

Support

Dear Councilmember Finney,

I am writing today to let you know I support the proposed bike lanes on Lexington Avenue, Cleveland Avenue and Front Avenue. I'm a St. Paul resident of Ward 1 and a board member of the District #8 Summit University Planning Council.

I'm also a mom, a bike commuter and recreational rider, and a car owner. All three of these projects are critical parts of the vision laid out in the comprehensive St. Paul Bike Plan adopted in March of 2015.

Better bicycle infrastructure helps to create streets that are safer and that better serve all of St. Paul's road users. Complete Streets help build a more vibrant city with healthy, strong economies. Bike and pedestrian friendly environments encourage people to slow down, stop, shop, and connect in a variety of ways.

The currently proposed projects are critical to help bridge existing gaps in the St. Paul bike network. While we have many fine and well-used bike routes, they can only reach their full potential and usefulness as part of a complete system of connected routes. Front, Cleveland, and Lexington routes will help make cycling accessible to more people, including families and kids.

I would remind you that there was extensive community engagement around the recently adopted St. Paul Bicycle Plan. As the city considers individual projects, it's important to remember that these projects and the larger plan have been vetted through public comment, community forums, and the City Council's own approval process. This visionary plan can and will help to transform St. Paul into a world class bike city, one that is liveable, vibrant, safe and accessible to all road users from 8 to 80.

Change does not come easily to most people, and there will always be those who express concerns, whether about parking or other changes to the status quo. However, time and again, around the country and around the world, creating safe, multi-modal streets have helped to create healthier neighborhoods and stronger communities. If these first three projects fail to pass, it will set a worrisome precedent regarding the City's true commitment to this plan and to usable, safe, multi-modal infrastructure.

Please have the courage of your own convictions. The public support is there. And the rewards for the work are immense.

Please support these important projects in full in tonight's City Council vote. While I fully support further study, outreach, and action around parking mitigation, particular along Cleveland, I cannot support any changes to the projects that delay or remove a section of the proposed lanes.

Thank you for your time and consideration,

Rebecca

--

Rebecca Airmet

Writer, Editor, Organizer, Advocate

From: Jim Mogen
Sent: Wednesday, June 17, 2015 12:00 PM
To: #CI-StPaul_Ward3
Cc: Kantner, Libby (CI-StPaul)
Subject: Support the St. Paul Bike Plan - Cleveland Ave.

Councilmember Tolbert:

Today, the City Council will be approving the route of the Bike Lanes from Summit to Ford along Cleveland Ave. This is the path outlined in the Bike Plan that was adopted a few weeks ago, and for which significant time, input and resources has been invested.

I understand that you are considering asking the Council to postpone the approval to address issues raised by a small number of property owners. I ask that you don't derail the first step in the hard fought Bike Plan.

I respect your concern for businesses in St. Paul and Ward 3, especially small and local businesses. I understand that a bike lane on Cleveland is not a perfect situation. It requires removal of parking spaces, it is narrow, and bike paths do not temper fast moving traffic as effectively other means of controlling speed.

However, the Bike Plan has already taken all of that into consideration. For the Bike Plan to work, the City needs to create corridors that make it easier and safer to bike. These corridors include east-west and north-south paths that a biker can follow to get safely and directly through the City.

Of course, it also must be done frugally. A perfect system would require bike paths separated from traffic, bike-favored traffic lights, and paths between various activity centers. This would require redesigning the entire street grid and investing millions. **NO ONE IS SUGGESTING THE CITY DO THAT.**

Instead, the Bike Plan recommended striping, and to perform those improvements when a street was rehabbed or replaced. While this means that some improvements won't happen in a structured way, and some routes are chosen due to fiscal concerns (instead of effectiveness), that is a balancing act that government always has to do. The Bike Plan has already balanced the perfect "bike infrastructure" with that which is feasible, and has guided the route - in this case along Cleveland.

I know that choosing Prior (at least north of Randolph) sounds like a good compromise, but the Bike Plan has recognized the value and importance of direct routes and easily corridors. A route that requires the jaunt at Summit, then a jaunt at Randolph (along with a left-turn in traffic), does not meet this basic tenet of the Bike Plan. Prior is close, but in the end, it is not enough.

As a public servant, you know that the public space has benefits to the public. The street in front of your house, while it provides you a place to park your cars, also needs to serve your neighbors, their visitors, their vendors and the public at large. You don't have a right to park

your car in front of your house, and a building owner doesn't have a right to the parking in front of theirs.

Of course, the City also has a duty to support business. Without business, the City dies. But good public policy, and Citywide plans, cannot be held hostage because it has an impact on a couple of properties. Especially, when that impact is short-sighted and unproven.

