when parking was available. The building with businesses and apartments on the corner of Cleveland and Randolph does have limited parking in front, but has access to non permit street parking on Randolph and James.

The landlord of that building has been perhaps the most vocal critic of the plan, using inflammatory statements about how she will not be able to rent the apartments and all her tenants will go out of business as a result of bike lanes. I have yet to see any hard data from any of those businesses that their customers would actually stop coming. It would have been quite simple to give each customer a survey over the course of the last six months to determine their current method of transportation, need for parking, and potential future patronage. To my knowledge, this survey has not been done in any comprehensive manner. Furthermore, two new businesses took up residence in that building just this summer. As they must have been well informed about the bike lanes, either by the local discussion or by the landlord in the interest of full disclosure, the potential loss of parking was not enough to make them fear signing a lease. The "go out of business" argument loses much of its weight when looked at in that light.

During the past six months there have been weeks at a time where parking on Cleveland Ave. was restricted due to construction. In that time, no businesses have gone under, and all of us have managed to get our groceries into the house from the alley side of our properties. The majority of residents do not park on Cleveland, whether that is because the St. Thomas students take the spaces north of St. Clair, or because

most of us realize that our cars are at risk from incompetent drivers. The fact that residents do not park in front of their homes on any regular basis is supported both by the data provided by the information at the initial info session, and by statements from residents and observation of the few cars parked on the street at any given time.

I know that it is easier to park in front of my house than in back, and that others have this same need. It is easier for a quick stop, unloading my car, and for my teen drivers who have difficulty getting the car into the garage. I know that there are times for all of us that the parking space in front of the house is desirable. None of us, however, use those spaces with any regularity, and we all have had plenty of practice this summer learning how to function without those spaces.

I feel that the vehement opposition to the bike lanes on Cleveland Ave. is overblown and an indicator of the direction our society has taken -- one that is all about the desires of the individual over needs of the whole. I will be exceedingly disappointed if we give in to the tantrums of a few at the expense of factually based progress.

I live on Cleveland Ave. and I support the implementation of bike lanes.

Anneke Krall
401 Cleveland Ave. South
St. Paul, MN 55105
(651)248-8932

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Monday, November 02, 2015 2:23 PM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Bike lanes on Cleveland vs Prior

Follow Up Flag: Follow up
Flag Status: Completed



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us

The Most Livable
City in America



Making Saint Paul the Most Livable City in America

From: Peggy Hildebrand [mailto:peggy.hildebrand@comcast.net]
Sent: Monday, November 02, 2015 1:44 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Bike lanes on Cleveland vs Prior

I would like to see the bike lanes on Prior Ave, NOT Cleveland for the sake of safety first! I do not think the bakes are very safe considering all the traffic on Cleveland now. I also do not want to lose the parking places on Cleveland - especially considering how much winter we have with icy roads and walks. I want to be able to park as close to my destination as possible. There have been times where I live that there is no parking on my side of the street and it makes life difficult - I would hate to be someone (like those whose homes are facing Cleveland) that would lose their access to their homes from Cleveland and I would especially like to protect small businesses. All in all, I think bikes should be moved to Prior.

Sincerely,

Peggy Hildebrand

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Monday, November 02, 2015 10:36 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland Avenue bike lanes

Follow Up Flag: Follow up
Flag Status: Completed

Kathy Lantry
Director
Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222
kathy.lantry@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

-----Original Message-----

From: Tim McNamara [mailto:timmcn@bitstream.net]
Sent: Sunday, November 01, 2015 6:07 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Avenue bike lanes

Dear Ms. Lantry-

As an avid cyclist for almost all of my 56 years, I have been following the public discussions about the proposed Cleveland Avenue bike lanes. I have lived in St. Paul for 27 years and am very familiar with the area. Today (Sunday, Nov. 1) I was out on a ride and decided to ride north on Cleveland to my turn-off on Roblyn, a block or two south of I-94.

I noticed that the street had been given a mill and overlay which also had the effect of reducing the excessive crown which had developed over the years. This seemed like a good thing. I noticed that the southbound lane had a white stripe painted about 8 feet from the curb for much of the distance from Randolph to Grand; the northbound side had a white stripe painted about 18" from the curb. It was almost exactly the width of my handlebars and in some places not as wide as my handlebars. In this narrow "lane" I found storm drains, piles of leaves, a few construction baffles used to direct water at the drains, debris and broken glass. It was not actually safe to ride on that 18" strip as a result, forcing me out in the the motor vehicle lane even though in terms of riding skills I could ride in an 18" lane for miles at a time

without difficulty. Presumably if the bike lanes proceed the northbound lane would be widened because it is dangerous and unacceptable as it is.

As I rode north on Cleveland, I came to a clear conclusion. Even with the parking removed along that stretch, Cleveland Avenue is still not quite wide enough for two motor vehicle lanes and two bike lanes. Bike lanes need to be a minimum of 6 feet wide on all roads with parking and 4 feet wide where there is no parking (we need to be able to get at least a 3 foot clearance between our left sides and the motor vehicle traffic lane, because the simple truth is that drivers will not wait to have room to pass us. On the right side we need to be able to get a 3 foot clearance from parked cars to avoid being “doored” by unobservant drivers getting out). Motor vehicle lanes need to be at least 12 feet wide on main thoroughfares so that there is some maneuvering room without leaving the lane. So the Cleveland Avenue would need to be a minimum of 32-36 feet wide *without* accommodations for parking. Without some reconstruction to add width, to my observations (by eye) Cleveland Avenue cannot accommodate this at all points. In addition to this Cleveland Avenue is a high traffic thoroughfare and bus route, which is just frankly unpleasant to deal with as a cyclist. Buses and bikes on the same road are a bad combination- bikes continually catch up with the buses as they stop for fares and then buses re-pass bikes between stops. Also, St. Paul’s infrequent street sweeping schedule, which as I recall was cut back to twice a year during Norm Coleman’s tenure as mayor, results in bike lanes littered with broken glass and other things efficient at puncturing bike tires. On a narrow street and bike lane like Cleveland Avenue this is a problem magnified; even today, mere months after the mill and overlay, parts of the curb lane were already unsafe.

The route that I and most experienced cyclists I know already take is Prior Avenue, which runs semi-continuously from Randolph to and across I-94. It is already a bike route from Summit Avenue north to Pierce Butler. The problem on that route is the awkward and ill-conceived intersection at Prior and Summit. Cyclists either have to detour a block or so east to make a U-turn, or (which most do) ride briefly against traffic on eastbound Summit to the sidewalk or the road access across the center boulevard. To make this work and be safe, this intersection would need to be reconfigured with a cyclists’s access in line with the southern part of Prior, crossing the boulevard to to turn left onto westbound Summit for a short distance (perhaps 100’) and then turning right onto Prior north of Summit. Southbound cyclists can use the existing access, crossing past the boulevard to turn left onto eastbound Summit and then right onto southbound Prior as they already do.

The end result is that as a cyclist I must oppose the proposed bike lanes on Cleveland Avenue.

Sincerely,

Tim McNamara
St. Paul MN

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Sunday, November 01, 2015 3:45 PM
To: Hanson, Luke (CI-StPaul)
Subject: Fw: Cleveland Bike Lane

Follow Up Flag: Follow up
Flag Status: Completed

From: Euphoria Salon <stevie@euphoriasalon.info>
Sent: Saturday, October 31, 2015 9:39 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Bike Lane

Hello

My name is Stevie Rangel and I am the salon owner of Euphoria salon, located at 256 south Cleveland Ave.

On behalf of the salon, we are opposed to a bike lane on Cleveland avenue at St. Clair because we would be loosing 4 vehicle spaces on the west side , beyond the existing cut-out space.

As a business owner on Cleveland Ave for 18 years, I am very observant of my surroundings. I can honestly say that the traffic flow on Cleveland Ave. would not be a bicycle friendly fit.

Thank you for your time

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Saturday, October 31, 2015 9:12 PM
To: Hanson, Luke (CI-StPaul)
Subject: Fw: Cleveland Avenue

Follow Up Flag: Follow up
Flag Status: Completed

From: Ed Jambor <ejambor@lakeareabank.com>
Sent: Friday, October 30, 2015 4:44 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Avenue

I would like to voice my opposition to creating a bike lane on Cleveland Avenue. I have lived in the neighborhood for 16 years.

The business's on Cleveland provide a valuable service to the neighborhoods. Removing the parking will cause them to relocate and ruin many some the unique qualities Mac Groveland and Highland Park area offers.

Also, the homes on Cleveland will lose the ability to park in from of their homes.

Cleveland Avenue is a major traffic artery and have bikes on the road is not safe.

A bike lane on Prior Avenue is a much better alternative. It is a quieter more residential street. This offer people who choose to bike a much safe commute.

Please contact me with any questions at 651-341-9556

Ed Jambor
Vice President Business Banking
Lake Area Bank
1400 East Highway 96
White Bear Lake, MN 55110
651-762-3586

This email communication may contain CONFIDENTIAL INFORMATION WHICH ALSO MAY BE LEGALLY PRIVILEGED and is intended only for the use of the intended recipients identified above. If you are not the intended recipient of this communication, you are hereby notified that any unauthorized review, use, dissemination, distribution, downloading, or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by reply email, delete the communication and destroy all copies.

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Saturday, October 31, 2015 9:10 PM
To: Hanson, Luke (CI-StPaul)
Subject: Fw: Cleveland Ave bike lane

Follow Up Flag: Follow up
Flag Status: Completed

From: Renee Akimoto <delu0047@umn.edu>
Sent: Saturday, October 31, 2015 11:54 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave bike lane

Dear Ms. Lantry.

I am writing to oppose the removal of the Cleveland Ave parking for a proposed bike lane.

My house sits 4 houses away from Cleveland Ave., and I use Cleveland everyday. A bike lane on Cleveland would be a disaster! The street is narrow as it is, but more importantly, it is a bus route. The constant flow of buses makes Cleveland dangerous already.

In the Spring, Cleveland tends to be riddled with potholes, and cars are constantly swerving to avoid them. Also, Cleveland is very often the site of sewer workers, and partial lane closings.

Whenever I encounter a bicyclist on Cleveland, I take note of the dangerous situation they create with traffic.

Please do not allow a bike lane on Cleveland.

Renee Akimoto
2042 Palace Ave
St. Paul, MN 55105

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Friday, October 30, 2015 12:40 PM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Clevelnd Ave. projectey will

Follow Up Flag: Follow up
Flag Status: Completed



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us

The Most Livable
City in America



Making Saint Paul the Most Livable City in America

From: diskon@aol.com [mailto:diskon@aol.com]
Sent: Thursday, October 29, 2015 3:35 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Clevelnd Ave. projectey will

Dear Ms. Lantry: I, along with many other concerned citizens that could be negatively affected by this project, attended a public meeting at St. Cate's with an idea that our city government would give us a chance to calmly and openly discuss this proposal and our opinions on it. What we got instead was a forty five minute lecture on courtesy and open mindedness. There never was an opportunity to discuss this issue civilly and openly though, as we were informed to go to different tables to comment on paper regarding different factors regarding the bike path. Why was our time wasted giving us a lesson in courtesy and how to conduct yourself at a meeting if there was no real forum for open public discussion? Was it an over-reaction to the Grand Ave. meeting? The gathering just seemed like a legal obligation that posed as an open discussion. A " here's what we're going to do, we'll just make it appear those affected by these actions have a say." City government should listen to their constituents as we have the power of voting them out. A vast majority of residents and businesses will be negatively affected from parking availability and traffic congestion. Many residents and small businesses already have to compete for available parking with St. Catherine's and St. Thomas's activities. Taking these spaces away will push the problem onto the residential streets even more so. Small businesses will lose customers who will just drive further to the big box stores with ample parking, thus losing tax revenue these small stores and shops generate. Traffic tie ups increase air pollution from idling vehicles. The vast number of vehicles traveling the Cleveland route won't just disappear, they will most likely spill out onto Cretin and Fairview, both already very busy. I'm not going to ditch my car to go buy groceries at Lund's for my family on a bike. The Prior Avenue option seems like the most feasible. Less traffic means more safety for all. Sincerely, Donald Kist, a potentially affected resident.

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Friday, October 30, 2015 11:11 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland Avenue Bike Lane

Follow Up Flag: Follow up
Flag Status: Completed



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us

The Most Livable
City in America



Making Saint Paul the Most Livable City in America

From: Brian J Valento [mailto:gamerunner2001@gmail.com]
Sent: Friday, October 30, 2015 5:48 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Avenue Bike Lane

I wanted to voice my objection to adding bike lanes to Cleveland Avenue at the expense of residential parking. I also am a biker, seasonal and would never venture on to Cleveland Avenue, it's simply too busy to safely ride my bike. I do use Prior and Fairview, will continue to do so no matter what action is taken. I ride defensively and will always take the safest route, which is not Cleveland.

Thank you

Brian J Valento
333 Macalester St.
St. Paul, Minn
Ward 3

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Friday, October 30, 2015 11:09 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

Kathy Lantry
Director
Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222
kathy.lantry@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

-----Original Message-----

From: Patrick Crow [mailto:crow_patrick@yahoo.com]
Sent: Friday, October 30, 2015 8:22 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Bike Lanes

Kathy-

I do NOT support a bike lane along Cleveland Avenue.
It serves the minority, not the majority of families and business people along that route.

Patrick, 55105

Hanson, Luke (CI-StPaul)

From: Frank Jossi <frankjossi@comcast.net>
Sent: Friday, October 30, 2015 9:44 AM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland bike lane

Follow Up Flag: Follow up
Flag Status: Completed

Hi Luke,

I'm a resident of Highland Park and an avid biker. I believe the bike lane proposal on Cleveland is a good thing because there are no really good connections from Highland to University and this seems best option for making that happen.

I understand the merchant concerns but at various nodes there is plenty of parking if agreements could be brokered with nearby lot owners -- the salon on the northwest corner of Randolph and Cleveland, for example. And plenty of parking exists near those nodes, such at Cleveland and St. Clair (three of the four corners have parking, rarely are they filled). Grand and Cleveland (Grand handles most of Davanni's business and it has a parking lot), and Cleveland and Marshall (few spots exist, Marshall is full of businesses with excess parking on the north side of the street).

Yes, this would involve negotiation, likely city led. But the lot on Grand next to Dunn Bros shows that it can happen.

Narrowing the car lanes will have the added impact of making the street safer for pedestrians. With a college, an elementary school and businesses on Cleveland, as well as homes, so making the street safer should be a priority. Drivers will grow accustomed to the bike lanes -- they always do -- and the patrons of those businesses, and I am one of them, will find their way to lots and decide biking to Snuffy's is a whole lot better than driving there.

We need more streets that welcome pedestrians and bicyclists. Cars have dominated the St. Paul streets for half a century, it's time to share the asphalt. Let's build a bike lane on Cleveland.

Frank Jossi
651-690-9211
Cell: 651-206-2558
www.jossi.biz

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Thursday, October 29, 2015 2:48 PM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland Avenue bike lanes

Follow Up Flag: Follow up
Flag Status: Completed



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us

The Most Livable
City in America



Making Saint Paul the Most Livable City in America

From: Dan Hartnett [mailto:dhartnett2233@gmail.com]
Sent: Thursday, October 29, 2015 2:47 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Avenue bike lanes

Hi Kathy,

I was unable to attend the meeting at St. Kate's last night regarding the proposed bike lanes on Cleveland Avenue. Had I been able to attend, I would have registered my strong disapproval of this proposal.

I'm sure that you've heard all of the arguments both pro and con on this issue ad nauseam, so I won't give you my in depth position on all of them. Suffice it to say, that this taxpayer/voter and lifelong resident of St. Paul thinks that the bike lane proposal is a very bad (and dangerous) idea.

Thank you for taking the time to read this.

Dan Hartnett
2157 Stanford Avenue

Hanson, Luke (CI-StPaul)

From: Colin V <cbvording@gmail.com>
Sent: Thursday, October 29, 2015 10:03 AM
To: Hanson, Luke (CI-StPaul)
Cc: Mary Sellner
Subject: No Cleveland avenue bike lanes

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr. Hanson,

I strongly oppose creating bike lanes on Cleveland in St. Paul. I was unable to make yesterday's meeting at St. Catherine's and wanted to share my voice to oppose this change. There are existing alternatives in place at Fairview, Prior, and Finn Avenues that do not cause undue stress or safety issues for bicycle traffic in the city.

There are more options available for bicycles than moving existing parking and I strongly urge Public Works and the city to not rely on the referenced parking study or the 2 proponent's cases to change the existing roadway.

Please do not allow the propaganda of the flyer place on the door of my house sway your judgement to install parking lanes on Cleveland Avenue. Please leave Cleveland Avenue as it is in its current state.

Thank you,

Colin Voerding
2092 Jefferson Avenue
St. Paul, MN 55105

Sent from my iPad

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Thursday, October 29, 2015 10:10 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Bike lane/no parking on Cleveland

Follow Up Flag: Follow up
Flag Status: Completed



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us

The Most Livable
City in America



Making Saint Paul the Most Livable City in America

From: mary@adelgrendesign.com [mailto:mary@adelgrendesign.com]
Sent: Thursday, October 29, 2015 9:44 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Bike lane/no parking on Cleveland

Hello,

As a St Paul resident, I want to express my concern about the loss of parking and addition of a bike lane on Cleveland Avenue. I am totally against this plan, it is not safe for cyclists (especially kids) and it is unfair to residents and businesses on Cleveland.

Please reconsider another route for cyclists such as Prior Avenue.

Sincerely,

Mary Adelgren
1959 Laurel Ave
St Paul, MN 55104

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Thursday, October 29, 2015 8:50 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland Avenue

Follow Up Flag: Follow up
Flag Status: Completed



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us

The Most Livable
City in America



Making Saint Paul the Most Livable City in America

From: Nancy Schons [mailto:nschons5@yahoo.com]
Sent: Thursday, October 29, 2015 5:58 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Avenue

Dear Ms. Lantry:

I just learned with dismay that the proposed Cleveland Avenue bike lanes are also proposed to extend north to I-94. I live at 167 N. Cleveland on the west side of the avenue, between Selby and Dayton. Parking is already limited as I am in a permit parking zone. Visitors must park on the west side of Cleveland, north of my residence as there is a bus stop in front of my home (2nd house from corner of Selby). We cannot park across the street on the east side of Cleveland as that is in another permit zone. The side streets of Dayton and Selby are often completely lined with cars due to all of the student housing in the St. Thomas area. Therefore, removing the parking on the west side of Cleveland would pose a hardship for my family and/or my fellow senior citizen friends when trying to visit my home. PLEASE reconsider the proposed bike lanes and depriving homeowners access to their homes.

Thank you for your attention to this matter,

Nancy Schons
167 Cleveland Ave. N.

651-644-2260

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Thursday, October 29, 2015 8:48 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland-Prior N.S. Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us



Making Saint Paul the Most Livable City in America

From: rgstclair@comcast.net [mailto:rgstclair@comcast.net]
Sent: Wednesday, October 28, 2015 8:38 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Re: Cleveland-Prior N.S. Bike Lanes

Ms. Lantry,

As a home owner (St. Clair near Prior) and having just attended the CWG open house at St. Kates, I'm writing to urge you to not implement bike lanes on Cleveland Ave. The negative impact of putting bike lanes on Cleveland outweigh any positives. The negatives are:

1. Significant loss of parking for businesses and residents on Cleveland.
2. Bike lanes will cause lanes for cars & buses to become more narrow. (Create 11 ft. lanes for cars & buses? It's likely many people would then drive with their vehicle partway into bike lane? In any case cars & buses/trucks meeting on Cleve. would likely "lean" towards/into bike lanes and/or be more prone to sideswipe another vehicle?)
3. In Winter, many months of the year, there would be significantly less use of bike lanes however residents and business owners lose out every day.
4. Cost of project is not feasible given the limited benefits and/or problems. I spoke with Libby Kanther, aide to Chris Tolbert. She said project costs are approx. \$40,000. Given all the needs St. Paul has in Public Works, spending that on questionable bike lanes is not justified.
5. Another questionable aspect of this project is the process and representation, or lack of it, used to recommend Cleveland for bike lanes. Example: I spoke with a supporter of Cleve. bike lanes who in fact lives "downtown." (his description) This person does not

lose anything by eliminating parking for Cleve. Ave. businesses. He would ride his bike "maybe once or twice a week" on Cleveland, however residents would deal with the negative impacts on a daily basis.

6. If you must put in bike lanes, use Prior. (The "sharrows" approach works on Jefferson, right?)

FYI - I'm a long time resident and an avid bike rider and have had no problems getting around this area. Bike lanes on Cleveland are simply not needed and cause more problems than they solve.

Thank you,

Ron Gustafson

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Thursday, October 29, 2015 8:35 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland Ave bike lanes

Follow Up Flag: Follow up
Flag Status: Completed



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us

The Most Livable
City in America



Making Saint Paul the Most Livable City in America

From: Brad Engelmann [mailto:bradengelmann@gmail.com]
Sent: Thursday, October 29, 2015 8:32 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave bike lanes

Hello Kathy,

I live in St Paul on Raymond Avenue. I had planned to attend the Cleveland Ave bike lane discussion last night at St Catherine University but was ill and could not be there. I hope you will accept my suggestions by email.

I support the City's overall bike plan, strongly, and support the addition of bike lanes on Cleveland Ave as part of this plan. I understand concerns about removal of parking on Cleveland but feel that the bike lanes are too important for the future of transportation in our city. Please remove the parking as necessary to accommodate new striped bike lanes on Cleveland Ave.

Parking was removed in front of my house as part of the Raymond Ave Traffic Calming project in 2013. I am very pleased with how this has changed the street in front of my house. The street feels safer. I don't mind losing the parking in front of my house. Raymond Ave is a much better street after this traffic calming effort.

Thank you for considering my suggestions.

Brad Engelmann
895 Raymond Ave
St Paul, MN 55114

Hanson, Luke (CI-StPaul)

From: rgstclair@comcast.net
Sent: Wednesday, October 28, 2015 8:44 PM
To: Hanson, Luke (CI-StPaul)
Subject: Re: Bike Lanes on Cleveland Ave.

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Hanson,

As an area home owner (St. Clair near Prior) and having just attended the CWG open house at St. Kates, I'm writing to urge you to not implement bike lanes on Cleveland Ave. The negative impact of putting bike lanes on Cleveland outweigh any positives. The negatives are:

1. Significant loss of parking for businesses and residents on Cleveland.
2. Bike lanes will cause lanes for cars & buses to become more narrow. (Create 11 ft. lanes for cars & buses? It's likely many people would then drive with their vehicle partway into bike lane? In any case cars & buses/trucks meeting on Cleve. would likely "lean" towards/into bike lanes and/or be more prone to sideswipe another vehicle?)
3. In Winter, many months of the year, there would be significantly less use of bike lanes however residents and business owners would lose out every day.
4. Cost of project is not feasible given the limited benefits and/or problems. I spoke with Libby Kanther, aide to Chris Tolbert. She said project costs are approx. \$40,000. Given all the needs St. Paul has in Public Works, spending that on questionable bike lanes is not justified.
5. Another questionable aspect of this project is the process and representation, or lack of it, used to recommend Cleveland for bike lanes. Example: I spoke with a supporter of Cleve. bike lanes who in fact lives "downtown." (his description) This person does not lose anything by eliminating parking for Cleve. Ave. businesses. He would ride his bike "maybe once or twice a week" on Cleveland, however residents would deal with the negative impacts on a daily basis.
6. If you must put in bike lanes, use Prior. (The "sharrows" approach works on Jefferson, right?)

FYI - I'm a long time resident and an avid bike rider and have had no problems getting around this area. Bike lanes on Cleveland are simply not needed and would cause more problems than they solve.

Thank you,
Ron Gustafson

Hanson, Luke (CI-StPaul)

From: steve hirsh <bjisteve@gmail.com>
Sent: Wednesday, October 28, 2015 8:43 PM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Ave bike lane

Follow Up Flag: Follow up
Flag Status: Completed

I'm writing to express my support for the bike lane. The bike lanes will increase safety for both bikes and cars, and the narrower lanes will slow everything down and make the street safer. Any loss of parking is insignificant compared to the safety issues.

Thank you for registering my support.

