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**Sent:** Tuesday, May 11, 2021 7:54 AM  
**To:** \*CI-StPaul\_Contact-Council <[Contact-Council@ci.stpaul.mn.us](mailto:Contact-Council@ci.stpaul.mn.us)>  
**Cc:** \*CI-StPaul\_Mayor <[Mayor@ci.stpaul.mn.us](mailto:Mayor@ci.stpaul.mn.us)>; #CI-StPaul\_Ward2 <[Ward2@ci.stpaul.mn.us](mailto:Ward2@ci.stpaul.mn.us)>  
**Subject:** Downtown Saint Paul Bike Path proposal

**Think Before You Click: This email originated outside our organization.**

May 10, 2021

To: City Council Public Hearing, Wednesday, May 12, 2021, 3:30 p.m.

Re: Capital City Bikeway Interim Design Study

From: Resident of 538 Saint Peter Street

Mary Reis

538 Saint Peter Street, #208

Saint Paul, MN 55102

651-283-7447

I recently received a letter from Saint Paul Public Works dated April 28, 2021 regarding proposed changes for the Bikeway Design downtown Saint Paul. Unfortunately, this is the first time I really became aware of the scope of this project. The letter states multiple meetings have been held, but this is the first letter about this project I recall receiving.

I first became aware that something was happening when all of the meters on the north and south side of 10<sup>th</sup> Street were removed and a 2-way bicycle path put in. I was shocked and thought oh no, parking will become even more difficult. And what is happening to the businesses in this building?

When we got this letter, I did call the project contact and left a message. He did return my call in a timely manner, but it seems like this is already a done deal. I was in a meeting, so just decided to end the call and I would write this letter.

The 538 Saint Peter Street building is bound by Saint Peter Street, 10<sup>th</sup> Street, Wabasha Street, and 11<sup>th</sup> Street.

From what I can tell and remember, there were 10 newer meter spots on the south side of 10<sup>th</sup> Street, those have been removed. There were 5 old-style meters on the north side of 10<sup>th</sup> street. All of those have been removed, and the space for trucks to stop and park while delivering goods., in particular to the corner store. There is a Barber shop which is owned by a male who is African American. I asked him if he got this April 28, 2021. He did. I asked him what it has done to his business. He said the removal of

meters on 10<sup>th</sup> street, greatly hurt his business, and with more removals on the block, it will likely end his business in this location.

On the corner of 10<sup>th</sup> Street and Saint Peter is a small food etc store. In the past few years, it has always had an owner who is of minority ethnicity. The current owner is of Arab ethnicity. I asked him if he saw this April 28, 2021 letter about more meters being removed on the block. Now on Saint Peter Street. He said the removal of meters on 10<sup>th</sup> Street hurt his business, and removal of meters on Saint Peter Street between 11<sup>th</sup> Street and 10<sup>th</sup> Street will greatly hurt his business. Delivery trucks for his business or for the Post Office for that matter, could park in the truck zone on 10<sup>th</sup> Street. That is no longer available. I see these trucks now park on the east-side of Saint Peter just past 10<sup>th</sup> Street.

I then went to the Pho #1 restaurant on Saint Peter Street, and talked to the owner. His ethnicity is Vietnamese. I asked him if he saw the April 28, 2021 letter. I asked if his business has been hurt by the meters removed on 10<sup>th</sup> Street. He said yes. I said what will happen if the Saint Peter Street meters on the west side are removed? He said it will be very, very bad for his business. He looked very sad and dejected. He appreciated that I had come and talked to him.

On Wabasha between 10<sup>th</sup> and 11<sup>th</sup> Streets, on the west side there are 3 old-time meters which allow for 3 spots, and 1 City of Saint Paul police car parked in the yellow zone in front of 545 Wabasha Street seemingly all the time. On the east-side of Wabasha Street there are new style meters which allow for 6 parking spots.

On 11<sup>th</sup> Street, there are old-style meters with 7 parking spots. Randy Newton, Project contact, says these 11<sup>th</sup> Street meters will not be removed, but when I start to see spray-paint markings from the city (or someone) as there are now, that makes me nervous. There is a red spray paint dot on one of the meters. That makes me nervous about something happening with removal of meters.

On Saint Peter Street, between 11<sup>th</sup> and 10<sup>th</sup> Street, there are new meters on each side, with 8 parking spots on the west side, and 6 parking spots on the east-side of the street.

The Delisle Company owns the building. For the tenants who rent, it is affordable. I see this as a building that gives people a chance. I see young to old, people who are able-bodied, people who are disabled. I think that there may be some people who have legal histories who look to be trying to get back on their feet and moving on in life. There are people who stay in their apartment, living their life, and not bothering anyone. The maintenance man is African-American.