If, the City can do something to address the concerns of property owners, that would be great. I do think it is important to minimize the impact. But, don't let these property owners overturn the Bike Plan you adopted just weeks ago. Just like every road project, there is going to be a property owner that is impacted. Don't let the concerns of a few veto good policy.

Jim Mogen
xxxx Lincoln Ave., St. Paul, MN 55105
Ward 3

Hello,
My name is Bryce Rasmussen, I am a St. Paul resident in Ward 3. I live at 4xx Lexington Pkwy S.

I am emailing you in favor of the proposed bike lanes on Lexington Avenue, Cleveland Avenue and Front Avenue. As a St. Paul resident, bike commuter, and car owner I want these projects to move forward as part of the vision laid out in the comprehensive bike plan the City of St. Paul adopted in March of 2015.

Projects like these help to create streets that better serve all of St. Paul's road users. These complete streets help build a more vibrant city. Bike lanes help to create safer streets for cyclists as well as pedestrians and even car divers. They maintain vibrant neighborhoods and support local businesses. Bike and pedestrian friendly environments encourage people to linger and connect.

These projects help to plug current gaps in the city's bike network, in areas that lack safe connections between other established bike routes. Current high profile routes like Summit Avenue, East River Parkway, and Jefferson are great, but they are only as useful as the network as a whole. These projects will help make cycling accessible to a greater range of riders, including families and kids.

There was extensive community engagement around the Saint Paul Bicycle Plan adopted by the City Council on March 18th of 2015. In considering these individual projects, it's imperative that we keep in mind that these projects and the larger plan have been vetted through public comment, community forums, and the Council's own approval process. This plan is visionary in its scope and will help to transform St. Paul into a world class bike city, that is vibrant, safe and accessible to road users from 8-80. Paired with investments in public transit, like the Green Line, and other improvements to streets this plan uses transportation as a means to create more livable, economically vibrant and safer communities.

There will always be community concerns about parking and other changes to the status quo, but ultimately, creating streets that promote multiple modes of transit helps to create healthier neighborhoods and a stronger community. Backing away from these projects will send a dangerous message about the City's commitment to multi-modal infrastructure. Stepping back now will not help to build the St. Paul of the future, it will have the opposite effect. Postponing or scrapping these three projects would effectively give control of the Citywide Bike Plan to the most vocal side of the debate. If we were to alter these plans now, all future projects could be changed, postponed, or even scrapped because of a few loud concerns.

These individual projects are where the rubber meets the road for starting to make the citywide bike plan a reality. These projects help to make critical connections in areas that currently lack safe bike routes. Please support these projects to move St. Paul forward and to show the Council's commitment to the City-wide bike plan. Please do not only vote in favor for bikes when politically beneficial, please vote with your convictions.

Thank you for your time, please support these projects.--
Bryce Rasmussen

Dear Councilmember Tolbert,

I am a homeowner and taxpayer in Ward 3. I am writing to urge you to support the Cleveland Avenue Bike Lane.

I want to live in a city that is forward-thinking, one that makes (and keeps) long-term plans with an eye toward a greener world and a healthier population. I want to live in a city that makes decisions based on facts, not inflammatory rhetoric. I want to live in a city with leaders who are brave enough to do what is right for all its citizens, not just the few who are the loudest.

By sticking with the long-term bike plan and approving the Cleveland Avenue bike lane based on the facts, you will be best representing all of us.

The facts, as you well know, are that we need to get more people out of their cars and give people safer ways to move around the city (especially with the Ford Plant redevelopment on the horizon). We also need to help people be more active and make it easier for them to exercise with their families. In addition, we need multiple transit opportunities for those who do not want to own a car (such as the many college students in Ward 3). The bike lanes are the best response to all of these facts.

There are plenty of places to park. I can't always find a parking spot in front of my favorite art store on Grand Avenue, but I certainly don't just turn around and go home. I park a few blocks away and enjoy the walk (and most likely stop in a few more stores along the way). The business owners who fear the loss of their parking spaces will soon find that their businesses will not "disappear." In fact, they will probably have more customers as people find it easier to bike there.

We don't need to conserve a few parking spaces at the expense of our entire area to appease a few vocal critics. We need to focus on the facts and what kind of city we want to live in. A city with plenty of parking isn't worth much if nobody wants to live there or can't get around.

Thank you for your time,
Hillary Frazey
2xxx Stanford Avenue
Saint Paul, MN 55105

Good Afternoon, Chair and Members of the Council

My name is Andy L. I am a St. Paul resident in Ward 2. I live at 4xx N Sibley St. Lowertown Saint Paul.

I am writing you today to testify in favor of the proposed bike lanes on Lexington Avenue, Cleveland Avenue and Front Avenue. I live in Saint Paul, I bike commute year round, and I own a car. I want really these projects to move forward as part of the Saint Paul Bike Plan.