Steven Hirsh
565 Humboldt Ave
55107

Hanson, Luke (CI-StPaul)

From: Martin Ludden <martin.ludden@gmail.com>
Sent: Wednesday, October 28, 2015 8:29 PM
To: Hanson, Luke (CI-StPaul)
Cc: Lantry, Kathy (CI-StPaul); #CI-StPaul_Ward3; Julia Wheeler
Subject: Bike Lane Comments

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Hanson,

My wife and I were unable to attend the meeting at St. Kate's tonight but I wanted to add our support for the proposed bike lanes to the record.

We live on Palace between Finn and Cleveland and love to take bike rides with our two young boys, aged one and three. For us, that means putting one of the boys in a bike trailer and right now, that means we don't go to Highland Village. As you know, Finn doesn't connect, leaving us the options of Cleveland, Cretin, or sidewalks. I hate riding on the sidewalk without a trailer - sidewalks are for pedestrians - and it's even less safe to tow a trailer on the sidewalk. The proposed bike lanes would make it feasible for us to ride into Highland with the boys and get groceries or catch breakfast at the Highland Grill. As it stands, we usually drive to do those things but it seems a waste to drive such a short distance.

Thanks,

Martin and Julia Ludden
2094 Palace Ave
651.270.1317

Hanson, Luke (CI-StPaul)

From: richiesp@comcast.net
Sent: Wednesday, October 28, 2015 6:23 PM
To: Hanson, Luke (CI-StPaul)
Subject: bike route

Follow Up Flag: Follow up
Flag Status: Completed

Hello Luke,

It seems to me that Fairview is a wider street that allows for bike lanes, left turn lanes and 2 lanes of traffic. Cleveland is narrow and Cretin is too.

I would prefer Fairview be the designated route. Perhaps the route chosen could then have a reduced to 25 mph for traffic.

Thank you for your work on this issue,

Karen Richie

2142 Carroll Avenue

Hanson, Luke (CI-StPaul)

From: Lantry, Kathy (CI-StPaul)
Sent: Wednesday, October 28, 2015 5:14 PM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Biking on Cleveland where I live!

Follow Up Flag: Follow up
Flag Status: Completed

fyi



Kathy Lantry
Director

Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222

kathy.lantry@ci.stpaul.mn.us

The Most Livable
City in America



Making Saint Paul the Most Livable City in America

From: RACHAEL HUYCK [mailto:rlhuyck1@msn.com]
Sent: Wednesday, October 28, 2015 4:17 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Biking on Cleveland where I live!

My name is Rachael Huyck and I live at 409 Cleveland Ave. South, 2 1/2 blocks north of Randolph, with my husband and two teenage sons. I want to start by saying that we LIVE here. This is our home of 21 years and we are not an occasional biker passing by. This bike lane would disrupt our home life very significantly. Like everyone else living in this neighborhood we rely on the road in front of our **home** to park. We do not have a garage, nor do many of our neighbors on Cleveland. I park in front of my home to carry in \$300 worth of groceries at least every other week to feed growing boys. We rely on having our cars parked outside of *our* window to know that they are safe and not being broken into or stolen. We live in the middle of the block. Imagine what it would be like to haul the groceries, the sporting equipment, in the dark, in the winter, etc. from 200-400 yards away; to not be able to monitor your vehicle, to have nowhere to park during snow emergencies, to ask our guests to walk to park 200-400 yards to our home. This is *our* quality of life and *we pay a lot of taxes* to live in this community. We already put up with a lot of negative aspects living on Cleveland as it is. Furthermore, our neighbors on Juliet and Palace also park in front of their own homes, so where are we suppose to park? On the corner of Palace and Cleveland there are two business (a salon and a daycare) that also use Palace down to our alley for their businesses. Again, where are we to park? What if this was your home on Cleveland? I have seen that there are "parking bays" proposed for Randolph. Are you kidding, I'm suppose to park 2 1/2 or more blocks from my home?

I am a biker, a hiker, a kayaker, a yogi, etc. Physical activity and environmental quality of life is important to me as well. I'm in complete support of bikers. But as a biker I can tell you, I would never choose Cleveland to bike down. **This road is already really narrow, really busy and really fast**, the buses go down Cleveland to connect through Highland Park to the light rail. The road will continue to get busier as new development is growing in Highland and the Ford Plant land is being developed. This is NOT the place for a bike lane. Finn would work great, or Albert or Prior. AND, Fairview and the River Road are literally just blocks away and there are already bike lanes there that completely connect existing bike lanes.

I'm also not in support of bullying the businesses along Cleveland. These are businesses that I frequent, that clients who are more elderly frequent, and that I believe we need to have in our community to be successful and vibrant. I do not want them forced out, or losing business. Additionally, what sense does it make to run the bike lane down Cleveland only to stop at Randolph?

If you want smart, well educated, community-invested individuals living in these St. Paul communities you need to listen to us, and not force us out. I'm concerned that my voice will not be heard because this plan is already a "done-deal." I'm concerned that just because we want a bike friendly community we are moving forward on a plan that doesn't make good sense.

All for a bike lane that is used for a very short amount of time in Minnesota due to our weather, but will impact those of us who live here all year round.

I'm unable to attend the Committee's Open House tonight as I will be working. I have signed the petition opposing this plan before and I will sign it again.

Thank you,
Rachael Huyck, Jon, Simon and Mario
409 Cleveland Ave. South
651-338-6613

Hanson, Luke (CI-StPaul)

From: k charlet <charletk@gmail.com>
Sent: Wednesday, October 28, 2015 4:50 PM
To: Hanson, Luke (CI-StPaul)
Subject: bike lane

Follow Up Flag: Flag for follow up
Flag Status: Completed

Dear Mr. Hanson,

I am unable to attend the hearing this evening, but as a resident/home owner in the neighborhood I would like to express my support for the bike lane on Cleveland Avenue.

Thank you,
Kathryn Charlet
2072 James Ave

Hanson, Luke (CI-StPaul)

From: Kathryn Wegner <kathrynwegner@gmail.com>
Sent: Wednesday, October 28, 2015 1:20 PM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Bike Lane- YES!

Follow Up Flag: Flag for follow up
Flag Status: Completed

I write as a new resident of St. Paul (as of June 2015). We have two young children, and I bike with them in a trailer at least once a week to Highland from our house at Cleveland and Stanford. I currently bike on the sidewalk.

We support the bike lane because:

- 1- It will calm traffic on Cleveland.
- 2- It signals to our community, especially our youth, that biking is normal and expected.
- 3- It will support business in Highland. With slower traffic, it will be more pleasant to stroll around, sit on a bench, pop into a store. Maybe we can also turn one of the parking lots at the corner of Cleveland and Ford Pkwy into a park. Highland in the future could be more than a few strip malls. It could be an urban oasis, a quaint shopping area, a place to stroll to on a Saturday and hang out at a sidewalk cafe. With the new Ford plant development, we will need to encourage biking and walking to Highland. Might as well start now.

Thanks for your work.

Best,

Kathryn Wegner and Will Cavert and kids, 2091 Stanford Ave.

Hanson, Luke (CI-StPaul)

From: John Faughnan <jfaughnan@gmail.com>
Sent: Wednesday, October 28, 2015 10:01 AM
To: Hanson, Luke (CI-StPaul)
Subject: A note of support: Cleveland bike route

Follow Up Flag: Follow up
Flag Status: Completed

Nick,

It would be great to have bike lanes on Cleveland. Good for the city bike plan, but also good for my family even though we probably wouldn't use them for north-south bike travel (we live near Fairview north/south trail). They'd be good for my family because we cross Cleveland often, and the changes would make that street far safer for pedestrians and cyclists who have to cross Cleveland.

I'm aware of the upset about the plans. Some of it may represent legitimate fears of business impact -- though some businesses are also likely to gain. A lot of it seems more of a general anxiety about change. We should proceed with compassion and calm, but also recognize that sometimes we do need to make changes.

Thanks!

john

--

John Faughnan
1660 Stanford Ave
Saint Paul, MN 55105
jfaughnan@gmail.com

Hanson, Luke (CI-StPaul)

From: Rachel Kerr <rachelkristen@gmail.com>
Sent: Tuesday, October 27, 2015 9:07 PM
To: Hanson, Luke (CI-StPaul)

Follow Up Flag: Follow up
Flag Status: Completed

Hello Luke,

First of all, thank you for your public service and for working on bike plan implementation. I am writing to tell you I support adding bike lanes along Cleveland Avenue. Cycling is my primary mode of transportation, and I bike with my two young children on a cargo bike. I am highly attuned to safety concerns as I ride with my children on the bike. Adding bike lanes on Cleveland is crucial for making Saint Paul a bike-friendly and more liveable city, as no continuous north-south route currently exists. Furthermore, said bike lanes must be implemented properly. They must be continuous, and green paint or other attention-drawing markings must be present where motor traffic lanes intersect with bike lanes (for example, where cars might turn right across the path of a cyclist). This is the place where cyclists are most vulnerable to fatality and injury-causing crashes. The bike lanes that currently exist on Marshall Avenue, while an improvement over what existed before, are hazardous in their discontinuous nature and lack of presence of markings where cars turn across cyclists' paths (for example, when cars must cross the unmarked bike lanes to enter the right turn lanes).

Concerns of 10 or 11 foot-wide traffic lanes on Cleveland being less safe than 12 foot-wide lanes are statistically unfounded. The research that does exist shows that narrower lanes are actually safer (this website gives a good summary of the available research: <http://www.citylab.com/design/2014/10/why-12-foot-traffic-lanes-are-disastrous-for-safety-and-must-be-replaced-now/381117/>). Business concerns about loss of parking and traffic issues are valid but unfounded. The presence of bike infrastructure slows traffic down, brings more pedestrians and cyclists to the area, and improves business outcomes in most cases. A fantastic example of this is found in Salt Lake City, where business saw retail gains after recent implementation of bike lanes: http://usa.streetsblog.org/2015/10/06/salt-lake-city-cuts-car-parking-adds-bike-lanes-sees-retail-boost/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+streetsblog%2Fehob+%28Streetsblog+USA%29 This is an important example, and many more exist just across the Mississippi from Saint Paul.

Cycling is not a fad; implementing excellent bike infrastructure now will reap environmental, fiscal, health, business, and citizen engagement benefits well into future. Please, on behalf of my family and the many others in our city who utilize bikes as their primary mode of transportation: implement bike lanes on Cleveland Avenue, and implement them (and all other bike infrastructure in our city) properly and with utmost attention to safety and visibility of cyclists. Here is a resource with excellent information about the types of markings and effective bike infrastructure design I mentioned: <http://nacto.org/publication/urban-bikeway-design-guide/>

Thank you for your time!

Sincerely,
Rachel Kerr

Hanson, Luke (CI-StPaul)

From: CHARLES <charlieweier@msn.com>
Sent: Tuesday, October 27, 2015 9:03 PM
To: Hanson, Luke (CI-StPaul)
Subject: I am opposed to a bike lane on Cleveland Avenue

Luke

I received a flyer at my house today asking people to contact you to show support for a bike lane on Cleveland Avenue. I am actually opposed to a bike lane and wanted to notify you of my opposition. I think the pro bike lane people are well organized. I also think they are a very vocal minority on this issue. Local businesses need the parking to stay open.

Thank you

Charlie Weier
2012 Stanford Avenue
St. Paul, MN 55105

Sent from my iPhone

Hanson, Luke (CI-StPaul)

From: Kateri Routh <katerirouth@gmail.com>
Sent: Tuesday, October 27, 2015 7:07 PM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Avenue Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

Luke,

While I'm unable to attend the meeting tomorrow evening as I'll be home with my kids, I wanted to voice my support of bike lanes on Cleveland Avenue. We live less than a block from Cleveland and I ride my bike, with my two kids in the trailer behind me, on Cleveland. It's not safe but it's the only route that works. I fully support an actual bike lanes on this street. Losing a few parking spots is not a reason to hold back Saint Paul from becoming more bike friendly.

We are slow to add bike lanes in St. Paul, and to be this close but have the progress stopped due to a few loud opponents over a few parking lots is not okay.

Thanks for letting us give input and please make the right choice for the residents of this neighborhood.

Kateri Routh
2093 Stanford Ave. St. Paul, MN

Hanson, Luke (CI-StPaul)

From: Jennifer Noice <jknoice@gmail.com>
Sent: Tuesday, October 27, 2015 7:00 PM
To: Hanson, Luke (CI-StPaul)
Subject: Support for Cleveland Ave Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

Hi Luke,

I'm a resident of the MacGrove neighborhood and live only a few houses from Cleveland. I SUPPORT BIKE LANES on Cleveland Ave. I think that they are safest with the appropriate parking spaces are eliminated to make the lanes safer for everyone. In most cases, parking on Cleveland is a convenience, not a necessity, and the transportation safety issues for all modes of transit - car, bus, and bike - outweigh the parking use which benefits only a single mode of transit.

Thank you,

Jennifer Noice

Hanson, Luke (CI-StPaul)

From: Gary Fifield <garyfifield@comcast.net>
Sent: Tuesday, October 27, 2015 5:29 PM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland ave

Follow Up Flag: Follow up
Flag Status: Completed

Hi Luke,

I live a few blocks from Cleveland. I strongly support bike lanes on that street. I received the flier in the mail which opposes it. Totally bogus in my humble opinion. I do wonder if parking bays could be constructed on Cleveland at Randolph. The sidewalks there are quite wide.

Thank you

Gary Fifield

Sent from XFINITY Connect Mobile App

Hanson, Luke (CI-StPaul)

From: Dean Haakenson <deanhaakenson@gmail.com>
Sent: Tuesday, October 27, 2015 3:49 PM
To: Hanson, Luke (CI-StPaul)
Subject: Yes to Bikeways Plan follow through, Please

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Hanson. Please Please keep the plans going for bike lanes on Cleveland Avenue and beyond... the promotion and reality of a healthier and less car filled city is far more important than any potential loss of some parking spaces along our already overly car filled streets. Thanks Very Much!

--

RIDE YOUR BIKE!
Dean

Hanson, Luke (CI-StPaul)

From: Nancy Hone <phonehone@igc.org>
Sent: Tuesday, October 27, 2015 12:47 PM
To: Hanson, Luke (CI-StPaul)
Subject: opposed to bike lanes on one of the busiest streets

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr. Hanson,

My neighbor told us to write to you with comments. I cannot attend the meeting that no doubt will be very heated.

In recent years, the mayor, city council, the met council and Ramsey County speaking only on a city level, have railroaded many issues onto the citizenry with no public comment.

And if public comment is taken, they do what they want anyway.

There are plenty of streets one can take other than cleveland when on a bike. This will hurt many little business scrapping to make a living, not allow homeowners who pay huge taxes although staying in the city and not fleeing to the burbs and investing in their homes.

Increased home values? I hardly think so.

I ride my bike but I never go on extremely busy streets as I have many other streets to choose from. I know many political figures want us all to walk, be on bikes, take the light rail or the bus. This is all good in theory. But in busy lives, I challenge anyone with an active life to accomplish that on a no car basis.

I do not know who you are or what your position is in St. Paul, but you have a St Paul city email. I am writing as Tom Welna gave us an email to comment to.

Thankyou for your consideration of the citizens for once.

Please do not further disrupt the businesses and homes in our community.

Nancy Hone

P.s. Oh I see who you are. And you are having a bike count tues through thursday 4- 6 PM. Now Mr. Hanson. I did not fall off the turnip truck yesterday and of course am aware of a pro bike striping campaign to get out the bikers during that time to skew your statistics.

Wow. Is there no limit to the extent people will go!!

The City of Saint Paul is preparing for its third annual bicycle and pedestrian counts and needs your help! The counts are taking place **Tuesday, September 22 – Thursday, September 24**. Volunteers will be asked to count people bicycling and walking from **4:00-6:00 PM** on one of the count dates.

Counting helps city staff understand where and how people are walking and biking around Saint Paul, and helps guide investment in infrastructure improvements.

Hanson, Luke (CI-StPaul)

From: bea melby <beamelby@hotmail.com>
Sent: Tuesday, October 27, 2015 11:14 AM
To: Hanson, Luke (CI-StPaul)
Subject: Bike trail.

Follow Up Flag: Follow up
Flag Status: Completed

Letting you know I support the Cleveland Ave bike trail.
Thank you,

Bea Melby
32 year resident of
2151 Carroll Ave.

Sent from my iPhone

Hanson, Luke (CI-StPaul)

From: patsweeney <pat.ann.sweeney@comcast.net>
Sent: Saturday, October 24, 2015 3:50 PM
To: Hanson, Luke (CI-StPaul)
Subject: cleveland ave bike route

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Hanson:

My wife, Ann, and I will be out of town On Oct. 28 and unable to attend the open house on the proposed bike route on Cleveland.

Please forward my comments to the appropriate city officials and staff.

Ann and I live near Cleveland and Marshall. We own a tandem and often cycle in the neighborhood. We strongly oppose a bike route on Cleveland because we believe it would be unsafe for cyclists. We travel Cleveland in our car and we sometimes sit outside Trotter's Cafe and marvel at the speed and volume of car, truck and bus traffic. We don't think a bike route would diminish that traffic, only constrict it. We believe a bike route would lead to more vehicle-bicycle accidents.

We often ride our tandem on Prior Avenue, and we think Prior would be a better alternative for a designated bike route.

And...We urge city officials and staff to give more priority to enforcing the speed limit and compliance with the traffic signal at Cleveland and Marshall.

Thanks you.

Patrick D. Sweeney
2006 Carroll Ave.
St. Paul, MN
55104

Hanson, Luke (CI-StPaul)

From: goldiebear@comcast.net
Sent: Friday, October 23, 2015 10:36 AM
To: Hanson, Luke (CI-StPaul)
Subject: Community input, 10/23, bike lane Cleveland

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Hanson.

I am writing in regard to the proposed Cleveland Avenue bike lane. I live in the Mac/Groveland neighborhood. I was not able to attend the meeting last night, but I do have opinions about the proposed lane.

Below are my thoughts, which I would like you forward to each member of the Community Working Group, if you would please. Or, if you are unable to do so, would you please provide me with contact information so that I might do so.

1. Cleveland is a highly trafficked and narrow street. Not to mention the large amount of pedestrian traffic, including children, that an automobile driver must already be alert to. We don't need one more thing to have to look out for when we are driving that narrow street, which gets even narrower and more hazardous when it snows.
2. Adding a bike lane will only make the congestion on Cleveland worse, not better. How does adding congestion to congestion make it go away?
3. There is a perfectly lovely bike path about 3 or 4 blocks west of Cleveland on the river that can accomplish the same thing, more safely.
4. There is a perfectly adequate bike path painted in along Fairview. Fairview is two blocks to the east of Cleveland.
5. Many bikers use Prior to get down to the Highland area if they are biking south. Prior is one block east of Cleveland. I enjoy sharing that lovely street with them. Prior is a quiet street, residential and perfect for biking. You can't get all the way down to Ford Parkway on it, but you can get most of the way (Prior is interrupted at Randolph by the St. Catherine campus). Perhaps at Randolph you could continue the path through St. Catherine's campus, which is lovely, and emerge on the other, south, side to pick up Prior again.
6. Though I do not own a business, part of the quality of our lives here in St. Paul has to do with the number of small entrepreneurial businesses that we have, and there are many lining Cleveland Ave. There are far fewer businesses on Prior, and there are none on the path that runs down along the river. It is crazy to take parking spaces away from businesses or to makes it harder for people who are driving to get to those businesses. It's like, oh I know - putting parking meters on Grand!
7. There is a wonderful bus line that runs down Cleveland. If people want to bike down Cleveland, guess what? They can load their bike on a bus and do it! It's politically correct AND heated in the winter!
8. I have read some commentary by residents who live along Cleveland indicating that the only place they have to park their car is in front of their house on the street. If I were those folks, I'd be darned upset with a bike lane on Cleveland. Further, there are too few parking spaces for the number of cars in this neighborhood the way it is. Just a block south of me people have permits to park on the street, which further limits parking options. Fortunately, we have a garage; but at one point I was unable to use my garage and I had a devil of a time finding a place to park. Please do not make a difficult parking situation worse.
9. Cleveland is a nightmare in the winter. A highly trafficked, narrow street becomes even narrower as snow gets plowed up against the curbs. I can't see narrow lanes that have become narrower still, and slipper to boot,

being useful to bikers. It certainly isn't an easy drive for automobiles in the winter, so please don't add to the problem by adding bike path.

I live in this neighborhood and I do not want a bike path on Cleveland.

Appreciate your involvement in this issue.

Sincerely,

Sharon Chace
1990 Grand Ave.
St. Paul, MN 55105
goldiebear@comcast.net

Hanson, Luke (CI-StPaul)

From: McDonald, Michael P (GE Power & Water) <Michael.McDonald@ge.com>
Sent: Thursday, October 22, 2015 11:23 AM
To: Hanson, Luke (CI-StPaul)
Subject: Bike Route on Cleveland Avenue or Prior Avenue

Follow Up Flag: Follow up
Flag Status: Completed

Luke,

I've lived in the neighborhood bounded by the bike land project for 36 years. I lived at Selby and Cleveland early on, and at Selby and Prior since 1994. I commuted everywhere I went by bicycle, which included both the University of Minnesota and into Highland Park...all year round. I raced bicycles for 15 years for Grand Performance, and spent an amount of time on a bicycle over the years that my wife would really like to forget. I say all this to convey that I am pro-bicycle and comfortable being on a bike around traffic, and I am all for improving bicycle access throughout St. Paul and the Twin Cities. Having said that, I would NOT put a bike lane on Cleveland Avenue. Between Grand and Randolph, it is just too narrow and heavily traveled. My guard was always up when traversing this stretch, especially so in the winter when the road was a bit slicker.

I think Prior is a much better choice for several reasons.

1. It is wider and has a fraction of the volume of traffic as Cleveland.
2. It has a better northern connection at Minnehaha Avenue to allow cyclists to go east to connect to other bicycle routes throughout the city. Cleveland Ave north of University does not offer this access, and just turns into Pierce Butler which I don't think people want to be riding on.

The only small concession is that cyclists have to turn on Randolph and go west 3 blocks to pick up Cleveland again to continue on to Ford Parkway. For cyclists, that's really not a big deal...to have to make a turn or two...I think the whole continuity-of-road-thing is overrated

To me, the combination of safety and connectivity to the rest of the cycling grid is more important than having a bike lane on Cleveland between Grand and Randolph.

Regards,

Michael P. McDonald
1936 Selby Avenue
St. Paul, MN 55104
(952) 457-2042

Hanson, Luke (CI-StPaul)

From: Mary Beth Carlson Starns <mbcarlsonstarns@gmail.com>
Sent: Tuesday, October 20, 2015 7:22 PM
To: Hanson, Luke (CI-StPaul)
Subject: St Paul bike plan

Follow Up Flag: Follow up
Flag Status: Completed

Mr Hanson,

Please place my vote for a Prior avenue bike route, not a Cleveland route.

Anyone who uses the streets knows that Cleveland is much busier. Because there is no actual separation between cars and bikes, the traffic on Cleveland makes it unsafe. If you put the route on Cleveland, I will be riding Prior.

-Mary Beth

Mary Beth Starns
1950 Summit Ave
St Paul, MN 55105
651-698-7291 h
651-587-7708 c

Hanson, Luke (CI-StPaul)

From: John Hershey <jwhershey49@gmail.com>
Sent: Tuesday, October 20, 2015 10:18 AM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland/Prior Bike Lane

Follow Up Flag: Follow up
Flag Status: Completed

Hi Luke,

Thank you for the recent bike lane notification, which was delivered to my front door yesterday. For the record, I oppose the installation of a bike lane on Cleveland due to safety concerns. Cleveland is a very busy street, particularly during rush hours, and the addition of bike lane only adds to the congestion. I believe it is much safer for drivers and bikers to use Prior as a bike lane, a route where part of a bike lane already exists.

Sincerely,
John Hershey
1895 Ashland
St Paul 55104

Hanson, Luke (CI-StPaul)

From: Janet Llerandi <ozz@usfamily.net>
Sent: Monday, October 19, 2015 1:22 PM
To: Hanson, Luke (CI-StPaul)
Subject: bike lane on Cleveland Ave.

Follow Up Flag: Follow up
Flag Status: Completed

I am unable to attend meetings but wish to express my opinion on a bike lane on Cleveland Ave. The street is too narrow, as it is now, there's hardly room for a bus to fit in the lane. There has to be a compromise here. People have the right to drive and park, many of us do not bike and everybody wants to be able to park on the street where they live.