When there have been issues, I have seen the Delisle Company deal with them in a timely fashion. This is a building fairly close to the Dorothy Day Center. It is a security building, but people would sometimes sneak in behind someone else. The lobby used to have a couch. People came in and slept on it. So that was removed or stolen, I do not know which, but it was not replaced. There were electrical outlets on the lobby which non-residents would use. These are now covered. Fliers were given to each resident asking to maintain security by not letting people in, or to make sure they did not sneak in. A security camera was installed. Things have been fairly quiet for quite a while that I have observed.

There is a small parking lot in the back where people can rent a parking space. It is boxed in. There is only one way in and one way out, and that does not feel comfortable to me late at night when I typically come home, so I prefer to park on the street.

When there have been Xcel events- concerts, the Wild etc, all the meters on 10<sup>th</sup> street and Saint Peter street would be used by event goers paying the higher meter rates. How do I know? Sometimes I would have to wait until the event was out and then lots of people would come, get their cars, and then there would be lots of open parking spaces.

There is also the no parking Mon, Wed and Fri overnights on Saint Peter Street (so north-south running streets) for street sweeping, and then no parking Tues and Thurs overnights on 11<sup>th</sup> and 10<sup>th</sup> (east-west running streets) for street sweeping.

15/15 meters removed on 10<sup>th</sup> street between Saint Peter Street and Wabasha Street. No overnight parking for street sweeping of north-south running streets is now available.

3/9 meters will be removed on Wabasha Street.

0/7 meters removed on 11<sup>th</sup> Street between Saint Peter Street, and Wabasha Street.

8/14 meters will be removed on Saint Peter Street between 10<sup>th</sup> and 11<sup>th</sup> Street.

Questions:

1. Why not just continue on Wabasha all the way to 12<sup>th</sup> Street for this bike path? Only 3 meters on the west-side of Wabasha need to be removed from the block I am talking about. The police car could just park across the street in another yellow zone.
2. Do you care that 3 minority-owned businesses are going to be greatly impacted (and might have to close) due to the impacts of on-street parking being removed?
3. Do you care about the residents of 538 Saint Peter Street?
4. I have not reviewed all of the materials. Is the bike path coming from 12<sup>th</sup> Street, down the I94 overpass and on to Saint Peter Street? The bike paths seem to be structured for year-round use. If that is the case, would bicyclers ride in the street or on the sidewalk on the east side of the overpass? That overpass can be very icy in the winter, so I always take it at about 5 miles per hour when there has been snow or freezing rain. I once learned the hard way one year when my car careened from side to side on the overpass. Luckily, I was not hurt and there was not damage, but I have seen it happen to other cars. The city does seem to do a pretty good job of putting something on it, but it can be hard to tell, so I use great caution coming down that overpass in the winter.

The bike path downtown seems to be a done deal. With that in mind:

1. Can the overnight street sweeping be removed on this block, or only have it one night per week for Saint Peter Street and 11<sup>th</sup> Streets? It does not appear that it is being done that often anyhow as I typically hear the trucks when they do the sweeping and I have not heard it for a long time.
2. City of Saint Paul Public Health has a sign for their parking lot, that no one can park there Mon- Fri, 7:00 a.m.- 7:00 p.m. That seems to imply that people can park there after 7:00 p.m., and on weekends. I have never tested that, not wanting to be towed. Can that be clarified and communicated? Is that an option?
3. Can we be guaranteed that no more meters are going to be removed on this block? Randy Newton says no meters are going to be removed on 11<sup>th</sup> Street between Saint Peter and Wabasha. Can we as the residents get this in writing?
4. Does the city of Saint Paul have any assistance for the businesses affected? I asked the businesses if they were writing in and 2 said yes for sure. Pho #1 said maybe, yes.

As we all know, George Floyd was murdered on May 25, 2020 in Minneapolis. That event “woke” many, many people in our city, in the state, and in the world. This has caused there to be many discussions around equity, especially for ethnic minorities. I like the block and the building where I live. Who benefits from this bike path, and who is negatively impacted?

I have to work from home for now and my window looks right on to 10<sup>th</sup> Street. Not a lot of bike traffic now. I know the route is not complete and we are only approaching warmer weather. Many parking spaces are being lost year-round for this. How many people actually bike in the winter? I just now someone bike past on 10<sup>th</sup> street on the sidewalk instead of using the bike path.

I94 went through the Rondo neighborhood, and there are sociological effects felt to this day and proposed attempts to come up with fixes which really do not undo the damage.

Thank you for your time and consideration.