I look forward to improved streets that cater too all Saint Paul residents. Cities all around are catching on and starting to adopt complete streets. These complete streets help build a more vibrant city. Bike lanes help to create safer streets, slow cars down, and improve overall business traffic. Bike and pedestrian friendly environments encourage people to stop and check things out.

It is about connecting gaps in the Saint Paul bike network, street by street, and neighborhood by neighborhood so that in the end we have a complete bike network that can rival any other US city and maybe even another European

city . Summit Ave, East River Parkway, and Jefferson are nice but lack connections from a wide array of neighborhoods. The projects proposed will help this.

We had great success when the Saint Paul Bicycle Plan was adopted by the City Council on March 18th of 2015. Now is the time to implement. If we want Saint Paul to compete for the best future talent, be sustainable for the future, and have healthy citizens, we need to act on this bike plan. It is absolutely critical that we make biking and walking easier in Saint Paul. If we continue down the same path of always catering to cars will only lead us to more pollution and less active citizens.

There will be concerns about parking, but ultimately, creating streets that promote multiple modes of transit helps to create healthier neighborhoods and a stronger community. Failing to implement these projects will send a clear and disappointing message about the City's commitment to multi-modal infrastructure. Stepping back now will not help to build the St. Paul of the future but instead create another city that will be mostly uninteresting and undesirable to a lot of people in the generations to come.

The individual projects are the bike plan! These projects help to make critical connections in areas that currently lack safe bike routes. Please support these projects to move St. Paul forward and to show the Council's commitment to the City-wide bike plan.

Thank you for your time, please support these projects.

Andy L.

Hello,

I don't live in St Paul so I have no specific council member to email. I want to send my support for the Cleveland Avenue bike lanes as proposed with parking mitigation strategies proposed by St Paul Public Works (also outlined [here](#) and [here](#)). While I am not a resident, I do commute through the area (including on Cleveland Avenue for a short time) by bike on my way from South Minneapolis to downtown St Paul. My wife, 14 month old son, and I routinely make long bike rides on the weekends to restaurants or sporting events, and destinations along Cleveland would fit right in to that with the right infrastructure.

The St Paul bike plan went through years of planning, including countless hours of neighborhood and community engagement. While no specific design or engineering issues were tackled in the plan, general issues such as system connectivity, access to destinations, existing street traffic and parking conditions, and likely safety/comfort of proposed facility types were all weighed in addition to community feedback. Cleveland Ave was chosen as the most viable route for a bicycle facility in the area. Not Finn, not Prior, or any other street.

So here we are, several months after a unanimous decision to support the bike plan. This first project will be crucial for setting the precedent for all future investments. Every single project will face resistance. There will be no street where parking or a through lane won't be affected. By nature of the city's design, small businesses will be touched by basically every project as well. Before you is a decision that will impact how bikeable, and therefore livable, St Paul will be over the next 30 to 50 years.

I could cite any number of studies that show bike lanes (even painted ones like this) calm traffic. That separating bikes from through-lanes helps maintain vehicle throughput (while

increasing the total person-capacity of the public right of way). That bike facilities bring out a sector of the population who were too scared or timid to do it in mixed-traffic. That biking and walking are viable modes of transportation for certain members of the disabled community while also improving cognitive ability and physical health for elderly. That biking means business and in almost every case business either held steady or actually improved (across cities with a broad spectrum of climates, topographies, and demographics). That we build all sorts of public facilities (or capacity) to meet seasonal demand despite our cold winters (including acres of pavement within a 300' of Cleveland Ave business nodes for under-utilized, free car parking). Or that, despite our cold weather, Minneapolis has one of the highest bike commute mode shares in the country - thanks entirely to a commitment to building world class facilities. This could be St Paul.

The loss of a few parking spaces (and whatever negative impacts - real or perceived) near small businesses will be greatly offset by the health, safety, and livability improvements bike lanes bring. Please make the right choice and support the Cleveland Avenue bike lanes tonight.

Thank you very much,

Alex Cecchini
3xxx Fremont Ave S
Minneapolis, MN 55408

From: Bill Slobotski
Sent: Wednesday, June 17, 2015 12:57 PM
To: #CI-StPaul_Ward3
Subject: Bike lanes on Cleveland - please install them!

Hello,

I know that the anti bike team is out in droves speaking their mind about how bikes on Cleveland is going to destroy businesses, but I dont feel that they will affect businesses at all. I am a biker and a car driver and we need wide safe routes throughout St Paul for cycling. I never feel safe biking on Fairview, so Cleveland would be a good alternative.

Please vote YES for the lanes!

Bill Slobotski
1xxx James Ave
St Paul, MN 55105