Just because pedestrians and drivers are not organized does not mean that bike organizations can run all over them and do whatever they want. Bicyclists pay no taxes on their bikes, do not need a license to ride anywhere either nor do they need insurance to ride in the streets or on shared bike/pedestrian paths. I have had a few very close calls with cyclists on So. Mississippi River Blvd where I have been forced to leave the path in order not to be run down. This is becoming a bicyclist paradise at the expense of everyone else. They already have a bike path on River Road and Fairview and I would say at least half of them use their bikes only for sport and not for transportation.

Janet Llerandi

Hanson, Luke (CI-StPaul)

From: Allen Gleckner <agleckner@gmail.com>
Sent: Sunday, October 18, 2015 8:49 AM
To: Hanson, Luke (CI-StPaul)
Cc: Andrea Gleckner
Subject: Cleveland or Prior bike lane

Follow Up Flag: Follow up
Flag Status: Completed

Hello - we live at 2023 Palace ave and might not be able to make the public meeting on the 28th because we have a new born.

We fully support a bike lane on Cleveland particularly, but on both. Right now there is no safe way for us to bike to run errands in Highland even though we live so close. Biking on Cleveland without the bike lane is very dangerous but I use it bc it is the only way.

We know our daughter and neighborhood kids will want to bike to highland eventually for shopping etc and they NEED a safe place to bike. Sidewalks aren't very safe either with lots of blind alleys.

We do not stand with businesses that complain about a few parking spots.

MORE BIKE LANES IN ST PAUL AND OUR NEIGHBORHOOD!!!

-Allen, Andrea and Gwinn Gleckner

Hanson, Luke (CI-StPaul)

From: John Staufenberg <johnstaufenberg@hotmail.com>
Sent: Saturday, October 17, 2015 9:54 AM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Bike Lane

Follow Up Flag: Follow up
Flag Status: Completed

As a resident who lives near Cleveland Ave and Jefferson Ave, I OPPOSE a bike lane on Cleveland Ave.

Hanson, Luke (CI-StPaul)

From: Thomas Welna <welna@macalester.edu>
Sent: Wednesday, October 14, 2015 4:13 PM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Bike Corridor

Dear Luke,

Macalester College endorses a safe, direct, robust bikeway on Cleveland Avenue.

Macalester College is a private liberal arts college that sits at the crossroads of major transportation arteries. Many staff, faculty and students get around Macalester Groveland and greater Saint Paul by biking, walking and transit.

Students in particular largely rely upon biking and transit. These students spend money at businesses such as the Highland Theater and the T-Mobile store. These students have jobs, volunteer work and internships in Mac-Groveland and Highland. One student, who is experienced at biking, said that her recent attempt to bike from Macalester College to Highland Village safely and easily was nearly “impossible.”

Many Macalester staff and faculty commute from south Minneapolis via the Ford Parkway bridge and would commute by bike if Cleveland were a direct, safe option. Neither of the other options mentioned, Finn or Prior, provide a direct north-south route. Automobiles have several possible direct north-south routes from which to choose. The western part of St. Paul is in need of just one good north-south bicycle corridor and Cleveland is far and above the best option available.

Macalester students, staff and faculty agree: Macalester Groveland needs a safe and direct north-south bikeway on Cleveland Avenue.

Macalester College has significant experience with neighborhood businesses being opposed to street level changes. When Macalester College proposed the Snelling Avenue medians, local businesses and their landlords, strongly opposed the Snelling medians because of their fears about parking and access. They argued repeatedly that if the medians were built they would likely go out of business. The Snelling medians were built in 2011 and those same businesses thrive today. It happened again a few years later when local businesses raised the same fear-based concerns about the Charles Avenue Bikeway, which Macalester College actively supported. It was built, and those businesses are also doing very well.

There is value in listening to the concerns of affected businesses and providing mitigation where possible. However, Macalester College's experiences demonstrate the real business outcomes of pedestrian and bike friendly initiatives. That experience strongly suggests that the fears of the Cleveland Avenue businesses are not at all likely to be realized. Indeed, what we have found is that these kind of improvements are good for business.

Macalester College also supports reduced speeds on Cleveland to make that roadway safer for all users: people on foot, people in wheelchairs, people driving cars, and people on bikes and scooters.

Macalester College strongly urges the Community Working Group to support a safe, robust and direct north-south bikeway via Cleveland.

Sincerely,



Tom Welna

Macalester College

--

Thomas Welna
Director
The High Winds Fund
Macalester College
1600 Grand Avenue
Saint Paul, Minnesota 55105
(651) 696-6305
welna@macalester.edu

Hanson, Luke (CI-StPaul)

From: Tim Dyrhaug <tim.dyrhaug.b47z@statefarm.com>
Sent: Monday, October 26, 2015 10:51 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Bike lane

Kathy,

I wanted to let you know that I am totally opposed to having a bike lane on Cleveland Ave. between Grand Ave & Randolph Ave.

The road is much too narrow for a bike lane in addition to buses and car and some trucks.

I request that this idea be dropped.

Thank you for your consideration.

Tim Dyrhaug

Hanson, Luke (CI-StPaul)

From: Andy Singer <andy@andysinger.com>
Sent: Monday, October 26, 2015 5:05 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Bike lane opponents mailed out your contact info to the neighborhood
Attachments: cleveland_antibike_flyer2.jpg

Dear Kathy,

Perhaps you realize this but, in violation of the agreed upon committee process, bike lane opponents had a misleading glossy card/flyer mailed out to the entire neighborhood. It arrived in my mailbox on Saturday. I attach a scan of the main "information" side of it. The other side just had a picture of Cleveland with two parked cars and said "Help Save Cleveland Avenue's Parking."

Gotta love the "bus hitting a bicyclist" graphic! No one assumes responsibility for the mailing anywhere on the card but it lists Sportsman, Astound and Pro Pharmacy (who wouldn't be losing any parking).

Just thought you should know ...and I'd advise staff to be prepared to address the points raised on the card.

Happiness,

Andy Singer
2103 Berkeley Avenue
Saint Paul, MN 55105
(a half-block from Cleveland and the proposed lanes)
651-917-3417

Hanson, Luke (CI-StPaul)

From: Jane Budzien <janebud08@gmail.com>
Sent: Tuesday, October 27, 2015 10:12 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Bike Lane

As a resident living very close to Cleveland I feel that this bike lane would be a huge mistake. It would make it unsafe for cyclists and drivers. I also work at a business on Cleveland and all but two people that have come into the business are opposed to the bike lane. I do deliveries and I drive on Cleveland multiple times a day. As it is now, I get nervous passing large semis and buses. People get to bold in trying to pass them and that would only make things that much worse if the lanes were narrowed and there were cyclists around. I do not feel this is in the best interest of the city or the residents/businesses on Cleveland. Thank you.

Hanson, Luke (CI-StPaul)

From: jeanette.hicks@usfamily.net
Sent: Wednesday, October 28, 2015 2:14 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Bike Lanes

Prior Av would be a much better choice for the bicycle traffic because it is a quieter, safer street. Bicycles don't have much chance when a driving error is made, whether it is on the part of the bicyclist or on the side of the motorized vehicle. Let's keep everyone as safe as possible.

Thank you for your interest and consideration of these comments.

Jeanette Hicks

Hanson, Luke (CI-StPaul)

From: Carri Yahoo <stuhr101@yahoo.com>
Sent: Saturday, October 24, 2015 9:33 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Bike lanes on Cleveland

Ms. Lantry,

As a Mac-Groveland resident who walks and drives along Cleveland, I oppose the addition of bike lanes. It is not fair to the residents or the businesses to take away parking to serve the desires of the small number of people who need to bike from Randolph to Grand. Also, with busses, it is far too narrow and congested. Finally, we just spent money repaving and painting the road. It is a waste to repaint it now.

Finally, I appreciate the city providing bike lanes for bikers as it is an important part of the quality of life in St. Paul, but this addition is unnecessary.

Thank you for your time.

Carri Stuhr

Sent from my iPad

Hanson, Luke (CI-StPaul)

From: Bob Brereton <rhb@homecustomizers.com>
Sent: Monday, October 26, 2015 11:07 PM
To: Lantry, Kathy (CI-StPaul)
Subject: bike lanes on Cleveland
Attachments: Home Customizers.vcf

October 26, 2015

Public Works Director
Kathy Lantry
kathy.lantry@ci.stpaul.mn.us

Dear Ms. Lantry,

I am writing this e-mail to express my support for bike lanes on Cleveland Avenue. I have lived a half block off Cleveland at 2024 Fairmount Avenue for 23 years. I have always been an avid recreational cyclist and also will ride my bike to various cafes, appointments at various health and care providers, etc.

I ride anywhere from 1,000 to 3,700 miles per year.

I dread riding north on Cleveland from Randolph all the way to Summit Avenue. Southbound is a little better because I use the gaps in parked cars to let auto traffic by. But better is a relative term. I believe bike riders deserve a viable, safe, and quick way to travel north-south in Macalester Groveland. Finn is a dreadful street with poor paving, many stop signs, and terminuses at both UST and Highland Parkway.

Prior Avenue is not quite as bad but it stops at St. Catherine's and requires a detour when you ride north bound at Summit. There you are forced to ride a half block east and then to cut across the Summit boulevard, then west a half block to rejoin Prior. All of this to avoid riding illegally west into east bound Summit Avenue traffic due to the jog at this corner. It also has many stop signs.

Cretin is one street I will almost never ride on. It has too much traffic from Summit Avenue north. It scares me there. Traffic moves too fast south of Grand.

I believe a well laid out set of bike lanes with no parking except at cut-aways like at St. Clair, will enhance traffic flow, traffic safety, and bike safety. I believe suggestions that it will bring congestion are ill founded.

One suggestion for the space in front of Luci's and the barbershop:

Remove the very wide sidewalk there creating an open area for parking spaces, just as one sees at Snuffy's, Willie's, and Pro Pharmacy. You would have to reset a traffic standard and rework the storm drain.

Cordially,

Bob Brereton
2024 Fairmount Avenue
St. Paul, MN 55105

Hanson, Luke (CI-StPaul)

From: theencer@gmail.com
Sent: Tuesday, October 27, 2015 5:08 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Bike Lanes

Hi Kathy,

I saw that there is a meeting Wednesday regarding the proposed bike lanes in Mac-Groveland. It was suggested that people like myself who can't attend could send you an email voicing our opinion. I fully support a route using Prior Avenue. I have lived in other cities where streets designated as bike boulevards are much more common than in St. Paul, and as a biker I really enjoyed that system and would support its application on Prior Avenue. Motorists would still use the street of course, but they would be aware of the increased bike traffic and perhaps take a route more dedicated to cars if they prefer not to worry about right of way with cyclists. Cyclists would be safer and less stressed on a street with less vehicle traffic than Cleveland Avenue would provide. The Prior Avenue route would also help to keep excess traffic off Prior Avenue helping to maintain the peace and quiet of the neighborhood and keeping the hustle and bustle where it belongs on the busier thoroughfares of Cleveland Avenue and Fairview Avenue.

Thank you for considering my opinion!

Spencer Anderson
Macalester-Groveland Resident

Hanson, Luke (CI-StPaul)

From: John van Ingen <maxjo@mac.com>
Sent: Wednesday, October 28, 2015 12:12 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Bike route on cleveland

We are frustrated by all the areas in st Paul where two cars can't pass each other. No bike lanes on Cleveland John & Maxine

Sent from my iPhone

Hanson, Luke (CI-StPaul)

From: Wendy Nemitz <wendy@ingenuitymarketing.com>
Sent: Saturday, October 24, 2015 10:04 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave

Thanks for being our public works director! And please keep the bike lane off Cleveland. The street is just too narrow and has too much commercial space that needs parking. Prior makes a lot more sense. Thanks!

WENDY NEMITZ

Ideation / Strategy / Founder

INGENUITY MARKETING GROUP LLC

360 North Robert Street, Suite 711, St. Paul, MN 55101 | 651.690.3358

www.ingenuitymarketing.com

InGenius Review Blog: www.ingeniusreviewblog.com

LinkedIn: www.linkedin.com/in/ingeniusideas

Twitter: @IngeniusWendy

Hanson, Luke (CI-StPaul)

From: jeromeabr@comcast.net
Sent: Monday, October 26, 2015 10:19 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave bicycle lanes

Dear Ms. Lantry,

I am writing to ask you to not place bicycle lanes on Cleveland Avenue. My concern is safety. Cleveland Avenue is too narrow and too busy to safely have bicycle lanes placed. I am a bicycle enthusiast and welcome placement of bicycle lanes in safe places. I am also a retired surgeon and have seen all too often the devastating consequences of bicycle - automobile/truck/bus collisions. I urge you to reconsider this plan. Please find an alternate to Cleveland Avenue for a north/south bicycle lane.

Respectfully submitted,
Jerome H. Abrams, M.D.

Hanson, Luke (CI-StPaul)

From: Daniel Marcelle <daniel.j.marcelle@gmail.com>
Sent: Monday, October 26, 2015 10:53 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave Bike Lane - please support

Hello Kathy,

Please support adding a Bike Lane to Cleveland Ave. For those that choose the healthiest and environmental friendly mode of transportation this bike Lane is of particular importance. It is one if the few streets that connects University Ave. to the Highland Park area and makes safe rides possible to the Mississippi River trail with access to downtown, Mendota, Eagan, and Bloomington.

Right now I feel that the passage is unsafe for bike travel and avoid it.

Bike lanes are important for both drivers and bikers because they offer defined space, which increases the safety of the latter and concerns of the former.

I understand that businesses are concerned, but they need to realize that many of their potential clients could be bicyclists. Also, there are options available. For instance, Randolph has a lot of parking that could be dedicated to these businesses in addition to the side streets of James and Palace.

If you have any questions or concerns, please let me know.

Kind regards,
Daniel

Hanson, Luke (CI-StPaul)

From: Kristina Lemon <flyingartgal@gmail.com>
Sent: Tuesday, October 27, 2015 2:01 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave Bike Lanes - Pro

Hi,

There is a campaign that was mailed out to us neighbors to fight the bike lanes being installed on Cleveland Ave. I may be one of the first to tell you, as a neighbor I am delighted. But with that said, please know that the safety, including better street lights is a primary need for this to happen. The push back about losing parking can be overstepped if we sell the safety measures, increasing lighting, great lane markers and plowing curb to curb for winter use. All of this excites me as a neighbor. This street with student traffic and the major flow of a growing bike commuter community, will enhance the flow of everyone.

Please feel my support and rally the troops to get this project done well.

Kristina Lemon
Homeowner
Dayton Ave at Cleveland Ave

Hanson, Luke (CI-StPaul)

From: Andrew Hope <sputnik67@q.com>
Sent: Saturday, October 24, 2015 2:26 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave bike path

Ms. Lantry,

I am a long time cyclist, and I appreciate the lengths the City of St Paul is willing to go to in order to provide increased bike paths, however, Cleveland Avenue us the absolute worst choice for new paths. I live on St Clair and frequently travel to Highland Village alone or with some friends. We normally use Fairview because of its width and direct route to Ford Parkway. I would be in absolute fear for my life on Cleveland even with well marked bike paths - the road is just too narrow to provide ample space for cyclists. In my group, I only have one friend who says he would use this proposed route ; like me, the others are perfectly happy cycling north-south on Fairview, or River Blvd.

Regards,

Andrew Hope

Hanson, Luke (CI-StPaul)

From: Diane Budzien <kdbudz@hotmail.com>
Sent: Wednesday, October 28, 2015 8:08 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave Bike Path

Good Morning, As a resident of Mac Groveland living and working very close to Cleveland Ave I urge you to find an alternative bike path. This situation started out with concern for parking for the businesses on Cleveland . We have all realized it is far more than that. It is a SAFETY issue for all concerned primarily the bicyclists that would use Cleveland if a bike path is approved. The street is TOO NARROW to accommodate people, bikes (year round?) trucks, cars, and busses. It is frightening for all when a bicyclist shares the road and even more when there is less then a wide berth. There is also quality of life for the residents with mobility challenges living (and supporting the businesses) on Cleveland Ave. Losing access to the front of there homes, where there may be one or two steps to enter, is a far cry from the many steps to park and enter from the back. Personally, with my husband using a walker and wheelchair, if we lived on Cleveland Ave and lost parking in front of our home we would be extremely challenged to remain in our home. Please, NOT CLEVELAND! Thank you. Diane Budzien

Hanson, Luke (CI-StPaul)

From: Jane Amberg <Jane201@comcast.net>
Sent: Monday, October 26, 2015 8:55 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave. Bike Lane

I am opposed to have a bike lane on Cleveland Ave. I feel the bikers and the vehicle traffic would be better served having the bike lane on a residential street.

For years we have been hearing that the city needs the small, local retailers. We have many of them along Cleveland Ave., and convenient parking is important to their success. This proposal is taking that away from them.

The residents whose homes face along Cleveland Ave. have the right to park in front of their homes. It is already only one-side parking, so would be a great inconvenience to them to park on side streets, and also to the people who live on those side streets and need a place to park.

I travel on Cleveland Ave. several times a week, and rarely see bicyclists. They apparently have already found alternative routes to get to where they need to be. I don't know how many really use the merchants along Cleveland Ave., but perhaps a few well placed bike racks would be sufficient.

I have lived in the neighborhood over 20 years, and have walked countless miles through the area. It has been my experience that the vast majority of bikers disregard most rules of the road. They don't stop at stop signs, or traffic lights, and they don't stop for pedestrians in cross walks. They are a hazard, and would be somewhat likely to cause an accident if on a less congested road.

Jane Amberg
201 Woodlawn Ave.

Sent from my iPad

Hanson, Luke (CI-StPaul)

From: Willies Guitars <info@williesguitars.com>
Sent: Monday, October 26, 2015 6:22 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave. Bike Lane

Hi Kathy:

I own Willie's American Guitars on Cleveland Ave. South in St. Paul. We are a destination for thousands of international musicians and hobbyists. Besides being a revenue killer for the district the street is too busy for kids, let alone kids on bikes. As a major through street we see traffic speeding past every day. In the 27 years I've been here it's getting worse. Please pick a safer location for the bike lane.

Sincerely,
Nathan Westgor
Owner
Willie's American Guitars

Hanson, Luke (CI-StPaul)

From: John Staufenberg <johnstaufenberg@hotmail.com>
Sent: Monday, October 26, 2015 11:01 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Ave

Hello Ms Lantry,

I am a resident that is directly affected by the Cleveland Ave bike lane proposal.

I want to tell you I oppose the bike lanes.

There are other, better suited routes for the bike lane.

Thank You, John

Hanson, Luke (CI-StPaul)

From: James Stewart <stewart@macalester.edu>
Sent: Monday, October 26, 2015 7:12 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Avenue Bike Lane Proposal

Dear MS. Lantry,

Please scrap the Cleveland Avenue bike lane plan. It is not needed. It is not safe. It menaces small businesses. It congests residential parking in adjoining neighborhoods

I ride my bike every day, weather permitting, for exercise on St. Paul streets and parkways.

I live one block east of Cleveland Avenue on Princeton Avenue (1924) and have for 34 years

I believe that these circumstances guarantee that what follows below is obvious common sense.

I can state with great assurance that making a bike lane on Cleveland Avenue is a terribly unsafe idea-----The street is too narrow to accommodate bikes, trucks busses and and cars all together.

It is also a totally redundant idea---Fairview Avenue already offers a perfect North-South bike way and those wishing to head west to the River from it can use any number of side streets.

It is also an idea that will do serious if not fatal harm to small businesses facing Cleveland by removing nearby parking spaces while forcing Cleveland traffic seeking parking spots to head into the adjoining neighborhood.

To repeat-----Please scrap this plan!

Many thanks for your attention,

Jim Stewart
1924 Princeton Ave
St. Paul

--

Hanson, Luke (CI-StPaul)

From: Tyler Forsythe <tyler.t.forsythe@gmail.com>
Sent: Saturday, October 24, 2015 11:46 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Avenue bike lanes

To the Public Works Director:

I just received a post card regarding the Cleveland Avenue bike lanes talking about how horrible the Cleveland Avenue bike lanes are and that they must go.

I want to let you know that I totally disagree. I think the city needs as many north-south bike lanes as possible, no matter the cost to parking. The long east-west blocks are well equipped to handle more parking, and bicyclists need safe routes to travel north-south.

Please preserve and extend the Cleveland Avenue bike lanes and add additional north-south bike lanes on other streets that span I-94. Fairview and Hamline would be great options for me, personally, as would Snelling, though I know that last option is impossible.

Thank you for your consideration.

—Tyler Forsythe
1559 Sherburne Ave

Hanson, Luke (CI-StPaul)

From: THOMAS T REIN <treint@msn.com>
Sent: Sunday, October 25, 2015 6:40 AM
To: Lantry, Kathy (CI-StPaul)
Cc: news@macgroveland.com
Subject: Cleveland Avenue Parking

Kathy - Cleveland looks great right now after all of the completed updates. Great looking black asphalt and nice white lines. That's the way it should stay. Safety for all that use it. Except for those who are determined to want a bike lane added to Cleveland Avenue. If a bike lane is added a new color will soon appear and show its mournful residue on the Avenue - **RED**. Bring to your mind the remains of a dead bug that just hit your car's windshield. Kind of an assortment of dead bug parts along with the color **RED**. Now instead of a bug hitting your windshield replace that bug with a bike rider just hitting your windshield. Now you are going to see more and bigger body parts and more **RED** on your windshield. I can take dead bugs but the city can hardly accept dead bikers. I've lived in the Mac-Groveland neighborhood since 1971. I love to bike. I tried biking on Cleveland Avenue and it was not a pleasant exercising experience - it was down right dangerous so I switched to Prior and Kenneth so I could increase my biking pleasure. Do not add bike lanes to Cleveland Avenue. It is too dangerous. Avoid the bloodshed. The city is in need of making a wise decision on this matter. Listen to the people. Kathy, I live close to Cleveland Avenue, I don't want to have to run to your assistance to try to unravel you from your mangled bike.

Tom Rein
1964 Berkeley Avenue
St. Paul, Minnesota 55105
651-699-9827

Hanson, Luke (CI-StPaul)

From: Huff, Pat <PHuff@gnresound.com>
Sent: Tuesday, October 27, 2015 4:20 PM
To: Lantry, Kathy (CI-StPaul)
Cc: chris@christolbert.org
Subject: Cleveland Avenue Parking Protest

Kathy,

Every day I use Cleveland Avenue to get to work or shopping. Frankly, I was completely shocked by your plans to convert such a busy street to a no parking bike route. The charm of our neighborhood swept aside to benefit only bikers? What could you possibly be thinking?

It is completely unacceptable for the City to deny businesses and homeowner taxpayers access to their properties to accomplish some impractical transportation plan that caters to such a minority of the population. **The plan could be considered to discriminate against all portions of the population who do not wish to or are not capable of riding a bicycle due to handicap or age.**

Taxpayer dollars would be better spent on a transportation system based on a sustainable energy source that can move a larger percentage of the population.

Patricia Huff
Resident of 1996 Stanford Avenue

**** GN GROUP NOTICE - AUTOMATICALLY INSERTED ****

The information in this e-mail (including attachments, if any) is considered confidential and is intended only for the recipient(s) listed above. Any review, use, disclosure, distribution or copying of this e-mail is prohibited except by or on behalf of the intended recipient. If you have received this email in error, please notify me immediately by reply e-mail, delete this e-mail, and do not disclose its contents to anyone. Any opinions expressed in this e-mail are those of the individual and not necessarily the GN group. Thank you.

***** DISCLAIMER END *****

Hanson, Luke (CI-StPaul)

From: Dave Ulve <daveulve5251@aol.com>
Sent: Wednesday, October 28, 2015 2:11 PM
To: Lantry, Kathy (CI-StPaul)
Cc: Dave Ulve
Subject: Cleveland Avenue Parking

Kathy

Wanted to share my concern regarding this. Elimination of parking could jeopardize the livelihood of business owners as well as their employees. Will those supporting this step up to accept responsibility and financially support them? If not there is no accountability for their decision! How would Cleveland Avenue look with a bunch of empty storefronts should businesses close. And if that happens good luck getting someone else to open a business once the prior owners disclose the reason they closed.

