

**From:** Amy Schwarz

**Sent:** Sunday, June 14, 2015 3:47 PM

**To:** #CI-StPaul\_Ward4; #CI-StPaul\_Ward3; Coleman, Chris (CI-StPaul);

[Rafael.E.Ortega@co.ramsey.mn.us](mailto:Rafael.E.Ortega@co.ramsey.mn.us); Collins, Reuben (CI-StPaul); [Toni.Carter@co.ramsey.mn.us](mailto:Toni.Carter@co.ramsey.mn.us); #CI-StPaul\_Ward5; St Martin, Paul (CI-StPaul)

**Subject:** Re: Support of Cleveland Avenue Bike Lanes

Greetings,

I am writing again in support of the Front, Lexington and Cleveland Avenue bike plans as proposed by the City Planning staff. I live off of Cleveland Avenue and strongly support this bike lane. I encourage you to pass the city's plan as originally designed. I oppose the suggestion to continue to allow parking on Cleveland between Randolph and James Avenue and just paint sharrows on the road. Although sharrows are helpful in some circumstances, this is not one of them. Sharrows will confuse drivers and bikers and put the lives of bikers at risk.

The rhetoric over the loss of parking on this particular stretch of Cleveland has been really disheartening to me. I support small businesses and my parents own a small business, so I understand the investment of time, money and faith that goes into running a business. But I do not understand the negativity that the proposed bike lane has generated. And, owning a home in the are is also a huge investment of time, money and faith in the city. Faith in city leaders to make hard choices, choices that benefit the majority of citizens in St. Paul and not just a small, wealthy and loud group of business owners.

There are many citizens in St. Paul who you are not hearing from who will benefit from this bike lane, college students at St. Kate, St. Thomas and Macalester, citizens who live in other parts of the city who want to travel safely through Highland park, citizens who bike by choice and those who cannot afford a car, kids that would bike in the neighborhood if it was safe to do so. I encourage you to listen to majority of citizens who support this plan, as proposed. Please do not jeopardize it over five parking spaces. I travel on Cleveland on a daily basis, by car or bus and rarely are the five parking spots in question fully in use. The owners of one of the businesses already have a parking lot. And, as the city staff recognized, there are parking alternatives on side streets that will mitigate the loss.

I know that change is hard, but the Highland neighborhood will be changing drastically with the development of the Ford plant. Having a solid and safe biking infrastructure in place puts us in a great position to be ahead of this change, rather than behind it. Streets are public spaces. They are not reserved for the wealthy or those with homes or businesses in front of them.

Thanks,

Amy Schwarz, J.D.