In closing this proposal defies common sense. If parking on Cleveland Avenue is removed, what's next, elimination of parking on Grand Avenue?

Thank you for listening.

Dave Ulve
1904 Jefferson Avenue

Sent from my iPad

Hanson, Luke (CI-StPaul)

From: pamelawoodbury@aol.com
Sent: Tuesday, October 27, 2015 2:03 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Avenue

I am emailing to express my strong opposition to the proposed bike lane on South Cleveland Avenue from Randolph Avenue northward to Summit Avenue and beyond. This bike lane if allowed and implemented will do irreparable harm to homeowners whose property faces Cleveland and to which their home has a street address, taking away their ability to park in front of their own homes as well as making it impossible to have family and friends who visit be able to park in front or nearby. Striping Cleveland Avenue for a bike lane and thus taking away convenient parking for business affected such as the those located in the Cleveland and Randolph intersection, would have a negative impact on those well-established businesses, much of whose business comes from outside the immediate area. Customers will be thinking twice and more before choosing to continue patronizing them if not within walking distance. I certainly will be one of them, as will my family and friends who need the car to get to those locations. Evidently, the powers that be also did not consider seniors and others who cannot bike or walk to those places they need and want to go. Frankly, it certainly appears there are more than enough dedicated bike lanes in the area already.... when I am out and about at different times of the day, weekends included, I certainly do not see hoards of bicyclists using these lanes, and when they do, most are not observing traffic laws, choosing to cut in front of vehicles not signaling turns, and failing to stop at traffic signals.

In short, adding a bike lane along Cleveland Avenue is not a wise decision or move on the City's part. I have signed the petition at Pro Pharmacy also and am asking that the City start listening to the majority of its constituents/taxpayers who have said numerous times now that they do not want a bike lane on Cleveland Avenue. It certainly appears elected and appointed officials are not listening or taking seriously these objections for tis and for other proposals. Therefore, I urge you, the City Council, and others to turn this proposal down. Thank you.

Pamela Nielsen
2265 Youngman Avenue
304E
St. Paul, MN. 55116

Hanson, Luke (CI-StPaul)

From: Arbor Otalora-Fadner <otalorafadner@gmail.com>
Sent: Wednesday, October 28, 2015 10:22 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland bike lane

Hello,

My name is Arbor Otalora-Fadner, and I wanted to write you to express support for the proposed bike lane on Cleveland Avenue. I have been commuting by bike for a number of years now, mixing in driving for poor/freezing weather, and I have seen what a positive difference it makes to have multiple routes to take around a city. From what I've experienced, central Saint Paul doesn't have reliable and direct north-south routes that can accommodate bikes. A bike lane on Cleveland would not only be really convenient for cyclists (which would also encourage more people to opt to take their bikes out rather than drive), but it would also help to better integrate some of the other east-west routes like Jefferson.

Thank you for your time reading my message, and I hope the meeting tonight helps to reinforce the opinion to bring a bike lane to Cleveland.

Sincerely,
Arbor Otalora-Fadner

Hanson, Luke (CI-StPaul)

From: john@the128cafe.com
Sent: Sunday, October 25, 2015 4:11 PM
To: Lantry, Kathy (CI-StPaul)
Cc: Dad; Mom
Subject: cleveland bike lane

Kathy,

Our family owns and operates The 128 Cafe and the proposed plan to ban parking on the east side of Cleveland will the viability of our business. We have reduced parking available now because of the U of St Thomas restrictions and, as a result, we only have a half a dozen spaces in front of our restaurant. We supplement our parking with a valet system but it is insufficient for all of our needs and many people don't like to have someone else park their car. I am concerned about this proposal and want to express this to you and other decision makers behind this.

John Thompson
612 723 7828

Hanson, Luke (CI-StPaul)

From: Crow, Christina M. <CMCROW@stthomas.edu>
Sent: Wednesday, October 28, 2015 2:10 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Bike Lane

Kathy-

I am unable to attend tonight's meeting to share that *I do not support the Cleveland Avenue bike lane.*

It will push parking into my neighborhood.

It will discourage customers from using Cleveland Avenue businesses.

This bike project is not pro-family, nor pro-business.

This bike project is pro-a-select-group of the population at the cost of many residents and business owners.

Christina Crow
Wellesley Avenue
55105

Hanson, Luke (CI-StPaul)

From: Gockel, Lizabeth N. <LNGOCKEL@stthomas.edu>
Sent: Tuesday, October 27, 2015 8:43 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland bike lanes

Ms. Lantry,

I live at 2036 James and I work at St. Thomas.

I have a lot of concerns about the parking ban.

As a homeowner, I'm thinking of two of the businesses affected. If Luci and the barbershop can't have their parking on Cleveland, they will have customers park on James. Right now, permit parking on James east of Cleveland is unrestricted half way up the south side and mostly up the north side. If this all becomes a parking mess, neighbors will probably petition to have permit parking on the whole block. This means that the poor barbershop and Luci, two businesses that have been there decades, will be severely compromised. I don't want them to go out of business. Besides that being a really crummy thing to happen, very few other people are going to want to rent a business space with no parking. Please don't make this a dead corner, and please don't hurt my good business neighbors.

As an employee of St. Thomas for the last 28 years, I've seen parking go from bad to awful. Street parking has been diminished every year or so in the time that I've been there. I've seen "no parking" signs go up all over the place on parking we used to have. Yes, UST has ramps, but those cost a lot of money, money I don't have. Seriously, I make just over \$26,000 a year; there's no way I can stretch that to cover a large charge for parking even if it were available. Right now, I walk to work in safe weather and when it's light out. When I drive, I get to work at 6:45 in the morning SIMPLY to get a spot on the street somewhere near Cleveland and Summit. I know that even fifteen minutes later means I have to hunt for a place up Grand (sometimes near Thomas Liquor on Prior) or down Cleveland (sometimes just a few blocks short of that church by Groveland). Again, in good weather, when it's light out, a hassle. In poor weather and in the dark, it's dangerous. I'm terrified that removing the parking on the five or six blocks on Cleveland will condense an impossible amount of cars into a space that shrinks every year.

I want there to be more bike accessibility in the Cities. I know a lot of cyclists, and have heard their concerns about space and accessibility, and this has my support. I also know that Cleveland Ave is far too narrow for the kinds of traffic it gets. It wouldn't be safe for cyclists, even with the parking removed.

I don't know what the solution is, and I understand the complexities of the situation. But wow, I think there are massive downsides to the parking ban on Cleveland Avenue.

Lizabeth Gockel
2036 James Avenue

Hanson, Luke (CI-StPaul)

From: Kathy Thees <kathythees@gmail.com>
Sent: Monday, October 26, 2015 7:01 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland bike lanes

Dear Ms Lantry,

Dear friends of ours, Bob and Diane Stupka lost their son to a bus accident. He was hit in the head by the bus mirror and died as a result. It was a horrible event for the family and all that knew and loved him.

Cleveland Avenue will be too narrow once you add a bike lane. It makes me cringe to think another accident can happen like the one that took Rob from his family. It will be a matter of time.....Add snow banks and poorly plowed streets to the mix and the winter bikers will be out in the car lanes causing drivers to take risks going around them.

What I do not understand is how bikers have more rights than cars.

IF YOU MUST HAVE A BIKE LANE DOWN CLEVELAND DEDICATE ONE SIDEWALK AS A BIKE LANE AND LEAVE THE PARKING FOR OUR SMALL BUSINESSES.

I also find it amusing that you are suggesting Prior as a substitute route and it is already marked as a bike path. That leads me to believe you are paying lip service to the citizens of St Paul. I saw at the city council meetings how the bike path on Oakdale was pushed through on 7/7/15. Oakdale is a 45 degree hill and the path ends at West St Paul and will not connect to anything. Residents on this street will lose their parking for a street that has minimal use by bikers. Why?

Please listen to the citizens of St Paul. Keep Cleveland safe and keep the bike lane off Cleveland please.

Sincerely,
Kathy Thees

Hanson, Luke (CI-StPaul)

From: Dan King <dan.king@gmail.com>
Sent: Tuesday, October 27, 2015 4:02 PM
To: Lantry, Kathy (CI-StPaul)
Subject: cleveland bike lanes

Dear Kathy,

I write to you in strong support of bike lanes on Cleveland Avenue, which are a key part of a larger city plan to improve bicycle infrastructure.

I am a parent with two young children. I moved into the neighborhood earlier this year.

My impression is that the opposition to the bike lanes is greatly overstated and has been fueled by misinformation spread regarding safety of bike lanes.

Please see my letter published in the Pioneer Press in June ('Businesses Need People'):
http://www.twincities.com/letters/ci_28324875/victors-not-victims

Unlike Joe Soucheray, I am a parent with young children who lives in the blocks adjacent to the proposed bike path along Cleveland Avenue ("Let's let all the minivan-driving moms decide on new bike lanes," June 10).

Improved infrastructure for the benefit of all vehicles and pedestrians, not just cars, is exactly what our city needs. Bike infrastructure is a modest, but critical, aspect of ensuring a vibrant future and continued relevance of St. Paul. The arguments against a bike lane are full of misinformation and baseless paranoia. Complete streets designed for people of all ages lead to safety. Maintaining the maximum amount of on-street parking possible where ample parking already exists in no way adds to safety. Infrastructure that encourages interaction and physical activity leads to strong, safe communities and thriving local businesses. Infrastructure designed only to minimize the distance between a parking spot and a business is a failing strategy that has been disproved time and time again. Businesses need people, not cars.

I feel passionate about this topic because I am a normal, reasonable community member concerned about the future of our city, not because I am a fringe bike fanatic. Bike infrastructure is good for our city, good for our region and a sensible component of development plans.

-- Dan King, St. Paul

-Dan King

Hanson, Luke (CI-StPaul)

From: Daniel Sipple <daniel7sipple6@yahoo.com>
Sent: Monday, October 26, 2015 1:10 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Cleveland Corridor

Dear Ms Lantry,

Thank you for your public service. Thank you for your consideration in developing the city into a sustainable urban environment that is less dependent on the automobile, and encourages healthy lifestyles and lower energy consumption.

My name is Daniel Sipple. I am writing to you to express my opinion in regard to the proposed Cleveland Bike lane.

I am a double board certified Physical Medicine and Rehabilitation (Physiatry) and Pain Medicine specialist, a former Northwestern University Faculty Member, as well as a former Brain, Pain and Spine Service Line Medical Director at HealthEast. I am sought after as an expert witness in injury litigation. I have cared extensively for patients with complex trauma, including de-gloving injuries....common among bikers in urban areas. Having trained in Chicago, a comparable climate in an urban center, I am all too intimately familiar with biking/mva accidents.

In short:

the proposed Cleveland Bike is simply too narrow and too well trafficked.

Citizens, including Students will get hurt, will have their young lives permanently altered/impaired- worst among these-brain injury.

I am writing to you to supply credible expert opinion that such an endeavor is high risk and an endangerment to public safety.

I am all for sustainable urban community.

Please use common sense and utilize a wider, less trafficked artery.

Peoples lives, including students, depend on it.

Thank you for your consideration,

Daniel P. Sipple, D.O.

Fellow, American Board of Physical Medicine and Rehabilitation

Diplomat, American Board of Pain Medicine

Hanson, Luke (CI-StPaul)

From: Chris Dart <chris@cerebratorium.com>
Sent: Tuesday, October 27, 2015 9:06 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Hurrah for bike lanes!

Dear Ms Lantry,

I want to voice my positive position on the amazing improvements in bike-ability you and the city have put in place over the past few years. I often choose to get out of my car and bike to work and other activities. I am sure there are grumpy detractors, and my experience suggests that grumpiness is a huge motivator for contacting city hall. I am not grumpy, I'm in favor of more bike lanes and shared road arrows including on Cleveland Ave.

Keep up the good work!

Chris

This message was slowly pecked out on my iPhone.

Hanson, Luke (CI-StPaul)

From: Kerry Furtney <kjfurtney@gmail.com>
Sent: Sunday, October 25, 2015 6:02 PM
To: Lantry, Kathy (CI-StPaul)
Subject: In favor of bike lanes

Hi Kathy,

I just wanted to write in support of the bike lanes on Cleveland Ave. I find it ridiculous that there has been such vocal opposition to something that would make our city cleaner, more family-friendly, healthy and progressive. I live only a block away from Cleveland and I would welcome a safer bike route for me and my children. Please know there is plenty of support for these kind of developments in St. Paul!

Thank you,

Kerry Furtney

Hanson, Luke (CI-StPaul)

From: Brenda Anfinson <brenda.anfinson@gmail.com>
Sent: Monday, October 26, 2015 6:18 PM
To: Lantry, Kathy (CI-StPaul)
Subject: In support of the Cleveland Avenue bike lane

I wanted to contact you to let you know that I am fully in support of a bike lane on Cleveland Avenue. I live on Cleveland Avenue and use my bicycle basically every day from March to December (if the roads are clear, I will even go out on my bicycle during the winter). I often bike on Cleveland Avenue, as it provides a direct route to a lot of shopping opportunities for me. A bike lane will give me the added safety of the motorists knowing that I am "allowed" to bike there (though the law already allows me to bike there, bike lane or not). I would also like the city of St. Paul to send a strong message out in support of bicycles- they are good for cities in so many ways. Biking supports a healthy lifestyle, is very economical, and gives people who are car-less access to a lot of opportunities that they otherwise might not have. Also, a bike lane on Cleveland makes a lot of sense- it connects the University of St. Catherine and the University of St. Thomas to a lot of other bikeways. Many college students do not have cars, so it's good to encourage them to ride bicycles.

Thanks,

Brenda Anfinson
651-245-3538

Hanson, Luke (CI-StPaul)

From: Karen Shrake <karen.shrake@gmail.com>
Sent: Wednesday, October 28, 2015 11:26 AM
To: Lantry, Kathy (CI-StPaul)
Subject: No Bike Lane on Cleveland!

Dear Kathy,

I will not be able to attend the meeting tonight, so I wanted to share my thoughts on the re-striping of Cleveland Avenue. I have lived within 2 blocks of Cleveland Avenue (in three different houses) since 1988. I am an avid biker and my children are increasingly using their bikes as a means of transportation now that they are getting older. I also love the convenience of using my car - just like the majority of St. Paulites. Here are my reasons for opposing the bike lane:

1) It is already very difficult to find parking near the businesses on the section of Cleveland in question (Davanni's, Luci, etc.). Trying to come up with a compromise, such as having parking near the corners that need it most, would negate any possible benefit to bikers.

2) Just one block west, on Finn Ave, there is already very, very little traffic. My family and I always bike on Finn rather than Cleveland for the stretch of Cleveland in question. If the desire is to have a complete right of way for bikers, which I do not advocate, but mention as it may be a desire of others, stop signs could be added to the few blocks that don't already have them as cars approach Finn.

3) Even with a bike lane, Cleveland would not feel safer for biking than Finn, given the narrowness of the street and the speed and volume of traffic.

Thank you for your consideration,

Karen Shrake
1978 Laurel Avenue

Hanson, Luke (CI-StPaul)

From: John Romano <roman001@umn.edu>
Sent: Wednesday, October 28, 2015 10:24 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Opposed to Cleveland Ave Biking Route

Ms Lantry, as a long time resident of Mac Groveland, I am opposed to the bike lanes and the subsequent removal of parking on Cleveland Ave. Cleveland Ave is a very busy street, with trucks and buses traveling the route regularly. Adding bike lanes would not only clog traffic, but also present risks to bike riders. As important, is the affect on small businesses on Cleveland, if parking is removed. I believe that using Finn/Prior/or Kenneth are much better suggestions for a bike path along the route.

--

John L. Romano
2049 Juliet Ave. St Paul

--

John L. Romano
Professor Emeritus, Educational Psychology
Counseling and Student Personnel Psychology Program
College of Education and Human Development
University of Minnesota
Minneapolis, MN 55455
email: roman001@umn.edu

Hanson, Luke (CI-StPaul)

From: Bartholomay, Lyn <LBartholomay@bestvendors.com>
Sent: Sunday, October 25, 2015 7:52 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Opposed to Cleveland Bikeway

Hello Kathy,

I live a block from Cleveland and I am opposed to having a bikeway from Grand to Randolph. This stretch of street is already very congested. As a biker, I would never use it in fear of getting hit by a car or a city bus.

Also, it is not fair for the home owners and businesses to lose their parking.

Thanks
Lyn Bartholomay
2135 Jefferson Ave
St. Paul

This email is subject to certain disclaimers, which may be reviewed via the following link. <http://compass-usa.com/Pages/Disclaimer.aspx>.

Hanson, Luke (CI-StPaul)

From: Michael Ramstad <michael.ramstad@gmail.com>
Sent: Saturday, October 24, 2015 2:17 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Please support Cleveland Ave bike lanes

Kathy,

I will be unable to attend the open house on Wednesday however I would still like my voice heard. I bike Cleveland Ave at least twice a week to work and feel that a bike lane is our safest option for this road. We live in a great city with excellent infrastructure and feel like this bike lane will only enhance it.

Thank you for your consideration.

Michael Ramstad
2014 Berkeley Ave
Saint Paul, MN 55105

Hanson, Luke (CI-StPaul)

From: Elliott Retelle <e_retelle@yahoo.com>
Sent: Monday, October 26, 2015 7:52 AM
To: Lantry, Kathy (CI-StPaul)
Subject: Proceed with bike lanes

As a recent resident of merriam park, we live on Prior and Laurel, it is quite evident the need to add dedicated bike lanes either on Prior or Cleveland. The Bikeway on Prior is a also access route for hauling trucks heading to/from solid waste, menards, etc. With heavy bike traffic, parking, typical car traffic and hauling trucks there is a need for change.

Let me know if there is anything I can do to help.

Best,
Elliott Retelle

Hanson, Luke (CI-StPaul)

From: natalie.c.larson84 <natalie.c.larson84@gmail.com>
Sent: Monday, October 26, 2015 5:06 PM
To: Lantry, Kathy (CI-StPaul)
Subject: RE: Take action: Save Cleveland Avenue

I would like to get added to the signed petition opposing the plan to add Bike lanes to Cleveland ave. I live on palace ave and I do not feel another bike lane is necessary. This street is already congested with just cars on the road and I would also like our local businesses to be able to provide street parking due to no offsite parking being available. There is a bike lane on river road and fairview already. Thank you for reading my email! Have a great day!

Thank you,

A Palace Ave Resident

Sent from my T-Mobile 4G LTE Device

Hanson, Luke (CI-StPaul)

From: Marge France <franceair2@yahoo.com>
Sent: Monday, October 26, 2015 5:45 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Save Cleveland Avenue's Parking

Please Ms. Lantry, Reconsider!

> Cleveland Ave is not wide enough for two lanes and parking which is badly needed. What are we thinking? Jefferson Ave is already a hazard. Cleveland is a thorough fare to I94 & 494! We have beautiful bike paths along River Blvd. It's slower paced & beautiful scenery, no matter what time of the year! Have you even checked it out compare to Cleveland Ave. Please don't put more bike lanes in this area. What do you want us to do? Park our cars, ride a bike and if you want to drive your car - remember, pedestrians have the "right of way!" No matter where they choose to cross!

> Please!

> Sent from my iPhone

Hanson, Luke (CI-StPaul)

From: lloydsauto@comcast.net
Sent: Monday, October 26, 2015 9:43 AM
To: Lantry, Kathy (CI-StPaul)
Subject: What are you thinking?

Bike lanes on Cleveland Ave. are a terrible idea. I am a avid cyclist and sponsor of Saint Paul Bicycle Racing club and North Star Youth Cycling. As a cyclist I want peace with cars on the road. I have the river road to ride my bike on and car drivers expect me there. We do not need lanes on every road in the city. Car drivers have rights and deserve benefits also. Business owners and residents need parking spots in front of their property. Please stop this bad idea.
Dan Burns. 612-670-3047

Hanson, Luke (CI-StPaul)

From: Emily West <ebwest@stkate.edu>
Sent: Saturday, October 24, 2015 7:32 PM
To: Lantry, Kathy (CI-StPaul)
Subject: Yay for bike lanes!

Dear Ms. Lantry,

I am so delighted to hear about the proposal for bike lanes on Cleveland. I teach at St. Kate's and live right there in the Northeast block of the Cleveland-Randolph intersection, and I think bike lanes would be a wonderful addition. My husband and I try to eliminate driving in favor of biking everywhere as much as possible, and access to bike lanes nearly to Summit would make our lives much better.

Thanks for working on it, and I really hope it goes through.

Best,

Emily West

Emily Blanchard West
Associate Professor, Classics/History
St. Catherine University
651-690-6069

Open Saint Paul Statements Received

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?
2. What do you fear about the impact of a new route on the n'hood?
3. If Cleveland Ave is selected as the bike route, how would this benefit the n'hood?
4. If Prior Ave is selected as the bike route, how would this benefit the n'hood?

All On Forum Statements sorted chronologically

As of November 4, 2015, 9:30 AM



As with any public comment process, participation in Open Saint Paul is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.

Cleveland Ave / Prior Ave Bike Route

1. *What do you hope to see as a benefit of a new route?*
2. *What do you fear about the impact of a new route on the n'hood?*
3. *If Cleveland Ave is selected as the bike route, how would this benefit the n'hood?*
4. *If Prior Ave is selected as the bike route, how would this benefit the n'hood?*

As of November 4, 2015, 9:30 AM, this forum had:

Attendees:	357
On Forum Statements:	109
All Statements:	172
Hours of Public Comment:	8.6

This topic started on October 22, 2015, 11:16 AM.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Paul Nelson inside Ward 4

November 3, 2015, 11:53 PM

I strongly support adding bike lanes to the Cleveland Avenue project. The 5-11-11-5 lane widths for Cleveland are standard lane widths that are very good and safe. Marshall Avenue, Chicago in Minneapolis and other streets have the same lane widths for the bike and motor vehicle traffic, and work very well. Cleveland is not "too narrow" for both bicycle and car traffic. Eleven foot traffic lanes will accommodate buses, emergency vehicle and trucks. I recognize that the decision is currently either Cleveland or Prior, but I think both should be made safe for the bicycle. More work would be required to make Prior "Bike Friendly". I have myself experienced some motor vehicle speeding on Prior between Marshall and Summit with the shared space lanes. Because of the 'sharrows' I would recommend a decreased speed limit of circa ten to fifteen MPH and the addition of plow-friendly speed humps to make Prior more safe for children.

With separate lane space on Cleveland for safety and a more through-way route, I think Cleveland should precede Prior in consideration.

Another advantage of bike lanes on Cleveland without parking is much easier winter maintenance of the bike lanes without parking. It is very difficult for city staff to maintain bike lanes positioned in the street between the traffic lane and parking lanes in winter.

For Cleveland I also recommend a temporary test utilizing narrow orange cones for separation of lanes. The purpose of this test would be to see how the bike lanes and parking actually work in real time. The length of the test I propose would be two to three weeks or just three days to limit or prevent any negative impact to business. The parking alternatives proposed by the city can be easily and quickly implemented for the test period. More permanent parking bays can be built later based upon clear results of this test. I recognize the anxiety of people about parking and safety on Cleveland. Lets see how this would work using temporary materials with a temporary test.

For the future, I envision off-road space or Cycle tracks and protected bike lanes for Cleveland. There is more room for this on Cleveland than on prior. Also, better pedestrian scale lighting and more lighting. I think Cleveland can once again be a more beautiful street, restored to its earliest configuration with bike lanes before 1900. Cleveland was not originally made for motor vehicles; the first automobile did not appear on the streets of Saint Paul until 1903.

The already tried (In many other cities) and clear benefit of developing a more balanced transportation street system with "Complete Streets" is enormous and will benefit all users of the streets. Lets do this?

Thank you

Sincerely, Paul Nelson
Ward Four
Hamline Midway

Matt Mead inside Ward 3

November 3, 2015, 11:22 PM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Let me start by saying I support a dedicated bike lane. However, I would ask the decision to decide between Cleveland or Prior be looked at objectively. A dedicated bike lane should be placed on a road which provides, all skill levels of cyclists, the opportunity to use it. A Cleveland route would primarily be used by "established bicycle users" and would not be conducive for young children considering the volume of traffic, frequency of city buses and multiple businesses etc. You would be hard pressed to find parents comfortable letting children bike on a Cleveland proposed route, whereas Prior would be a much more appealing route. Keep in mind you have St Marks and Nativity off Prior which could serve these students some much needed biking infrastructure,

Second, you obviously have established business on the Cleveland route. Business's who KNOW their client base and whether they use car's or bicycles to commute to their establishments. Many of these business will unquestionably lose business if parking becomes a 3-4 block proposition. Compounding this issue is that we live in MN, where it snows and its cold and are aging population will simply not be able to compromise on a 3-4 block when other business say in Highland Village offer on street parking.

Thirdly, were talking about the elimination of close to 250 parking spots (134 between Summit and Randolph and approx 120 between University and Summit assuming 1 side is eliminated) Around St Thomas this is going to greatly impact students ability to find parking, which is already a HUGE concern for UST student and staff. More importantly, by eliminating parking on Cleveland around St Thomas this is going to push more traffic, cars and parking deeper into adjoining streets that border UST. Shouldn't we be trying to keep more cars on major arteries, than displacing vehicle traffic into neighborhoods filled with kids and schools?

Collectively, when you look at these issues together, I can't fathom how a Cleveland route makes sense, relative to the amount of parking spots it eliminates vs the usage it will get by bicyclists. Students have university provided busing between St Kates and UST, in addition to city buses via the 87 and 134.

I don't think any one point above merits a clear decision to say Cleveland should be off the table. However, when you consider these points collectively and they are measured against the anticipated usage a bike lane on Cleveland would get 8 months out of the year, I don't believe it's practical for Cleveland to be considered. I would urge this committee to consider a holistic approach in weighing whether a .3 mile longer commute is worth the elimination of hundreds of parking spots and more traffic into neighborhoods.

Please consider putting this on Prior Ave.

Jim Masters inside Ward 3

November 3, 2015, 11:00 PM

Saint Paul residents have solidly and consistently opposed the Cleveland Avenue bike lanes, and for good reasons:

- 1) The mixture of bikes, buses, and cars on this narrow, busy street makes Cleveland Avenue ill-suited for use as a family friendly bike route; and

- 2) Despite the City's best intentions, there is simply no way to mitigate the loss of hundreds of parking spaces and the resulting damage to the livability and sustainability of the neighborhood. Cleveland Avenue provides an important parking lifeline for residences and businesses. Just yesterday, residents packed the Cleveland parking lanes to make way for the City's cleaning of their neighboring east/west streets. Such events are frequent occurrences during snow plowing season as well.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Residents and businesses already pay a high price to live and operate in the city – higher taxes, street assessments, greater density, and smaller lots with less on-site parking. We do this because we love our vibrant neighborhoods, and we all work together to share and maintain them.

The City has proposed an alternative route (Prior Avenue) that would give neighbors the opportunity to welcome bicyclists without excluding others who rely on our hard-working streets. I urge the City to select the Prior route and to demonstrate that it does listen to, and address, the concerns of neighborhood constituents.

1 Supporter

John Hesterberg inside Ward 3

November 3, 2015, 10:17 PM

I support the in street, separated bike lanes on Cleveland. This is both the safest and only practical solution for a wide range of bike riders. The option of sharrows on an indirect and confusing route via Prior may make car drivers feel better about themselves, but it does little or nothing to promote and assist bicycle transportation in our city.

Saint Paul has historically had overwhelming focus on and subsidies for car drivers. Please continue the small improvements we have been making for bicycle riders by implementing the bike route on Cleveland Ave.

David Devine inside Ward 3

November 3, 2015, 9:37 PM

I strongly oppose making Prior a designated bike route for a variety of reasons. First, as other postings have noted, Prior is already a viable option for recreational cyclists. Making Prior an "official" bike route would either increase car traffic (if stop signs on Prior were removed) or push car traffic onto other side streets (if too many anti-vehicle gimmicks were introduced), namely Kenneth. And, as evidenced by the Jefferson experiment, a designated bike route on Prior would somehow manage to cost hundreds of thousands of dollars.

Secondly, there is already a bike route two blocks east of Prior on Fairview. Thirdly, the shenanigans proposed for the Prior-Summit and Prior-Randolph intersections indicate how poor of an idea a Prior bike route really is.

Dianne Masters inside Ward 4

November 3, 2015, 9:26 PM

Cleveland Avenue is not a viable candidate for dedicated bike lanes due to parking loss and safety concerns. I applaud the City for proposing an alternative route – Prior Avenue from Randolph to University (and beyond, connecting to the existing northbound lanes already in existence). This route meets city goals of connectivity, safety, low neighborhood impact and preservation of parking. The pedestrian/bike islands proposed for Summit and Randolph would be an amenity for the neighborhood, promoting safety for both bicyclists and pedestrians.

Jayne Nystrom inside Ward 3

November 3, 2015, 6:53 PM

I do not support Cleveland Avenue bike lanes at this time. However, when the road is widened, I would have no objection.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Unfortunately, there is just not enough space on Cleveland to support all of the traffic that uses it.... cars, buses, commercial trucks, bikes, pedestrians, parking, snow plowing, etc.

There are too many factors that render the street too busy to add another layer, and a layer renders the minimal amount of space for bikes and for vehicles which is a recipe for disaster.

Also, other streets have been striped to include the left turn lane to make the streets more safe and Cleveland would not have that option due to lack of space. Therefore, congestion will become even more of a factor and the safety will be compromised even more as vehicles move to the right to get around a left turning vehicle creating even more safety issues for bikes & motor vehicles. The subject is contentious enough already without adding too much use to a too little space.

Please put the bike route on the quieter Prior Avenue option.

Derek Ellis inside Ward 3

November 3, 2015, 5:50 PM

I support safe streets for all of St. Paul. If Cleveland is a dangerous street (as these comments suggest), the city should take measures to lessen the danger(s). Moving bikes from one street to another does not make Cleveland safer, it keeps the status quo of an unsafe street. There are all types of users on or near Cleveland right now, and we should have a safer street for everyone.

Adding a bike lane on Cleveland, along with any other traffic calming the city engineers deem necessary would be a good start in making Cleveland Ave a safer place to be for everyone.

1 Supporter

Roseann Rogers inside Ward 3

November 3, 2015, 5:10 PM

Cleveland does not make sense because of buses, traffic congestion, pedestrian traffic and parking is already a problem so why take away more parking spots. In winter with all the snow this will be crazy.

Even my friends who are avid bikers say this doesn't make sense. PRIOR is the only solution for this. If cars have to stop at signs why not bikers. Why create more problems on Cleveland.

Roseann Rogers

2 Supporters

Holly Williams outside Saint Paul

November 3, 2015, 4:38 PM

I live outside of this neighborhood but travel along Cleveland and Prior on a weekly basis. Crossing Cleveland with my two small children is already very difficult and the cars travel much faster than they should - and it takes a long time to find a window to get across the street safely. If I was biking with my family, I would never choose to bike along this street. Even if it was the most direct route, its just not worth the risk, even if there were bike lanes. The lanes are too narrow for the cars and buses to drive past the bikers safely and there is not enough room to move over and give the bikers some extra space. I would reiterate what many have said here already - that Prior would be much safer and produce less risk for both the cyclists and the drivers, as well as those of us walking and crossing the already busy street. In the winter, the busy rush hour traffic, snow and pot holes make

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

the road an even worse choice for cyclists to share with cars. Prior, with a slower speed limit and a few sign adjustments seems like a much safer alternative.
Thank you for your consideration.

Patrick St Dennis inside Ward 3

November 3, 2015, 4:32 PM

1. Safe, through, access on a bike route. I support having the route on Cleveland. As someone who commutes via bike from Highland Park to DT MPLS, I would use this route if available. Having a dedicated space makes it safer for all travellers. There's enough room to have narrower lanes and still achieve this.
2. I don't fear anything about this.
3. If Cleveland is selected, you have a viable route that works for riders, and can calm Cleveland Ave traffic as well.
4. If Prior is selected, you haven't actually changed anything, because it doesn't actually change how people could ride it today.

I think it's also important to know that even though not every rider would be confident to ride on Cleveland, many of the people who rely on the ability to ride, would be confident and safer with these bike lanes. Having an improved, safer option is key.

An example I would use is to think about an intersection, or parking lot, that you avoid driving your car to, or dread going to, because it's hard to get in and out of or hard to make a turn. Most bike riders face long segments of their trip that include places like that. I think this is a great opportunity to remove a segment like that for many many bikers.

2 Supporters

Karen Jurewicz inside Ward 3

November 3, 2015, 4:24 PM

I feel as though Cleveland is way too busy for bicycles, especially when the bus route is also on this busy street. Prior may be the better option.

1 Supporter

Beth Scudder inside Ward 4

November 3, 2015, 4:14 PM

I'm in favor of bike lanes on Cleveland and Prior, both - and sincerely hope that our city can prioritize developing infrastructure that supports safe, healthy, non-polluting transportation over car-dependence and entrenched, limited visions of who drives the local economy.

Julie S. inside Ward 4

November 3, 2015, 2:37 PM

I feel strongly that Cleveland be the route. Cleveland will be much safer for bikers once bike lanes are added.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Cleveland is a much more direct route, and as a casual biker, I would use it to bike to Highland Village from Merriam Park. The Prior route is unworkable, because it poses the terrible situation where northbound bikes head into oncoming traffic on Summit to continue on Prior. (Bikers are simply not going to go all the way around the large median at Summit to continue northbound!)

It's so disappointing that UST is opposed to the Cleveland route because of its necessary reliance on public street parking to serve its own community. UST should be providing adequate parking on campus (and incentives to use it). As for the other parking loss, all efforts should be made to mitigate, and everyone will adjust. This is the city, after all, and people should be prepared to walk half a block. The businesses at Cleveland and Randolph have completely lost perspective, and they should not be allowed to undermine this project that serves the greater good of the community.

2 Supporters

Suzie Olson inside Ward 4

November 3, 2015, 2:18 PM

My thoughts are that Cleveland is way too busy already and way too narrow to add a safe bike lane. When snow and ice further narrow the lanes, it will be even more dangerous. While I agree that Cleveland would be the most direct, I think it would be more enjoyable and safer to make Prior the designated bike street.

1 Supporter

Padraic McGuire inside Ward 3

November 3, 2015, 2:15 PM

I feel the creation of a N-S Bikeway using Cleveland is foolish for the following reasons:

1.) Loss of parking adversely impacts business and citizen use in the neighborhood. Elderly, young parents especially, but all citizens will be dis-served. Neighbors would be set upon with cars visiting businesses that would otherwise park on Cleveland, now competing for space in front of taxpayers homes. Young parents would have to schlep kid carriers a block to get their children to and from their day care center. Elderly would abandon the several fine restaurants on Cleveland.

2.) Cleveland is already a narrow street. Forcing bikers onto this street reduces safety of the bikers. It almost ensures that collisions will occur between bikers and autos for no good reason. Stories that safety will increase due to the increased congestion are just foolish.

3.) I'm actually not sure we need a "Bike Route", bikers in my experience seek quiet roadways and we have lots of sleepy residential streets that well serve this need. Bikers are safely and freely able to ride as they choose. But, if we must have a bikeway, Prior is the best route as it is a good compromise between the residential streets, but not really an arterial. The lack of a "straight shot" desired by the biking advocates really does not balance well with the damage to businesses and inconvenience to citizens in the neighborhood.

4.) We will soon have new homes and condo's in the Ford Plant area. These homeowners will be using Cleveland to commute to work. Increasing congestion on this arterial is not compatible with the city's plans for the Ford site.

Duane Wiest outside Saint Paul

November 3, 2015, 11:38 AM

All On Forum Statements sorted chronologically

As of November 4, 2015, 9:30 AM

<http://www.peakdemocracy.com/3164>

Page 8 of 41

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Please do not put the bike route on Cleveland.

The bike lane on Cleveland would create a hardship for me attending church on Cleveland Ave and for me doing business on Cleveland.

Please put the Bike lane on Prior. I used to live on Prior and a bike lane would be perfect with less traffic and more safe for bikers. A bike lane on Prior would add more charm to the quite neighborhood. Thank you Duane W.

1 Supporter

Nate Solas inside Ward 5

November 3, 2015, 9:39 AM

1. I hope that Saint Paul can become the world-class bicycling city it wishes to be. I hope for less car traffic as biking becomes safer and more accepted, I hope for more safe and fast bike routes between major exchanges.
2. Striping lanes and changing street layouts and traffic flow (and parking!) can feel disruptive, so my fear is that local residents and businesses won't give the project a chance to succeed.
3. A striped road is a planned road. This project will give Cleveland more attention and consideration than it has even gotten, parking will be evaluated fairly, and bikes will be held up as first-class transportation -- no longer an afterthought. The neighborhood will benefit from increased access to more kinds of transit and better, safer, intersections.
4. IMO it would not. Cyclists seeking the most direct route will still ride on Cleveland, with only minimal spillover to the striped lanes on Prior.

2 Supporters

Patrick Murphy inside Ward 3

November 3, 2015, 9:16 AM

1. I hope to see a street that's more accessible to people who bike, regardless of experience level. I currently commute on Cleveland every day, year-round, and it's consistently the most dangerous part of my seven-mile commute.
2. I fear that businesses would need to hire new employees to accommodate the increase in patrons that comes from a road that's accessible to pedestrians.
3. You would actually see your neighbors outside of their cars and people from other communities would feel safer patronizing businesses in the neighborhood.
4. I've ridden my bike on Cleveland over a thousand times over the past ten years. I don't know that I've ever ridden on Prior. It's not as logical of a place for a bike lane.

Thanks for your time!

2 Supporters

Lindsey Wallace outside Saint Paul

November 3, 2015, 9:04 AM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

1. I would like to see more people biking in St. Paul and safer streets. As many commenters here have noted, Cleveland can be fast and dangerous. Narrowing the travel lanes and putting in a bike lane will make the street safer for everyone: people driving, biking, and walking.

A Minneapolis public works study found that "corridors with more bicycle traffic tend to have lower crash rates." This means that people get used to seeing bikers on certain roads, and are then looking for them and paying closer attention on those routes. This would very likely be the case with Cleveland.

2. I don't really have any fears. I think some folks might be frustrated now but they'd easily get used to the bike lanes.

3. It would bring in more people who bike, it would make walking safer, and it would make the neighborhood a more vibrant, urban, and attractive place to live.

4. Anyone can bike on Prior now if they want to bike on a quieter street. Since the proposal on Prior isn't bike lanes, it's just shared lane markings (sharrows), this wouldn't be much of an improvement over what's there already. If the bike lanes go in on Cleveland instead, folks who want a direct route can bike on Cleveland, and those who want a quieter ride can bike on Prior. I don't think putting sharrows on Prior is anywhere near the improvement that putting a bike lane on Cleveland would be. According to NACTO, "Shared lane markings should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments."

3 Supporters

Alex Cecchini outside Saint Paul

November 3, 2015, 8:30 AM

As a Minneapolis resident with a job in downtown St Paul, I frequently commute by bike on St Paul streets. I also visit destinations on Grand Ave and Highland Park by bike. Here are my thoughts:

1. I hope to see a straight, logical bike route on a currently dangerous street. Bike lanes calm traffic, making biking and walking safer. A logical grid of straight routes giving direct access to businesses and other educational/cultural destinations is every bit as important for biking as it is for driving or transit. Cleveland is part of that solution. As a result, benefits we'll all see are safer, quieter streets, less pollution from even a tiny shift in modal choices, and the ability to let more people live in this wonderful neighborhood by improving the street's capacity to move people. All good things!

2. Nothing. Literally nothing. Bike lanes have been added in neighborhoods just like this one across the country and in our own metro, sometimes replacing parking or other through-lanes. There are almost never negative side effects.

3. As stated above, Cleveland represents the longest, straightest, route serving the most businesses, residences, cultural, and educational amenities while connecting to the most bike facilities (current and planned). This makes biking easier and more practical by definition.

4. Businesses and residents on or close to Cleveland won't be required to have the difficult discussion about how to better handle on-street parking on side-streets to serve the desires of visitors and restaurants in order to make their street safer and more accessible to people who can't drive due to age, disability, or cost.

1 Supporter

Kelly Munson inside Ward 3

November 3, 2015, 6:56 AM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

I bike with my daughter all the time. And it just isn't safe. I live at the south end of Cleveland and need a safer way to get her to school, the grocery store, church. We are a young family and just moved to Saint Paul. And Saint Paul is so far behind on this issue. If our city wants to stay relevant to young people we must provide opportunities for them to move around on bikes, busses as well as cars. I've loved living on streets with bike lanes in the past. The cars slow down and everything feels more neighborhood-y. Come on Saint Paul. Loosen' up and let's do this. I don't care which street it goes on.

Renee Ellerman inside Ward 4

November 3, 2015, 6:53 AM

I guess it all boils down to what's more important to who makes this decision. Will a North/ South bike lane on Cleveland Avenue be used by cyclists of all ages with varying skill levels or will it be used solely by Commuters and experienced riders? If it's not used by everyone, that's a pretty high price you are asking from the deeply impacted Cleveland Avenue businesses and residents. Prior Avenue is an already existing lane and one that ALL ages and skill levels are currently utilizing. I think Communities will work with the City to help implement a Bicycle Lane they, themselves, AND their children would use.

All of the data EVERYWHERE points to implementing raised buffered/protected Bicycle lanes in high traffic areas. Not pylon or plastic buffers. If you want to include the groups of people being left out of these proposed lanes, in high traffic areas, you're going to have to make it safe for Cyclists with varying skill levels. Cleveland Avenue, as it is being proposed, leaves zero room for error. ZERO. There really is no outcome where the Cyclist wins. Painting a line isn't going to make those folks safe. Finish the Grand Round and work on Ayd Mill. If the issue with the RR is at a local level, as previously stated in dialogue. This should've been a done deal a long time ago. The more raised, buffered and protected bicycle Lanes implemented, the more Cyclists of ALL skill levels will get out there.

I think the biggest loss has been the fracture in the Community. Constructive dialogue is scarce and petty, personal attacks and hostility have become the norm. Right from the jump. There's a vast difference between the will of the people and mob rule. Not ALL bike routes are going to work. Especially on high traffic arterial lanes like Cleveland. That doesn't mean the Community is anti-bike OR anti- bike lane. The planning process had/ has flaws and so does Cleveland Avenue as it is being proposed. So it's important to learn from ALL of this, good, bad and ugly for the future proposed routes penciled in for the Saint Paul Bicycle Plan.

The absolute best thing to come out of this is Communities working together for a strong, unified voice. Leadership has become detached from their grass roots. Hopefully this voting day will reflect the dissatisfaction of the folks who believed in and elected them. Communities had been lulled into complacency with the fantasy they had representative leadership. When, in fact, we did not. Because of the Cleveland Bike Lanes and other Community rallying events, it has become abundantly clear the need for Citizen participation in Urban development. It's not just a right, but a necessary responsibility. We are looking forward to future urban planning processes that involve entire Communities and not just the ones that sign up for emails to specific groups.

A big thanks to the task force for allowing a voice...

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

2 Supporters

Martha Endrizzi inside Ward 4

November 3, 2015, 6:29 AM

Although Cleveland is more direct it is not a safe bike route. There is so much traffic and many businesses on Cleveland. The other issue is parking is already at a minimum. Should we hurt businesses to appease bikers? I vote no. Please do not put a bike lane on Cleveland!

3 Supporters

Bill Connell inside Ward 4

November 3, 2015, 3:49 AM

1. I hope to see city streets that are safer for all users, and improved access to the businesses and features along the route. I also hope to have a safe, continuous north-south bike route in St. Paul, a rare thing given the existing interruptions from freight rail, highway, and street misalignment.
 2. I fear a route that tries too hard to compromise and either sacrifices safety or doesn't lead to the positive change we need. I fear that not imposing some new strong changes to Cleveland will only reinforce its role as an unsafe mini highway through a residential neighborhood.
 3. Choosing Cleveland as the bike route and creating separated lanes will reinforce Cleveland's status as a neighborhood street. Neighbor's and visitors alike will benefit from a calmer, safer street. It is not an artery like Snelling, though it is being treated as such. Cyclists would gain a much-needed safe and continuous N-S route, and those of us north of University gain much improved access to Highland park businesses.
 4. Choosing Prior as the bike route would primarily benefit a small number of businesses on Cleveland who would otherwise lose parking, and drivers who like to use Cleveland as a high-speed route through the neighborhood to 94. I fail to see why we should prioritize car traffic that is just passing through the neighborhood at the expense of neighbors who are discouraged from biking and walking because of traffic speeds.
-

Caroline Stommes inside Ward 4

November 2, 2015, 11:50 PM

I can not support the Cleveland Bike Project as it is currently designed.

I wish we could find a way to make this project good for all parties. The county has plans to reconfigure the curbs and widen the road. At that time there would be enough space to keep parking on Cleveland AND have a bike lane. All parties win! Wouldn't the best option be to wait until the road can be reconstructed to benefit everyone? As it stands, the Cleveland Ave route is only optimal for the cyclists and hinders so many others.

1. I hope to find a route that provides a safe route for bicyclists without harming the people that live, worship, or do business in the area.
2. I fear that eliminating parking will make it difficult to access homes, churches and businesses along Cleveland. The Prior route would not have any impact on those with limited mobility that require places to park near their destination. I also fear the increased congestion and decreased safety along Cleveland with the elimination of a designated lane for the bus stop (in the southbound direction).

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

3. Cleveland Ave as a bike route really would only benefit the biking community. This route does not benefit homeowners, businesses, people with physical handicaps, or motorists. Please consider how much of an inconvenience this is to those of us that live here.

4. This would provide a connection to the currently present Prior route, north of Summit. This route is already a know favorite of families and neighbors in the community. I prefer Prior when I bike through the neighborhood as it is much more quiet. This route would be great also as it does not harm the multiple churches or businesses along Prior as this will not eliminate parking. Lastly, it will now provide a direct route to Grand Performance on the bike path. That must be good for that business and convenient for cyclists.

4 Supporters

casey peterson inside Ward 4

November 2, 2015, 10:20 PM

I favor the Cleveland option. Cleveland is the most direct route, rather than Prior which terminates at several places throughout its north-south traverse. Being able to bike safely on Cleveland is an asset for Saint Paul. It will calm traffic in a residential and commercial section of the city, but it will neither stop nor slow traffic. Allowing for cyclists to bike without fear of parked cars creates a system in which those cyclists do not have to enter the cars' traffic flow. (2) I do not 'fear' an impact to the neighborhood. Local businesses will not suffer from lack of parking. There is ample parking on the cross streets, and it is rarely the case that anyone can find Cleveland parking in front of a given place of business with the existing road structure. (3) As stated earlier, bicycle traffic has a calming effect on a street. Cleveland Avenue is not a highway. It is not a thoroughfare. It is a residential street with a low speed limit. Bicycles will serve as a reminder of that. Less cars on the street, and cars driving slower, means it is a safer environment for families and pedestrians. Less cars means less pollution, both from exhaust and other vehicular debris. Studies have shown that cyclists spend more money in a neighborhood than cars, so I can only imagine that proving true yet again for Cleveland Ave. (4) Prior Ave is not an ideal option. Prior is already a bike boulevard, but it terminates at Summit Ave. Cleveland needs a protected bike lane, so that cyclists might feel safe while using the roads their taxes help support.

Marilyn Christensen outside Saint Paul

November 2, 2015, 10:15 PM

The Prior Route will be safer. Cleveland Avenue carries considerably more traffic and is very narrow. Adding bicycle right of way will make the situation even more precarious for bikers and motorists, not to mention pedestrian cross traffic at intersections. Thank you for taking these comments into consideration.

2 Supporters

David Vogel inside Ward 4

November 2, 2015, 10:07 PM

1. I have ridden the north-south route several times, and a GOOD route that's safe from vehicle traffic is a good thing. 2. Cleveland is NOT a good route; there are a growing number of businesses on it attracting more car traffic. 3. Adding a bike lane will NOT encourage bikers to use the business on Cleveland. In general, daily bikers are trying to zip through ASAP. If anything it will attract NEGATIVE media attention to the bike/car accidents that will occur if bikers are 'encouraged' to ride on that VERY narrow street along whizzing and

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

turning cars and trucks.4. If Prior was selected as the bike route, it would encourage drivers to SLOW down (and increase the safety of all) in the n'hood. Final thought: because I live on a designated 'bike boulevard' I know the changes it will make to Cleveland. The planners should look to direct bikers along SAFE streets- and the speed, timing or flow of bike traffic (impacted by number of stop signs, lights, etc) should not play 'balance of priorities' against safety.

1 Supporter

Brian Martinson inside Ward 4

November 2, 2015, 9:56 PM

I support bike lanes on Cleveland Avenue.

1 Supporter

Eric Saathoff inside Ward 6

November 2, 2015, 9:56 PM

I fully support Cleveland Ave as the north-south route for bike lanes. The other two options are inadequate because they are both broken up, not continuous. Please remember that these streets are for traveling, and we should not be limiting our ability to travel in order to prioritize parking.

1. The new route will be an important north-south route in this portion of the city and will provide access to local businesses.
2. Fear is that people will be angry and aggressive toward cyclists.
3. Bike lanes increase business to local businesses. It will also provide a very easy way to access both universities in ways that the alternatives alone do not.
4. Prior would benefit the neighborhood by dramatically increasing the number of people going to St. Kate's. They would, of course, have no choice because their bike route would be a dead end.

1 Supporter

Jaycelyn Colestock outside Saint Paul

November 2, 2015, 9:33 PM

I'm a bit surprised that Cleveland Avenue is being considered for bike lanes. It's such a busy and narrow street. I think that Prior would be a much safer choice. And Prior is even more of a residential area, whereas the businesses on Cleveland need parking spaces.

Christopher Moseng outside Saint Paul

November 2, 2015, 9:31 PM

I commute by bike between South Minneapolis and Downtown St. Paul for work. I almost never adventure beyond the existing bike lanes on Summit and Marshall. I often think about stopping for dinner or a drink on the way home, but without a safe and well-engineered network of bike facilities, I am discouraged from exploring other parts of St. Paul to do so.

To that end, bike lanes are real bike infrastructure. Sharrows do not contribute to my safety or comfort on a bike.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

There are already sharrows on Prior between Summit and Marshall, and drivers act as though they aren't there. Bike lanes keep me separated from traffic. I will feel safer on a narrow road with a dedicated lane than I would on any road where sharrows are the extent of the bike facilities.

I am a potential customer for St. Paul businesses who is lost if the businesses prioritize parking right outside their door over a bike lane. I will visit more of St. Paul and patronize businesses there, but ONLY if I can get there safely and efficiently on my bike.

For these reasons, I support using Cleveland as the bike corridor, and bike lanes over sharrows in every circumstance.

Here is another way for me to say the same thing: I already know I can bike on Prior. Adding sharrows doesn't make it more likely. Similarly, failing to put a bike lane on Cleveland doesn't stop people from biking on Cleveland. People will continue to bike on Cleveland if Prior is "selected." It just makes it more dangerous for everyone: cyclists, drivers, and pedestrians. Improving Cleveland by striping it for a bike lane will improve safety and will promote modes of transportation in a way that Prior (being discontinuous and indirect) simply can not.

Some commenters seek to frame this as a choice between a route that is safe and a route that is less safe. This is a false choice. People can bike on Prior whether or not the City selects it and it will not be any more safe with sharrows painted on it. Cleveland will ONLY be more safe for cyclists, drivers, and pedestrians if it is selected. Selecting Cleveland will do the most good for the largest number of people. Selecting Prior will be effectively choosing the status quo over safety and sustainable transportation options.

1 Supporter

Colin Fesser inside Ward 4

November 2, 2015, 9:29 PM

Data from cities around the world (and from the other side of the river) show that improved bike facilities improve business at adjacent commercial properties, improve biking rates, and have little to no effect on traffic congestion. So I have no fears and plenty of hopes. Hopes that lanes on Cleveland will provide a safer, more heavily used bike route between major institutions and commercial nodes. Prior is an unacceptable alternative - it is not a continuous road, and the multiple detours bikers would have to take are significant enough to make the route much less attractive. It also lacks Cleveland's levels of a commercial destinations. Facilities on Prior would certainly be nice. But they are not an adequate substitute for the much-needed Cleveland bike lanes.

1 Supporter

Ken Avidor inside Ward 2

November 2, 2015, 9:22 PM

I support bike lanes on Cleveland Avenue.

1 Supporter

Stevie Ray inside Ward 3

November 2, 2015, 9:14 PM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

As a business owner for the past 18 years on Cleveland Ave. at St. Clair, I (we) are opposed to a bike lane on Cleveland Ave.

We would lose 4 parking spots on the west side, beyond the existing cut-out, parking spots.

A bike lane on Cleveland not only affects Cleveland Ave, it will also impact the neighborhood streets off of Cleveland.

Heidi Schallberg inside Ward 3

November 2, 2015, 9:05 PM

1. I want to see convenient, safe, direct routes to travel throughout the city by bike.
2. I fear that valuing individual storage of private property (cars) in public space will take priority over safely moving all people through our city and to our businesses, no matter how we choose to travel. This will not help the city reach its stated goal of being the "most livable city in America."
3. Cleveland Ave needs to be the selection for this route. Cleveland Ave is the identified planned route south of Randolph to travel to Highland Village and beyond, which is not made clear on this page. Continuing Cleveland north of Randolph will provide a clear and direct path of travel for points along the street. This is not just a through route from one end point to another. People have many destinations between Ford Pkwy & University, and Cleveland serves those potential destinations most directly. Nice Ride currently has a bikeshare station at Cleveland & Highland. I often see people on Nice Ride bikes and their own bikes riding on the sidewalks along Cleveland because there are no bike facilities right now - but there is the demonstrated need. As evidenced by bike lanes on Marshall in St. Paul and on Chicago in Minneapolis, bicyclists, buses, and cars can coexist safely on streets such as Cleveland if it were striped with bike lanes. Parking can be moved to other locations within easy walking distance of businesses and apartments.
4. Prior Ave should NOT be selected as the route. There are many concerns with this proposed routing. As mentioned above, the identified route south of Randolph remains Cleveland. A safe connection from Prior to the Cleveland facility would need to be provided and does not currently exist. The best option for this one issue would be to connect on Jefferson to Cleveland and have bike lanes on Cleveland from Jefferson south through the Highland section; Jefferson already exists as a bike blvd and would be a more appropriate connection than Randolph. Prior does not directly and safely connect through north of Summit. As a largely residential street, Prior does not help people access destinations along the north-south route as well as Cleveland. Selecting Prior would increase the costs for installing a safe bikeway because of these connection issues that would have to be addressed, which would likely result in an unknown delay in providing a safe bike route in this area.

1 Supporter

Jane Conlin inside Ward 3

November 2, 2015, 8:57 PM

I believe that the benefit of a new route would be to make sure the MOST people benefit from the proposed plan. My fear is that the impact of a route on Cleveland would have a negative impact on over 100 families and businesses along Cleveland. The Cleveland plan is not a benefit to the neighborhood. In addition to the disruption of homeowners and businesses, the Cleveland Avenue Bike route is not a safe option. In addition to the personal vehicles, the traffic patterns along this route include buses, 18 wheeler trucks delivering product to

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

the Highland village shops, i I do not believe that safety is in place. Placing the route along Prior Avenue does not have a negative effect on the neighborhood. No families will lose their access to their homes, no businesses will be impacted. There are no large trucks or busses. Without the loss of parking spaces, there will not be overflow of parking into the neighborhoods. The least impact for the benefit. Two blocks north. I don't understand why disrupting families whose homes are on Cleveland and businesses who will lose clients due to lack of parking, and apartment residents who depend on the parking to get to their homes without having to walk blocks to access their homes is a good plan. Moving two blocks north will continue to allow bikers a route, and families and businesses along Cleveland and adjoining blocks north and south to have access to their homes and businesses. A win/win for bikers, home owners, families and businesses is Prior Avenue. Please go with Prior for everyone to win.

2 Supporters

Jasmine Oropeza outside Saint Paul

November 2, 2015, 8:56 PM

Prior Avenue is quieter, less traffic and safer than Cleveland

Mark Colestock outside Saint Paul

November 2, 2015, 7:50 PM

I am not a Saint Paul resident, but I do travel to Cleveland Ave weekly and park on or near Cleveland each week.

I believe that Prior Ave being more residential would be a better route for bicycle riders, than Cleveland Ave. Since bicycle riding is for young and old, it seems that safety for all riders should be high consideration. Prior would in my opinion be the safer route for the new bicycle lane to be added. When I ride my bicycle I am always looking for safer routes with less car traffic. I would think that other family bicycle riders would also find the Prior bike lane route more appealing through a residential area with less traffic.

Thank you for considering my input

1 Supporter

Paul Sabourin inside Ward 3

November 2, 2015, 6:50 PM

1. We need a high-quality bicycle route in this corridor in order to have connectivity with other parts of St. Paul and Minneapolis, as well as for movement within this part of the city. Others have noted that there are numerous health, environmental, and equity reasons for building these lanes, but I would add that St. Paul's regional competitiveness in the future will also benefit from improving the ease with which people can get around by bicycle. We are fortunate to live in one of the few places in the Twin Cities where walking, cycling, and transit are (or at least have the potential to be) viable alternatives to driving for many purposes. A growing share of the population puts a high value on these qualities and the lifestyles they make possible. Developing a useful bicycle network is exactly the type of infrastructure improvement the city should be investing in.

2. Actually, I've been surprised and disappointed by the emotional intensity that this topic has generated, to the

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

point that I fear that some of this anger could wind up being directed at cyclists. I hope I'm wrong about that.

3. Cleveland Avenue is the superior choice for bicycle lanes between Randolph and University Avenues. Basically, the same things that make Cleveland attractive for motorists make it attractive for cyclists – it's a direct connection between other corridors and destinations, and it requires minimal stops. These characteristics mean the Cleveland route would contribute most to creating a useful network of bicycle routes in St. Paul, and presumably that's why it was identified in the city's bicycle plan.

I've seen some comments saying Cleveland isn't safe for cycling, but I believe the addition of lanes to Cleveland would actually result in improvements to safety as well as convenience for cyclists. Plenty of cyclists now use Fairview Avenue, despite the fact that Fairview generally carries more automobile traffic than Cleveland does, and even though Fairview for the most part provides cyclists with lanes that are narrower than the ones that would be provided on Cleveland. Cleveland is a useful route for cyclists, and some intrepid cyclists ride there already. The best way to improve safety for cyclists on Cleveland is to construct bicycle lanes and increase the number of cyclists using that route, which will raise motorist awareness of them.

I believe that city planners and community members have done a good job identifying strategies to mitigate the loss of parking that would result from striping lanes on Cleveland Avenue. We can take steps to minimize the negative impact of reducing parking on Cleveland, and the inconvenience of these changes will be far outweighed by the added value of the bicycle lanes.

4. The proposed changes would not really do much to improve the situation for cyclists over what conditions are like now on Prior Avenue. Cyclists making recreational or local trips have the option of using Prior today, and they would still have this option after Cleveland was improved. The Cleveland lanes should be the priority, rather than the inferior Prior alternative, which would be a less direct, slower, and basically less useful route.

1 Supporter

Susan MacMillan inside Ward 3

November 2, 2015, 5:31 PM

I see no benefit whatsoever. Adding bike lanes is going to make Cleveland less safe for all of us - although those lanes will not get much use 6 months of the year. Cleveland is not well plowed, and when alleys are plowed the snow is spread across Cleveland, adding to the danger for bikers. It's getting harder to drive anywhere with all the "calming" and bicycles. Parking is becoming more of a problem in St. Paul. Why is it fair to remove spaces used by customers of long established businesses that have no other parking? People on bikes are certainly not going to be using those businesses. Prior carries far less traffic and is not a commuter route, which would make it safer.

2 Supporters

Ted Gautsch inside Ward 4

November 2, 2015, 5:14 PM

A bike route on Cleveland is not only a bad idea but literally poses more risk of additional congestion to the area. There are already several other streets with bike lanes in the area, several are hardly ever used. I recommend the city start considering how to deal with the growing traffic congestion in the area.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

4 Supporters

Jeff Jay outside Saint Paul

November 2, 2015, 4:54 PM

Seems to me that Cleveland is a very busy street because I park on this street every Saturday and it takes forever to get out of my car because of heavy traffic. Kind of loco to put a bike trail on this road and I will honestly look for some biker fatalities if Cleveland is chosen as the bike route. Bus traffic is also heavy on Cleveland and I cannot understand how this adds to anything to the community except for chaos, accidents and poor planning. Go for the Prior Avenue option! Thanks, Jeff Jay

3 Supporters

Bill Teeple inside Ward 4

November 2, 2015, 4:33 PM

1. The benefit would be to encourage more people to safely ride their bicycles more often and for a variety of trips.
2. The only fear I have is the backlash of bicycle-paranoid motorists who who are impatient with cyclists on "their" streets.
3. The benefits of choosing Cleveland would be to the businesses up and down Cleveland and particularly in Highland Park. A safe route to highland Park would encourage more people to shop there. I think it would also be of benefit to the the St. Thomas and St. Catherine colleges campuses since student would have a safe route to use to and from school.
4. I think the biggest benefit of selecting Prior would be that it already is a bike route North of University and is the next natural progression. It would be a great route for people to take to bike to downtown Minneapolis to Twins, Gophers, and Vikings games. It would also make it more convenient for people coming from south of University to shop at the businesses that are at the Prior and University intersection.

Terrence Pitts outside Saint Paul

November 2, 2015, 4:04 PM

I admit that I do not live in Saint Paul or travel Prior Ave. very much.
But, I do use Cleveland Ave. weekly.
The traffic that I see on it, in my opinion, does not lend to a safe thoroughfare for bicycle traffic.
For experience and mature riders the risk may not be as great as for younger riders and families, BUT, for younger riders and families - this route is just NOT safe.
Prior may not allow for as convenient a route due to the signage.
But, it may be possible that the signage can be switched around so as to make the route more acceptable. As you have stated in the overview of the issue, Prior's traffic is less and it is more residential too. Which for most bikers and car drivers alike, will make for a more relaxing ride due to Prior Ave's safer environment of being a residential rather than a commercial environment as is Cleveland Ave. And finally, Prior Ave. is the most logical choice since it connects to the other bike routes directly already as you have said.
Thank you for considering this input

2 Supporters

Connie Moser outside Saint Paul

November 2, 2015, 3:52 PM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

I believe that Prior Ave. is a much better place to have Bike lanes. It is a much quieter road for the safety of pedestrians and bikers. The traffic on Cleveland has been greatly increasing over the years that I have had to use and walk across this road. Cleveland is a narrower road and is just not the right fit for Bike Lanes it also takes away too many parking spots needed in the area. Please have the Bike lanes on Prior Ave.

3 Supporters

Shannon Lees outside Saint Paul

November 2, 2015, 3:26 PM

Please put the bike lanes on Prior instead of Cleveland. Prior has less traffic and is safer than Cleveland. I cross Cleveland and it is dangerous for pedestrians and bikers. Thank you.

2 Supporters

Katie Garrard inside Ward 3

November 2, 2015, 3:08 PM

It is a much better idea to put the bike lanes on Prior Avenue due to the already crowded lanes on Cleveland Ave. Specifically during rush hour on week days, Cleveland Ave is already extremely packed to drive on. During the winter months it will be dangerous, for the drivers, when they must try to avoid the large pot holes that occur on Cleveland and watch for bikers.

1 Supporter

Daniel Williams inside Ward 4

November 2, 2015, 2:56 PM

Please put the bike lanes on Prior Avenue. My family crosses Cleveland every week and it is a very busy street as it is with cars whizzing past. I would never want to bike on this road as it is congested already. Prior is a much better option for the bike lanes. It is quieter, has less traffic and is safer than Cleveland Avenue. This would encourage more biking, and allow for parking on Cleveland which is already quite full. Thank you for considering my sincere feedback.

1 Supporter

Bryant Noice inside Ward 3

November 2, 2015, 2:53 PM

I live just a few houses from Cleveland Ave, near the St Clair Ave crossing.

I see the benefits of the new route as three things. First, as a way to open up car-light access from the neighborhoods to the businesses in Highland Village and Midway - easy bike travel opportunities increase business traffic. Second, as a way to safely maximize the utilization of our shared transportation infrastructure - the cyclists all own cars too and pay the same taxes. Third, the neighborhoods become more family- and child-friendly as you create more safe ways for kids to use bikes as transportation.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

My only fear about the new route is hostility about sharing common transportation infrastructure. This summer already saw violence towards cyclists (the brick-thrower) and the introduction of the new route should include good community education.

If Cleveland Ave is selected, it would open an uninterrupted route from Highland Village to University Ave. This would be a huge boost to businesses and commuters, connecting the Green Line to the Mac Grove neighborhood.

If Prior Ave is selected, it would be broke-up by St Cates, but would still provide most of the artery needed. The interruption getting from Summit or Marshall to Ford Pkwy would be a significant obstacle to really opening up those businesses to neighborhood bike traffic.

Thanks for taking our input! Bottom line from me - put in safe bike infrastructure on Cleveland! :-)

1 Supporter

JoAnn Conrad outside Saint Paul

November 2, 2015, 2:45 PM

Prior Avenue makes much more sense than Cleveland Avenue. Prior is quieter, and has less traffic so it is much safer than Cleveland.

1 Supporter

John Rozek inside Ward 3

November 2, 2015, 2:30 PM

I believe Prior Ave would be a safer route for bikers of all ages. While Cleveland would be okay for the most experienced bikers, Prior would provide an opportunity for young and old to enjoy the new route.

I also believe a route that does not remove parking is very important for local businesses. A Prior Avenue bike lane would allow parking to be preserved.

1 Supporter

Gena Berglund inside Ward 3

November 2, 2015, 2:23 PM

Cleveland is a public right of way, not a private road for those who live adjacent to it. There is no constitutional or statutory right to free parking on a public right of way. Private landowners should provide for parking on private land. When they don't they will have to compete with other taxpaying users for use of the right of way. Biking is a 21st century mode of transportation. All forecasts indicate that the number of people using bikes for transportation will continue to rise. Saint Paul needs to reduce carbon emissions along with the rest of the world and biking is one tool in the transportation mix.

11-foot car lanes make the road safer for all users because drivers tend to slow down.

I have been saying for decades that Mac Groveland needs robust, direct north south routes through the

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

neighborhood. Cleveland is one good option. Though I would prefer that the lanes be protected, that is a conversation for the future. 5 + 11 + 11 + 5 is safe, robust, and direct.

If you build it they will come. Youth I have talked to believe that a bike corridor on Cleveland is a no brainer.

Please put the bike lane in on Cleveland. Additionally, start metering everywhere there is free on-street parking, so that people pay for car storage on the public right of ways (residential side streets, too).

Written on my phone, edited on my computer :)

2 Supporters

DAN WEBER inside Ward 3

November 2, 2015, 2:05 PM

1. As a business owner on the Northeast corner of Cleveland and Randolph Avenues I fear a bike route along Cleveland Ave especially at the narrow and extremely busy intersection of Cleveland and Randolph will put bikers in extreme danger of being hit by motorized vehicles. I witness many cars running lights, making illegal turns and speeding through this intersection all day every day. The biggest problem with the intersection is people are commuters looking to get places in a hurry. There are NO turn lanes and not enough room to get around turning vehicles. A 30mph vehicle trying to get around a turning vehicle at the last second may not see the biker. Please do not put bikers in unforeseen danger and please find a safer alternative like Prior Avenue.

2. Adding bike lanes on Cleveland will have a grave impact on local businesses. The local businesses are currently operating with limited parking. Please do not add bike lanes and eliminate the limited parking.

Tom Hambleton inside Ward 4

November 2, 2015, 1:48 PM

I currently live on Prior near Summit and am an avid biker and biking commuter. I would detest biking down Cleveland as it is far too busy with car and bus traffic; in fact I would avoid it. I also see that it would adversely impact the businesses ability to have convenient parking.

Prior at the moment is much too much of a pass-through alternative to Cleveland or Fairview, in my opinion. It leads to many drivers driving too fast; barely slowing down for stop signs; and some out and out running stop signs. It is not safe for the neighborhood. We need more Stop signs and even some speed bumps on Prior, especially near Summit. A bike lane would make people drive more cautiously and sanely down Prior.

For these reasons, I feel that a bike lane on Prior is a far better option as it would encourage it to be a safer more neighborhood-friendly street and allow Cleveland to support more traffic (especially busses) and business.

1 Supporter

Jeff Quinn inside Ward 3

November 2, 2015, 1:46 PM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

I feel Prior ave is the only option for a bikeway. Cleveland in it's current state would cause all kinds of safety issues, and interfere with the existing businesses. With bus traffic, and high volumes of cars in general, loss of parking, Cleveland is not a good choice. Prior would be much safer, quieter route.

1 Supporter

James Mogen inside Ward 3

November 2, 2015, 1:36 PM

Of course, none of these are "new" routes. Bikers need to be able to get from Point A to Point B. The bike plan provides safer alternatives, provides the infrastructure to support those bikers, and remove barriers to those that have been prevented from using bikes in the past.

The north-south route is necessary to support the grid of routes for bikers. Without this route (Cleveland), there is an unacceptable gap in the biking infrastructure requiring bikers to take circuitous routes, travel down more dangerous roads, or forgo this alternative to transportation.

Cleveland is a more recognized route, and provides for a single continuous route. It is the route more likely to be used by existing bikers, and is most likely to encourage use by bikers since it doesn't require numerous turns and stop signs.

Cleveland might not be seen as quiet by more recreational bikers, and they may not use it given the level of traffic. However, these bikers will continue to be able to use side streets until such time as they are more comfortable with urban biking.

2 Supporters

Cynthia MacGregor inside Ward 3

November 2, 2015, 12:53 PM

I am opposed to putting a bike lane on Cleveland Ave. The business base in the city of St. Paul is critical, and crucial to a vibrant city. Please support the businesses on this street who pay taxes and employ many people. I am really surprised that such a monumental change is being discussed with so little respect for the people who live and work in this neighborhood.

There are already bike lanes in our area; add one to Prior Ave, a quiet street. I am concerned for the safety of the bikers. My son's friend, aged 14 was hit by a car while he was biking in the bike lane of Fairview Ave. Cleveland is a busy street. Please keep the bikers safe by using Prior Avenue.

2 Supporters

Stephen Smith inside Ward 3

November 2, 2015, 12:18 PM

We oppose the removal of parking on Cleveland Avenue to make way for a bike route. As stated before, and by many in opposition, the loss of parking is detrimental for those of us who live and work on Cleveland Avenue. What is hard to understand, is how the decision to remove parking on Cleveland came about without the

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

consent of those who live and work on Cleveland. As a business, we are not allowed to make any major changes to our 'infrastructure' without getting the approval of Neighborhood Associations and St. Paul city officials (ie. exploring opportunities to grow our business whereby serving more people who live in the community and employ more individuals who live in twin cities). And most importantly, we are required to get written consent from all our neighbors. The neighbors and businesses, who the removal of parking affects the most, have a right to participate in the decision making process starting from when the plan was first proposed...not at implementation point. The effort to inform was lacking.

We echo the sentiments of others who attended the last meeting at St. Catherine's that the presentation was slanted in favor of removal of parking on Cleveland. There was a tone of condescension, and the feeling was that the purpose of the meeting was to placate.

Additionally, we live in Minnesota where the weather is not so friendly for a good portion of the year. It does not make sense to us to remove something essential for those of us who live and work on Cleveland for a minority especially during those difficult months. Particularly when there are other reasonable routes for those who cycle.

Being a resident family of this great city, St. Paul, for over 50 years and a business family owner for 25 years plus, this entire process feels undemocratic and immensely disappointing.

4 Supporters

Curtis Chandler Ward 2 inside Ward 2

November 2, 2015, 12:03 PM

Prior is the better option. The loss of parking on Cleveland will force additional parking and traffic into our side streets. The very areas we want to keep quite and peaceful for walking, biking and kids playing. The Prior Summit crossing is not as hard as some like to make it out to be. There is a side walk that can be utilized by bikers going North. Going South there are no issues. Randolph and Prior will need some work as specified by the Public Works in their plan for Prior. This is worth the investment, it will keep Cleveland going from 130 parking spaces down to 15. There are good bike lanes and bad bike lanes. Cleveland from Randolph to Summit is a BAD bike lane.

2 Supporters

kelly michel inside Ward 3

November 2, 2015, 10:42 AM

There are already two bike lanes in Fairview and the river road

It is an affront for those that own homes on Cleveland to give up their parking. What are they to do when they have guests over?

To inconvenience many for 7 months of bike lane is selfish...tell me how bike riding works with lots of snow.

The inconvenience of businesses is real and hurtful

1 Supporter

Jeff Zaayer inside Ward 3

November 2, 2015, 8:56 AM

1) I hope that a new route will serve as a direct route through the neighborhood and beyond, a direct route to

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

destinations within the neighborhood, and a route that will help make our streets safer for all users.

2) My biggest fear is that a new route in the n'hood would only make people who already drive cars with disregard for people walking and people bicycling upset to the point where they will purposefully harass, and even threaten other road users. Rather than taking the necessary few seconds it may take to safely pass other users.

3) Cleveland would serve as a direct route to destinations within the neighborhood and beyond. It connects to the Green Line and Pierce Butler Route at the North end and Highland Village, the future Ford site and the Grand Rounds on the South end. Cleveland will help calm traffic through narrowing the vehicle lanes, it will also help reduce congestion and parking stress in Highland Village as mode share increases over time.

4) Prior would provide a quiet street that on the north end would connect to University on the East side of the Transfer Rail yard. The segment between Summit and Randolph needs a lot of work to eliminate the stop signs at nearly every intersection as its current configuration is not good for bicycling without disregard for traffic control devices.

1 Supporter

Mark Riegel inside Ward 4

October 31, 2015, 7:12 AM

1. I hope to see safety improved for people who bike, drive, and walk along and across Cleveland Ave. The bike lanes would help to slow traffic and delineate space for each of the modes therefore improving safety for all.

2. It's tough to lose on-street parking, especially for the businesses along Cleveland Ave. However, I think the concerns about parking are blown way out of proportion and pale in comparison to the issue of making Cleveland Ave a safe place for people to bike, walk, and drive. The bike lanes will do that. The city should examine options to alleviate the loss of parking but that should not stop the project from going forward.

3. It would benefit the neighborhood in many different ways. Firstly, as previously mentioned, the bike lanes would make the corridor significantly safer for everyone using the corridor. It would help to separate the modes of travel, and slow traffic, which would make for an overall more pleasant corridor. Furthermore, after installation of the bike lanes, more people would be using the corridor as a travel route, thereby benefiting businesses.

4. The Prior Ave route is a poor alternate to Cleveland Ave. The number of stop signs, intersections, and lack of separated bike facilities would discourage most people who bike from actually utilizing the bike route. Bike facilities are not needed on Prior Ave, but they are definitely needed on Cleveland Ave. Currently, people do bike on Cleveland Ave and more people will bike on Cleveland Ave once the bike lanes are installed so it's important to install them on the route that will make the most sense and will have the biggest impact on safety along the corridor.

2 Supporters

gene sonnen inside Ward 3

October 30, 2015, 4:09 PM

I live on Stanford Ave. near Cleveland for over 60 years , Years ago while passing a bike on my right and a bus on my left , I hit the handlebar of the bike with my mirror of my truck, and down he went , he was ok because we all were going pretty slow . the bottom line is that its to NARROW . Move it to Prior and put in a path across the median at Summit like they did for the St. Thomas kids to cross . ps I am NOT ANTI BIKE.

2 Supporters

Will Crain inside Ward 3

October 30, 2015, 3:37 PM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

1. I hope to see improved safety and reduced traffic congestion.
2. I imagine it will inconvenience some businesses and their customers when some parking spaces are lost. I don't know, but I doubt that it will kill the businesses to have their customers park on a side street.
3. It would benefit the neighborhood by improving safety and reducing traffic congestion. It may also integrate St. Catherine's and St. Thomas into the community better. It may even encourage more people to take up bicycling, which would be good for their health and -- if it means they're not driving -- would reduce overall levels of pollution.
4. Prior Avenue would have some of the same benefits, but I believe it would not be as good a choice as Cleveland. For one thing, it would put bikes into the traffic with churchgoers and school pickup/dropoff at Nativity. For another, it would effectively end the route at Randolph, because St. Catherine's is in the way. So, say you're a student, you don't have a car, and you want to go from St. Thomas to Cleveland and Ford Parkway (and back) to pick up some things from the new Target mini-store. You would have to bike down Prior to Randolph, go down the hill at Randolph, where traffic is pretty heavy, and then head down busy Cleveland, sharing the road with lots of cars and buses. Going back, you'd have to do the same, but you'd also have to go up the fairly steep hill on Randolph and turn across that busy street to rejoin Prior.

Madison Knapp inside Ward 3

October 30, 2015, 12:04 PM

As a resident of the building at Cleveland and Randolph, I oppose adding a bike lane to Cleveland Ave for the following reasons:

--> Safety - Cleveland is an extremely busy, narrow street. One cannot even exit their car safely when cars are going by. Apart from the avid/expert bikers, I can't imagine anyone would want to bike down Cleveland alongside the busy traffic.

--> Parking - The loss of parking on Cleveland would be detrimental for the many small businesses and residents along Cleveland. The parking along Cleveland between Randolph and James is the only parking that myself, along with a dozen other tenants have. As a young female, I would not feel safe parking further away into the neighborhoods and having to walk a block or more late at night when coming home from school, or in the winter when it is -10. Additionally, the building I live in is home to 5 small businesses, along with the many other small business that have been serving the neighborhood for decades. With already very limited parking for customers, removing what they do have would certainly affect their businesses in a big way.

It seems that the original plan was not given proper due diligence, and perhaps the right people were not at the table. I am hopeful that now, with more community input, both sides will see how the negative affects of the proposed Cleveland bike lane outweigh the desires of bikers in favor of it. Is it really worth it? I hope you will consider all of the people and businesses this would directly impact, instead of the convenience it would offer those just passing through the neighborhood looking for the best bike route.

2 Supporters

Robert Wheeler inside Ward 4

October 30, 2015, 9:16 AM

We are opposed to a bike lane on Cleveland Ave. Cleveland as an arterial street is vital to keep the flow of traffic moving. The street is too narrow to safely add a bike lane. Prior ave is a better choice.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

1 Supporter

Bruce Kamin inside Ward 4

October 29, 2015, 9:48 PM

Why put a bike path on Cleveland, an avenue that has been bustling, dangerous traffic thru the heart of the city, when Prior ave, a much less exhaust and pedestrian infused street makes much more sense. Class of 1969 resident.

1 Supporter

Stephen Maas inside Ward 3

October 29, 2015, 3:56 PM

As a homeowner along Cleveland Ave. near James, I believe that Prior is a far superior North/South Bikeway route to Cleveland for five key reasons:

Safety

A Prior route is safer for cyclists of all ages and abilities than Cleveland. Cleveland may well be safer for cyclists with bike lanes than it is currently. Or maybe not. But that is not really the question before us. Given the choice between Cleveland and Prior I think most would agree Prior is the safer choice of the two. I would let my kids ride on Prior. I would not let them ride on Cleveland, even with dedicated lanes. I know many other parents who feel the same.

Parking

A Prior route better addresses neighborhood concerns surrounding parking issues than a Cleveland route. A Cleveland route means that University of St. Thomas students can no longer park along the eastern edge of campus where utilization is usually 100% when class is in session. We know from past experience most of those cars won't be going into UST's ramps. They'll be going into the neighborhood.

A Cleveland route also means the loss of parking for numerous small businesses (Luci, Evolution Realty, Belle Junque, Sportsman Barber, Astound Video, Child's View, Kehilat Sar Shalom, Coffee Bene, Davanni's, 128 Cafe, Trotters to name a few) that rely on Cleveland parking for their customers. A Prior route avoids exacerbating the parking issue that already plague the neighborhood and helps out our local businesses.

There has been talk of parking mitigation. But tweaking a permit zone here or there cannot compensate for the large number of parking spots that would be lost. Unless Cleveland is rebuilt, a Cleveland route necessarily means more parking headaches for the neighborhood.

Connectivity

A Prior route provides more robust North/South connectivity than a Cleveland route. So much of this discussion seems to get caught up in people wanting to get from Highland Village to Summit Avenue. But if one takes a step back, a truth North/South route should get one all the way to Roseville. A bicycle boulevard from Summit to

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Marshall with dedicated lanes from Marshall Ave. to Pierce Butler, Prior is far superior in terms of already-established facilities and connectivity. With a northern terminus closer to Snelling which gets one over the Energy Park rail yards, Prior provides greater connectivity for true long-haul north/south routes.

Engineering

There is no doubt that a Prior route presents some engineering challenges at Randolph and Summit Avenue. However these challenges are not unique to cyclists. Pedestrians would also benefit from a reengineering of the intersection of Prior and Randolph to aid in crossing this wide street. This is an opportunity to not only ensure cyclists' safety, but also to improve pedestrian safety for students and neighbors. It should also be noted that a Cleveland route poses its own engineering challenges north of Interstate 94. Ensuring safe crossing of 5 sets of railroad tracks, none of which are currently perpendicularly aligned to the roadway, is a significant engineering challenge in its own right.

Neighborhood Impact

Perhaps the best way to assess neighborhood impact is to ask the neighbors. This seems obvious, but it has been largely neglected throughout this entire process. Over 1,200 neighbors expressed their opposition to a Cleveland route through a signed petition presented to the city council in June. Yet here we are again facing the same unchanged plan for bike lanes on Cleveland Avenue that the neighborhood has already largely rejected once before. Those who will be most impacted are being most ignored.

Prior is a safer route than Cleveland, avoids exacerbating neighborhood parking issues, and provides greater true north/south connectivity. While it has its engineering challenges, addressing them provides an opportunity for improvements that will benefit both cyclists and pedestrians alike. Prior is the neighborhood's preferred route. It's time for the city to listen to those who will be most affected and take the Cleveland bike route off the table once and for all.

2 Supporters

Kathryn Wegner inside Ward 3

October 29, 2015, 2:50 PM

I write as a new resident of St. Paul (as of June 2015). We have two young children, and I bike with them in a trailer at least once a week to Highland from our house at Cleveland and Stanford. I currently bike on the sidewalk.

We support the bike lane because:

- 1- It will calm traffic on Cleveland.
- 2- It signals to our community, especially our youth, that biking is normal and expected.
- 3- It will create a new and improved Highland which will support business. With slower traffic and fewer cars, it will be more pleasant to stroll around, sit on a bench, pop into a store. Maybe we can also turn one of the

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

parking lots at the corner of Cleveland and Ford Pkwy into a park. Highland in the future could be more than a few strip malls. It could be an urban oasis, a quaint shopping area, a place to stroll to on a Saturday and hang out at a sidewalk cafe. This is the urban lifestyle that the new generation of St. Paul families desires. The possibility of walking and biking places is why we chose to live in the city.

1 Supporter

Kathy Weller outside Saint Paul

October 29, 2015, 11:58 AM

Hi, thank you for allowing us to participate for giving feedback. I trust you will listen to what the people have to say.

I attend Kahilat Sar Shalom on Saturdays. I park on the side street next to the building.

On occasion I have parked on Cleveland. It is very busy street and I have to really be watchful of cars coming when I get out of my car. I am a senior, so am extra cautious. Among us are many older and young children to be sure we stay safe.

Sometime when I go home, I go over to Summit. They have bike lanes next to the parking spaces. It is very tricky to drive that road when there are bikers. Personally, I feel bikers seem to focus on where they are going and seem to expect the drivers to be totally responsible.

As far as more potential business for the shops along Cleveland, there aren't that many. What price is that is someone gets injured on a bike path? Cleveland is mostly residential, but is heavily traveled.

Prior is residential, but not heavily traveled. Bikes do so partly for the scenery and the joy of it. They could enjoy their ride better if they do not have to constantly be watching for traffic.

Again, thank you for taking into account our concerns and comments.

Kathy from Kahalat Sar Shalom

Lisa M inside Ward 2

October 29, 2015, 11:47 AM

I support bike lanes on Cleveland Ave. and I believe this project will benefit transportation in St. Paul as a whole. It is important to be open to new ideas rather than seeing only the status quo because that is what has existed in the past. Things change -- the ways people work, shop, and get around are not what they were 20 years ago or 10 years ago. Bike lanes on Cleveland will not only open up opportunities for travel on Cleveland itself, but will help to make new bike and walk connections possible in the future by breaking out of some old established patterns that hold us back as a city.

Jason Moran inside Ward 2

October 29, 2015, 10:30 AM

1) I hope to see traffic grow calmer as a result of the placement of a bike route on Cleveland Avenue. It has been shown that making streets narrower calm traffic. Drivers will pay closer attention to bikes and pedestrians and there will be a friendlier environment for those crossing Cleveland at crosswalks and getting to local businesses.

2) I fear that a route that isn't along a commercial corridor will be selected. This will force riders who wish to gain access to Highland Village, St. Thomas, and St. Kates to transit along Cleveland without a bike lane and

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

risk injury. I fear that a loud by a small minority are creating fear for small business owners regarding parking loss without actually seeing the greater benefit to the neighborhood.

3) Cleveland as a bike route would benefit the neighborhood by calming traffic, providing easy access to amenities by all forms of road users (pedestrians, mass transit, bikes, and car owners). It would serve to make it easy for those who rely on bicycles to travel from home to work with stops in between to have easy access to a direct route linking home, commercial, and industry allowing for safe trips. It would make things easier for those who travel by car by calming traffic making Cleveland a less stressful drive and help create awareness of the speed limit and neighborhood that Cleveland runs through.

4) Prior Avenue would serve recreational bicyclists well. It would provide a less stressful route, but the removal of traffic controls run the risk of also increasing speeds along Prior much like we have witnessed on Jefferson this year with St. Clair and Randolph diverting vehicles on this route.

I am highly supportive of the Cleveland route and hope that the city council would see the practicality of this route and look past the fears of the minority of residents and business owners who have been whipped into a frenzy by a small group of folks who don't see the transit system as a whole, just as a system for moving cars.

1 Supporter

Sally Bauer inside Ward 3

October 29, 2015, 9:38 AM

As a resident that lives off Cleveland Ave and Hartford, I am a strong supporter of the addition of bike lanes on Cleveland. While I spend a lot more time in my car than on my bike, I know that adding the bike lanes would increase my use of my bike which right now I avoid unless there are safe bike routes to take to get to my destination. I also am often scared when driving down Cretin or Cleveland near a biker because it doesn't feel safe for the biker and I would hate to ever be the cause of an accident. There are very few bike routes that go north/south in St Paul and I think this addition is needed to support safe biking in St Paul. While I understand that there are many more drivers than bikers, we will not see an increase in bikers until the infrastructure is there to support them safely (and bikers are not asking for anywhere near the infrastructure we already provide for cars).

In regards to parking concerns, I would absolutely support adding a parking bay at Randolph/Cleveland to support those businesses (there are already parking bays at St Clair and Grand as I understand it). However, I think the rest of Cleveland would adapt and people would park on side streets and it would not change traffic to businesses. Many of these same patrons (me included) shop on Grand Ave where it's common place to park more than a block away from your destination and clearly businesses are thriving there.

In consideration of Prior Ave, if people are going to use biking as a source of transportation and not as a pleasure ride, the goal is to reach destinations quickly. With the number of stop signs and crossings of busy streets without stop lights, it simply does not match Cleveland in it's ease of use for biking. Car drivers often complain of bikers not stopping at stop signs. As a biker, it takes a lot more effort to slow and stop and get going again than it does in a car. Putting bikers on a route with many stop signs is simply not a solution. I also feel much safer in a designated bike lane vs a "share the road" signed road. Because of the animosity between cars and bikers, it doesn't feel like the two camps do a very good job of sharing. I don't think asking for one north/south artery to be designated for bikers is too much when it represents an incredibly small percentage of all auto routes in St Paul.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

1 Supporter

Martha Anderson inside Ward 4

October 29, 2015, 9:21 AM

It stands to reason that accommodating bicycle riders is important and going to become more so. This works on Fairview, for example, because it has the width, and most of the businesses have breakout parking areas or off-street parking along with street parking. Cleveland Ave however, is just too narrow, and the parking needs are great between the businesses and the colleges. Driving Cleveland is white-knuckle already. I think Prior Ave is second choice after Fairview, but a good one overall because there is less traffic on Prior, it's quieter, safer for the bicyclists. Prior is a quiet neighborhood. Bicycles aren't noisy or invasive. Frankly, if there are bicycle lanes on Cleveland, I would drive Prior. That would be a negative for Prior Ave in the long run.

Lynne Cole inside Ward 1

October 28, 2015, 10:00 PM

I agree with others who support Prior Avenue as a better option for bike lanes. I really enjoy riding my bike in St. Paul, so I am not against bike lines, but I completely oppose the placement of bike lanes that will have a dramatic impact on local business and churches, not to mention the safety issues related to having a bike line on an arguably busier street. We are creating bike lines for a vocal minority of bikers who ride more than just the summer months, while harming the livelihood of those who bring commerce and large amounts of tax dollars to St. Paul. Businesses and Churches already have limited parking. This could cause the closing of longstanding businesses and churches.

Safety is my other big concern. As a St. Paul resident (Summit University), I am frequently concerned about bikers mixing with busy traffic, especially in winter, regardless of the bike lane. Just as there are distracted drivers, I see bikers who do not follow the traffic laws and put themselves and drivers at risk for accidents, especially going through stop signs or stop lights. I feel that it is unsafe for drivers and bikers alike to have these lanes on busy commercial streets.

Prior Avenue is the better placement for a number of reasons, but the safety of bikers, pedestrians, and drivers, as well as the protection of longstanding businesses and churches are two of the most important.

I hope that lawmakers will truly consider the concerns of all residents.

1 Supporter

Lyndee Salo inside Ward 3

October 28, 2015, 9:23 PM

We attended tonight's session of the pros and cons of both the Prior and Cleveland Avenue bike route options. We were very concerned to learn that a the proposed route on Prior Avenue would include removing the only stop sign from Jefferson Avenue to Randolph Avenue in an entirely residential neighborhood filled with young children and the elderly . While we are not opposed to route on Prior, it would be a great mistake to remove the stop sign purely for bicycle flow efficiencies. This design does not consider the resulting vehicle traffic implications to the residents; a reduction in stops will ultimately increase traffic speeds and safety concerns.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Residential safety should also be considered when selecting and implementing a route.

Jeff Ellerd inside Ward 3

October 28, 2015, 7:45 PM

I attended the listening session at St. Kate's tonight. I was disappointed to see that information that was supposed to be factual was presented with an inherent bias. Material regarding Prior was presented with a distinctly negative tone, even though, this is obviously the better alternative. The imposition of stop signs for bikers was presented as if it was unbearable.

The City is proposing yet another way to decrease the viability and access through the city by removing what are existing traffic routes and corridors. Encouraging bicycle use is not a bad thing, but doing so while putting existing long-standing businesses at risk is unconscionable.

While many might not want to admit it, these changes are proposed to benefit a vocal minority. The majority of us do not ride bicycles for six months of the year, yet we are being forced to change to accommodate some small percentage (5% or less) who do not wish to travel an extra two blocks on their bikes.

Cities and businesses need corridors to move traffic in and out. For better or worse, Cleveland is one of these thoroughfares. Reducing traffic flow on these routes is not a good thing. I am also concerned that parking use was deemed underutilized if it was less than 50% occupied. Why should businesses be threatened if spots are currently used to any degree? Why would we eliminate these spots if we do not have to? Where are people going to park during snow emergencies when they cannot park on the east/west streets? I also did not see any dates for the parking counts? Times were listed, but were the dates available? If St. Thomas was not in session, the counts are flawed.

This is a bad idea all the way around. There is a residential street that can be modified to accommodate this route, but yet the major corridor is threatened for a small number of bikes.

Why?

1 Supporter

Melissa Wenzel inside Ward 2

October 28, 2015, 5:55 PM

I bike on Cleveland Ave now (for transit and recreation) and because of all of the establishments and residents along Cleveland, I feel that this key street is part of the larger bicycling infrastructure that cannot be ignored. Those of us who bike drive too, and it's not meant to be an "us versus them" mentality, but a way for all of us to live and travel together that suits all of our needs. St. Paul is growing, becoming more transportationally-diverse, and needs to recognize the transit needs of all of our residents, workers, and visitors.

3 Supporters

Jayne Ahrens outside Saint Paul

October 28, 2015, 5:35 PM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

I oppose the bike lanes on Cleveland Ave. Prior Ave would be an absolute better and safer choice by far and there is not nearly as much street traffic from all the local businesses in the area and Prior Avenue is much more quieter. Bike lanes on Cleveland Ave would be very dangerous.

Jim McKenzie inside Ward 4

October 28, 2015, 2:28 PM

I believe if we are going to have a bike lane Prior Avenue is quieter, less traffic and safer than Cleveland Avenue. Cleveland is busy with a plethora of business', schools, public parks and public buildings. If we are considering the safety of our neighbors we should look to Prior Ave. for a bike lane.

Mike Trojan inside Ward 3

October 28, 2015, 2:19 PM

I support some sort of north-south bike route through Mac-Groveland and Merriam Park. Currently I use portions of Fairview and Prior, avoiding Cleveland and Snelling whenever possible due to safety concerns. I use my bike primarily for commuting and for business since my family owns just one car. I'm indifferent to the route selected by the city and assume they will make the best decision for all involved, but the current bike situation is mediocre at best. Bikes are a vehicle with the same rights and responsibilities as an automobile and reasonable accommodations should be made for them. As an avid biker I believe bicycling has other benefits, including fitness, sense of community, reduced stress, reduced pollution, and a greater appreciation of the outdoors. As a lifetime St. Paulite I'm glad to see St. Paul making efforts to improve it's bike-friendliness. Thank you.

Stephen Endrizzi inside Ward 4

October 28, 2015, 2:17 PM

This should be a safety concern as well as an economic and social issue. Cleveland is a busy Street. It has businesses on it depending on parking being available. This is obviously of little concern to the biker or possibly the council person not working or attending church services or buying in this area. Safety should be of concern but that does not appear to be so either.

As far as an alternate street, place the lanes on Prior Ave. It is certainly less traveled, it has a better than average chance of providing more safety to the ridership and it is just one block away from Cleveland.

Please consider the whole picture when taking on special interest groups. I understand Cleveland is going to be widened someday. When that occurs that would be a great time to re-visit the debate. As for now, parking on Cleveland Avenue is vital to business, safety due to narrow streets with high traffic volumes and usage needs to be referred to Prior Ave till Cleveland Ave lends itself to being a more viable roadway, has better parking accommodations and room for a bike rider lane. With Minnesota winter comes icy conditions, less usable parking and very hazardous biking conditions. I

Car drivers have to have a license. Maybe their should be a bike license rule too?

Any questions please call me at 612-968-8448.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Best regards,

Steve Ednrizzi

1 Supporter

Julie Drew inside Ward 4

October 28, 2015, 12:23 PM

Safety first. I am not in favor of bike lanes on Cleveland because it's such a busy street and not safe for the bikers. Prior would be a much better and safer choice.

Caleb Johnson inside Ward 4

October 28, 2015, 8:50 AM

I support a bike lane that is well marked (green or other highly visible color) and is at least five feet wide. I don't particularly care about whether it is on Prior or Cleveland. Biker's already use Cleveland frequently because it is the most direct route North/South despite traffic safety concerns. Bikers can technically use any public road they want regardless of markings since streets are a public good, and they demonstrate on a daily basis that they will. It behooves car drivers to pay attention and not get sued or criminally charged from hitting a bicyclist, therefore if drivers enjoy using Cleveland Ave it makes sense that they too would want it well marked just like the bikers.

Parking is the real issue and where I live (between University and Marshall Ave) there are always lots of available parking spots on East/West roads intersecting Cleveland within a one block walk, same with Prior. However, just because someone owns a house does not mean they own the street in front of it or even the right of way (even though the City allows use of the right of way for gardening and charges each homeowner for street sweeping/maintenance for the stretch of road in front of their property). Parking spots on any particular public streets are guaranteed to no one but it surely will be inconvenient for people to lose parking space they have grown accustom to (or maybe even dependent on) using regularly. Perhaps a fair compromise would be to provide street sweeping/maintenance assessment relief for the property owners along whichever street is selected. That way property owners can be "compensated" for the reduction in convenient parking spaces and bikers can feel safe about not getting hit by opening car doors and drivers not paying attention pulling out onto the street.

RachelDon Christensen inside Ward 4

October 27, 2015, 10:00 PM

We strongly support a bicycle route on Prior Ave. Much less congestion on Prior, no bus traffic, and fewer businesses to have customer parking restricted. We bike and would not bike on Cleveland .

Gerald Brennan inside Ward 4

October 27, 2015, 9:41 PM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

I support the biking movement and for that reason oppose the North-South bicycle route on Cleveland or Prior Ave because biking and auto traffic do not mix well particularly when auto traffic is significant (Cleveland); it is just plain dangerous for all parties to encourage bike traffic on streets with heavy auto traffic. Additionally, to deprive homeowners and businesses along Cleveland Ave of parking spaces is a direct challenge to the right that all property owners have: the enjoyment of the use of their property. Bikers should utilize Finn (low volume of traffic) and Fairview Ave.(bike lanes in place) and refrain from areas with high volume auto traffic.

1 Supporter

Rachel Kerr inside Ward 4

October 27, 2015, 8:37 PM

I support adding bike lanes along Cleveland Avenue. Cycling is my primary mode of transportation, and I bike with my two children on a cargo bike. I am highly attuned to safety concerns as I ride with my children on the bike. Adding bike lanes on Cleveland is crucial for making Saint Paul a bike-friendly and more liveable city, as no continuous north-south route currently exists. Furthermore, said bike lanes must be implemented properly. They must be continuous, and green paint or other attention-drawing markings must be present where motor traffic lanes intersect with bike lanes (for example, where cars might turn right across the path of a cyclist). This is the place where cyclists are most vulnerable to fatality and injury-causing crashes. The bike lanes that currently exist on Marshall Avenue, while an improvement over what existed before, are hazardous in their discontinuous nature and lack of presence of markings where cars turn across cyclists' paths (for example, when cars must cross the unmarked bike lanes to enter the right turn lanes). Concerns of 10 or 11 foot-wide traffic lanes on Cleveland being less safe than 12 foot-wide lanes are statistically unfounded. The research that does exist shows that narrower lanes are actually safer (this website gives a good summary of the available research: <http://www.citylab.com/design/2014/10/why-12-foot-traffic-lanes-are-disastrous-for-safety-and-must-be-replaced-now/381117/>). Business concerns about loss of parking and traffic issues are valid but unfounded. The presence of bike infrastructure slows traffic down, brings more pedestrians and cyclists to the area, and improves business outcomes in most cases. A fantastic example of this is found in Salt Lake City, where business saw retail gains after recent implementation of bike lanes: http://usa.streetsblog.org/2015/10/06/salt-lake-city-cuts-car-parking-adds-bike-lanes-sees-retail-boost/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+streetsblog%2Fehob+%28Streetsblog+USA%29 This is an important example, and many more exist just across the Mississippi from Saint Paul. Please, on behalf of my family and the many others in our city who utilize bikes as their primary mode of transportation: implement bike lanes on Cleveland Avenue, and implement them (and all other bike infrastructure in our city) properly and with utmost attention to safety and visibility of cyclists. Thank you for your time.

2 Supporters

Emily Metcalfe inside Ward 1

October 27, 2015, 11:24 AM

I support the route along Cleveland. I enjoy biking in the Summit and Marshall bike lanes, and I've ridden north on the Griggs Bikeway and Prior bike lanes. But we are lacking routes to the south of Summit. Cleveland provides a direct route for cyclists along the whole length of the proposed route. I support bike lanes along Prior in addition to the bike lanes on Cleveland.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

1 Supporter

Dede Leininger inside Ward 3

October 27, 2015, 10:51 AM

I am not in favor of bike lanes on this route. The road is too narrow and it will be a dangerous situation for both riders and drivers. I am also concerned about the loss of parking in the neighborhood. The residents who live on Cleveland pay property taxes for the use of that street. The number of residents far outweighs the number of bikers. The weather in our state would also be a huge consideration. When a snow emergency is called where will the cars go? How many bikers really ride in the winter? Not enough to tell the residents who live in the street they lose their parking all year long. Now that the street has been repaved the new painted lines with the double yellow and the fog line show just how narrow this street is. Prior or Finn would be a much safer bike friendly route. The bikers speak of inconvenience on the safer streets. I believe safety is far more important than riding two blocks. What will be the situation when they continue from Summit north? Where on earth will all the apartment residents park? What about UST? There has to be some compromise by the bike riders. This is not a family friendly bike street and for the few year round bikers they would be much safer especially in the winter on Prior or Finn.

1 Supporter

Vincent King inside Ward 4

October 26, 2015, 8:59 PM

I am a 32-year Merriam Park resident and an avid bike commuter. I live just a few houses from Prior, and just a few blocks from Cleveland. Cleveland is an absolutely inappropriate street for a bike lane. Even if you did eliminate parking (which in itself is a very bad idea at least for the commercial frontage), Cleveland is too narrow and too busy for a bike lane. Particularly if we're only talking about University to Randolph, Prior Avenue is the only sensible choice.

2 Supporters

Austin Bell inside Ward 4

October 26, 2015, 6:00 PM

I strongly support bike lanes on Cleveland Ave. Cyclists want to be connected on high traffic avenues because that's how you get to more places at a faster rate. Many cyclists (myself included) already ride on Cleveland Ave because it is often the quickest way to get from point A to point B. Adding bike lanes would drastically improve the safety of these commutes by creating a protected piece of the road so that all taxpaying residents can enjoy them, not just auto-owners. Bike lanes have worked perfectly well on Marshall and Summit both of which handle just as much if not more traffic than Cleveland.

The purpose of arterial roads is to move high volumes of traffic, and not to provide parking. The status quo of allowing drivers to park on Cleveland Ave is far more dangerous than adding bike lanes. Cars entering and exiting their parking spaces cause many more hazards than a separate lane for bicycles.

5 Supporters

mike mcglone inside Ward 4

October 26, 2015, 5:28 PM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Hi, Please put the bike path on Prior rather than Cleveland. It is quieter, safer, and has much less traffic for the bicyclists.

Andrew Singer inside Ward 3

October 26, 2015, 4:18 PM

Prior avenue doesn't get you south of Saint Catherine University. You have to cut back to Cleveland to continue to Highland Center. So the most direct route would be to just put bikes on Cleveland itself. People keep saying it's "unsafe" but 5 foot bike lanes and 11 foot driving lanes are standard widths and many of the major collector streets in the Twin Cities have these same lane widths including Marshall Avenue and Fairview (which actually has narrower, 4 foot bike lanes). 5 foot bike lanes on Cleveland would be even safer because, without parked cars, cyclists could ride close to the curb and not have to worry about getting "doored" like they currently do on Marshall, Summit or some of our other most popular cycling routes. I support putting bike lanes on Cleveland. If there are concerns about business parking we can make parking bays between James and Randolph. We can also create special loading zones or permits on side streets for the Synagog or the few business users who don't have parking bays.

8 Supporters

Joseph Klein inside Ward 1

October 26, 2015, 11:14 AM

As a student who relocated to the Twin Cities partly because of its support for non-auto transportation, I strongly support putting dedicated bike lanes on Cleveland Avenue. This is a matter of safety; without visibility and infrastructure to support bicyclists, commuters without access to a car (such as myself) are put in danger when they need to travel around the city. I understand concerns about loss of parking and harms to local businesses, but look at the other side of it -- if a business is more accessible to bicyclists, they are more likely to patronize those shops than before. I believe that a city can support existing small businesses while growing and providing for bike commuters at the same time; we do not have to choose one or the other in order to thrive as a city.

3 Supporters

Jim Lendway inside Ward 4

October 26, 2015, 9:42 AM

I think Prior Ave is a better choice. It is already marked as a bike route from University Ave to Summit. There is also less traffic and it will be safer than Cleveland for bicyclists.

1 Supporter

Valerie Schooley inside Ward 3

October 26, 2015, 9:22 AM

We just purchased a home in the south end of Highland Park and I was surprised to see there is no safe, direct bike route to the Highland Village shopping and restaurants. A bike lane would greatly increase our likelihood of running errands by bike rather than car. We support a north-south bike route on either Cleveland or Prior

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

avenue.

1 Supporter

William Lees outside Saint Paul

October 26, 2015, 7:33 AM

I travel along Cleveland all the time and it is too busy for a bike route, Cleveland carries 10 times the amount of traffic than prior, Prior is a much safer route and would have less of an impact on everyone involved, There are less businesses along prior that would be impacted by the loss of parking. I know there will be more accidents if the bike route is on Cleveland. Just for the safety of the bikers the route should be on prior.

1 Supporter

Stanley Farr inside Ward 3

October 26, 2015, 5:54 AM

If safety is the number one concern, then Prior is a clear choice. First Prior already has bike lanes north of Summit and second it is a quiet street with far less automobile traffic. All that would be required to make it a clear choice is to change the direction of a few stop signs and lower the speed limit to 25 MPH. It is a street that one could be reasonably sure that their children could navigate in safety if these changes were made. I truly doubt that there is anyone on either side of this discussion that does not want bicycles to have access to streets. However there are concerns when placing bicycles on narrow busy streets like Cleveland and streets with heavy automobile traffic in general. The vast majority of bicycles have no headlights, taillights, turn signals, horn, rear view mirror, or license plates, all of which are required of every other vehicle on these busy streets. Cyclists are not required to go through training to insure they understand the rules of the road, and that in part contributes to the fact that many do not obey stop signs or other traffic rules. Cyclists are not required to have a clearly seen license plate making it impossible for a driver and police to report their violations of the rules of the road. The other thing all users of these main streets are required to have is insurance, to insure they are covered for physical injury to themselves and others and damages to the property of others. When you couple these facts with the fact that even children can use and would be encouraged to use these lanes on busy streets it is at best irresponsible.

It seems to me that the city has put cyclists and drivers at great risk, by allowing bicycles and cars to share these busy streets without requiring that the bicycles that use them to have the same safety equipment, insurance and certification that everyone else must have to use the same road.

1 Supporter

Jeff Christenson inside Ward 1

October 25, 2015, 11:15 AM

I favor the Cleveland alignment because it does the best job connecting people to the commerce center at Highland Village and has the advantage of not requiring a jog at Summit. Prior route would run along Cleveland anyway for a portion of the route and there would still be significant opposition from residents and businesses along Prior. If people perceive the Cleveland route to be unsafe, that's in-part because of the lack of bicycle facilities there now. And Cleveland is wide enough to accommodate busses and bikes. There are other lanes (in Minneapolis) where this has been done and it has worked just fine.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

6 Supporters

Tim Harwig inside Ward 4

October 25, 2015, 8:16 AM

I am a strong supporter of bike lanes on Cleveland Ave. Over the past twenty years I've gone from an occasional recreational bicyclist to a frequent commuter. I also use a bike for many daily chores and trips that were nearly always done by car in the past. Primarily this is because of increased access to safe and direct bike lanes.

There are actually two area roads that can be used as reasonable comparisons, Jefferson and Fairview. Jefferson, like Prior is narrow and residential. With parking on both sides of the road and no dedicated bikeway it's unsafe for bikes, and frustrating for drivers, as they can't reasonably pass a slower moving bike. Fairview, like Cleveland, is a faster moving thoroughfare, but the addition of bike lanes, even if they are a bit narrow for my taste, has made the street a reasonable way to move north-south through the area. With a plan for wider lanes Cleveland would be an even better design.

I've also seen parking brought up as an issue, but the loss seems minimal and easily replaced. So I hope the city moves forward with bike lanes on Cleveland, and continues to improve access for those who choose alternative transportation.

10 Supporters

Cara Anthony inside Ward 3

October 24, 2015, 10:59 PM

I support a bike lane on Cleveland. First, it is safe. The proposed lane widths for bikes and cars are exactly the same as ones on Marshall Ave., which has traffic that equals or exceeds Cleveland. Second, there is no evidence that bike lanes hurt businesses, and some evidence that it actually improves business since cyclists tend to shop locally. Third, parking studies by the city show that there is lots of underutilized parking around Cleveland Ave., and if motorists are willing to walk 30-50 steps they can find abundant parking. Fourth, a bike lane on Cleveland is preferable because it is a longer north-south corridor that can deliver cyclists to more destinations. Prior has too many interruptions. Imagine if motorists found that their travel lane simply vanished every few miles, and they were required to take a 5-10 minute detour to continue to their destination. Unacceptable.

11 Supporters

Craig Hassell inside Ward 3

October 24, 2015, 11:24 AM

As a non driver but resident on Cleveland avenue I do not support the bike lanes on Cleveland until the street is redone to make it safer the amount of traffic and narrow street do not allow for it to be safe by simply painting lines on what currently exists. Until then Prior is the way to go.

1 Supporter

K Tivey inside Ward 4

October 24, 2015, 9:45 AM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

I have been a bicycling commuter in Saint Paul and Minneapolis for 13 years, and every year I have found the motor traffic less calm, particularly in Saint Paul, even on streets with dedicated bike lanes, including Marshall and Summit. Greater accommodation of bicycling on city streets may raise the awareness and increase the courtesy of motorists as we, like responsible people in all US urban areas, move toward encouraging more earth-friendly and healthier modes of transportation. Moreso than motorists, bicyclists tend toward more direct routes, and we should be providing greater safety for bicyclists on Cleveland from Ford to University.

K Tivey, Merriam Park

6 Supporters

Kathy Manderscheid inside Ward 4

October 23, 2015, 10:40 PM

As a neighbor and a bike rider I prefer Prior. I would not feel safe even with a dedicated bike lane riding on Cleveland Avenue. It is a very busy street with lots of bus traffic. I am also very concerned about the loss of parking on Cleveland for the small businesses there and the residents. Prior would be a better route for both reasons safety and parking.

1 Supporter

Karl Gerstenberger inside Ward 3

October 23, 2015, 3:17 PM

The argument for and against bike lanes on Cleveland is the same. "Cleveland is too narrow for bicycle traffic." Adding the additional element of parking, while continuing to allow a multi-use scenario for this roadway is unsafe.

Streets that are poorly engineered for modern use patterns (increasing use of bicycles) should be rebuilt (widened) or reengineered (enhanced with bicycle lanes/restricted parking).

I've been "doored" while riding on Cleveland - the first time in over 45 years of riding. Cleveland's mix of traffic and parking is unsafe. I choose alternates whenever practical, but there are increasing numbers of children, students (Saint Kates/Saint Thomas), and adults using these roadways for bicycling.

The idea that increasing the flow of people into a retail district by enhancing a road system is being opposed, is baffling. The Ford Redevelopment will increase traffic flow - theoretically for everyone's benefit. Why can't we agree to do it safely? Bike lanes for Cleveland now.

8 Supporters

Eric Wojchik inside Ward 4

October 23, 2015, 10:59 AM

The recent poll by Blue Cross and Blue shield found that 76 percent of Minnesotans agree or strongly agree that the way a community is built has an effect on how much physical activity people get. Build it and they (we) will bike it. We've seen this in Minneapolis. Make it easier to bike, and people will bike. I'm a fairly confident

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

cyclist, but there needs to be work done in St. Paul to make cycling safer because that will encourage more, less confident cyclists, to get out there. We want kids to grow up feeling that they can move through a city safely by cycling. If you start them young, they usually stay with it, but if the environment is not safe for cycling, you lose a whole bunch of folk that are less confident, maybe starting out, and are just not willing to put themselves amidst the traffic without the provision of dedicated bike lanes. It can feel pretty scary.

5 Supporters

Bruce Berrens inside Ward 4

October 23, 2015, 8:51 AM

I strongly support adding bike lanes to the Cleveland Avenue project. Our city needs to increase opportunities and pathways for safe alternative transportation to automobiles. Though some local retailers may be opposed due to a "NIMBY" ("Not In My Back Yard") attitude, where they are only concerned about the feared impact to car parking in front of their business, I for one can say that I would use MORE of these businesses if I could safely use Cleveland to get there. I am not alone. Let's be the progressive city we should be and support more bike lanes!

9 Supporters

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?
2. What do you fear about the impact of a new route on the n'hood?
3. If Cleveland Ave is selected as the bike route, how would this benefit the n'hood?
4. If Prior Ave is selected as the bike route, how would this benefit the n'hood?

All Unverified Statements sorted chronologically

As of November 4, 2015, 2:52 PM



As with any public comment process, participation in Open Saint Paul is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.

Cleveland Ave / Prior Ave Bike Route

1. *What do you hope to see as a benefit of a new route?*
2. *What do you fear about the impact of a new route on the n'hood?*
3. *If Cleveland Ave is selected as the bike route, how would this benefit the n'hood?*
4. *If Prior Ave is selected as the bike route, how would this benefit the n'hood?*

As of November 4, 2015, 2:52 PM, this forum had:

Attendees:	361
Unverified Statements:	11 (note: 2 statements with no name provided removed)
All Statements:	172
Hours of Public Comment:	8.6

This topic started on October 22, 2015, 11:16 AM.

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Ceile Hartleib inside Ward 4 (unverified)

November 3, 2015, 11:58 PM

I vote no. I think Cleveland and Prior are both too narrow for bike lanes. The businesses need parking lanes and bikers can use the River Road and Fairview.

Ceile Hartleib

Michael Skillrud inside Ward 3 (unverified)

November 3, 2015, 12:58 PM

I am a fairly active road biker. Year-to-date I've logged over 4500 miles. Most of my biking is "recreational" - that is, for exercise. Quite a few of these miles are around the City of Saint Paul. Long before this movement I still did quite a bit of road cycling and rarely had an issue with aggression from drivers. Over the course of the 26 years that I have lived in the Mac-Groveland area and biked around the City I have seen and felt an increase in aggression toward bicyclists from motor vehicle drivers. I get the sense that much of this comes from a sort of "us versus them mentality" that has been created and nurtured by this "taking" of real estate from vehicles. I doubt this is the intent, however, I hear over and over from non-biking friends, acquaintances, neighbors, etc., that they are not happy about the sharrows or striping or whatever signifies that bikes have a "right of way." Of the stated 4500 miles I have ridden very few on this area of Cleveland. There are just too many other alternatives – and much safer alternatives: e.g. the East River Road, Fairview Avenue, Prior Avenue, etc. Cleveland is too narrow to encourage bicycles to stake claim to a portion of the vehicle lane – especially when it means it will come at the expense of the small businesses already struggling to survive in this tough economy. I do ride on Cleveland south of Ford Parkway and work my way over to Fairview to safely make my way north. I can see where Cleveland seems to be a "logical choice." It just isn't necessary. Because of the reasons I stated, I don't think Cleveland or Prior need to be officially designated at "bikeways." Cyclists know the routes that make sense. Of those 4500+ miles I have traversed since January 1 (yes – I did ride – 24.93 miles, in fact – on New Year's Day) most are on roads that are NOT marked with sharrows or designated bike lanes. These miles were logged throughout the metro area. All without incident and all without fearing about safety. If memory serves the exception is on roads such as Jefferson or Fairview, where I have been angrily yelled at or been swerved into by vehicles.

I don't think that to make the proposed accommodations for the relatively few (but extremely vocal) bicyclists makes very little sense – especially in a city that already struggles to maintain a positive relationship with Small Business.

My many experiences in speaking with the staff members who are promoting this idea – including at the open house at St. Kate's - is that they are generally not very active cyclists – certainly not to the extent that my riding colleagues or I are. My sense at the St. Kate's event is that – besides the plants sent by the well-organized bike lobby – most of the neighbors gathered are very casual riders who might bike to the Farmer's Market on a weekend or along the River Road on a Saturday. Routing these riders up Prior or Kenneth or Finn or wherever won't disrupt their 10 or 15 mile family outing.

I can see where these organizers want to do good work – perhaps in the way of establishing their lasting legacy. However – for the greater good – I think this Cleveland Avenue Bikeway project should be indefinitely tabled.

Rami Derhy inside Ward 4 (unverified)

November 3, 2015, 7:26 AM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

Rami Derhy, business owner on Grand and Cleveland.

I support adding the bike lane on Prior, as it is a relatively quiet street.

I believe that a bike lane on Cleveland would be an invite to an accident; this street is extremely busy, narrow and has many businesses. Because people pull in and out of the businesses, there is a lot more traffic crossing the bike lane, pulling in and out of parking spots, and parking lots.

(No name provided and comment removed)

(No name provided and comment removed)

Nathan Westgor inside Ward 3 (unverified)

November 2, 2015, 12:07 PM

The issue is two fold. 1) Loss of parking means loss of revenue for local business on Cleveland Ave. Tax dollars lost for sure as some small businesses are quite fragile these days, but of course loss of jobs is also at risk. (Sorry you bikers don't shop like people in cars) 2) Children at risk on the busy Cleveland Ave. Please... spent some time around rush hours (AM and PM) or lunch hours and you'll see the traffic is quite brisk. Many use Cleveland to get to airport or shopping (with the new Target store in place last month it's even worse) Two blocks east is Prior Ave, this would be the safest route for kids without question. Parent that use Groveland Park year round or have kids in Groveland school please take a moment and imagine kids (with helmets somewhat limiting vision and hearing) going in the same lane as shoppers in a hurry and city buses keeping schedules.... I'd rather see young kids on the gentle Prior Ave route. Seems obvious unless you are an experienced adult biker in full bike regalia, Cleveland Ave is too crazy a traffic pattern. Prior is not. Groveland park sees 100's of kids year round. Football, Baseball, Hockey, and just kids playing in the park.... don't send them into harms way!!!

Brett Aurit (unverified)

October 30, 2015, 3:29 PM

Bike lanes on Cleveland Avenue are long overdue. Study after study has shown that adding bike lanes calms

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

traffic. Calming traffic prevents speeding, prevents accidents against cars, pedestrians, and bicycles.

Prior Avenue is not an arterial lane and bikers will end up using Cleveland as through-way regardless. Might as well ensure the bikers on the street are provided a safe avenue for transit.

Modern cities all over the world and right next door to us have invested in bike lanes on arterial streets, it's about time Saint Paul does the same.

Allen Gleckner inside Ward 3 (unverified)

October 30, 2015, 3:15 PM

I live on Palace Ave between Cleveland and Kenneth. Right now there is no safe way to bike to the shops in Highland. I fully support a bike lane on Cleveland so my family and children have a safe option to bike to local businesses and for general local transportation. I believe a bike lane would benefit our neighborhood because it would help local businesses, add infrastructure that would attract new businesses, and would make Cleveland safer for cars, bikes and pedestrians. Prior is not an acceptable option because it does not get through to Highland. Avoiding Cleveland more than doubles the bike ride to Highland and would make my family much less likely to bike in the neighborhood. Once we're committed to driving, we're more likely to shop outside the neighborhood or St Paul. This hurts the neighborhood.

Nick Garrard inside Ward 3 (unverified)

October 28, 2015, 12:32 PM

As a resident of Highland Park, we support bike lanes on Prior Avenue. Traffic and bicycles do not mix well, and I believe that the Prior Avenue solution is in the best interest of not only the businesses and residents on Cleveland Avenue, but also and most importantly for public safety. There is far less traffic and congestion of Prior Avenue, not to mention that there are no bus routes and fewer businesses.

If bike lanes are implemented on Cleveland Avenue, not only will it hurt businesses and upset residents who park on the street, but it will also add to the mess and congestion that is already Cleveland Avenue - a street that is narrow as it is and already full of buses and traffic that makes it a nightmare to navigate through in the afternoon.

People should be in favor of implementing lanes on Prior Avenue in order to: 1. Maintain public Safety; 2. Support our community by giving our well established businesses and communities what they need to thrive; and 3. to avoid adding to the mess and congestion that already exists on Cleveland.

Teri McCloughan inside Ward 3 (unverified)

October 28, 2015, 9:34 AM

I strongly oppose a bike lane on Cleveland Avenue. The street is far too busy and too narrow for a bike lane. Prior Avenue provides a much safer alternative. The loss of parking for the small businesses that are located on Cleveland Avenue would be a tremendous burden.

S. Suneson (unverified)

October 26, 2015, 6:31 PM

Cleveland Ave / Prior Ave Bike Route

1. What do you hope to see as a benefit of a new route?

As a Driver Education teacher, I strongly support Prior avenue for bike lanes rather than Cleveland. Prior has designated bike lane markings and has less traffic. Safety is a concern; especially during seasonal weather issues. In the winter with narrow (plowed) streets and slippery conditions, one should be very concerned about everyone's safety. Also, the ratio of automobiles and bikes should be a concern, since autos outnumber bikes throughout all seasons.

Thank you, S. Suneson
