



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: 8/31/2015

SUBJECT: Summary of the public process and comments received on the proposal to incorporate bicycle facilities into the scheduled mill and overlay project on Oakdale Avenue.

This memorandum presents a summary of the public process and comments received on the proposal to incorporate bicycle facilities into Public Works' scheduled mill and overlay of Oakdale Avenue. The full text of all written statements received is attached to the end of this memorandum.

The proposal to implement bicycle facilities on Oakdale Avenue was released publicly in July 2015. A website was created for the project, providing an overview of the planned improvements, data, project documents, visuals, timeline, and a project contact for questions and comments. Each project website was linked to on stpaul.gov/bikeprojects, a website providing a list of all bicycle projects throughout the city.

Notification was sent to the executive director of the District Council where the project was proposed (District 3 – West Side Community Organization), and an offer was extended for city staff to attend a district council meeting to present the proposed improvements. City staff presented the proposal for bicycle facilities on Oakdale Avenue to the West Side Community Organization Board on Monday, August 10, 2015.

Oakdale Avenue Open House:

A community open house was held for the proposed bicycle facilities on Oakdale Avenue and was facilitated by city staff. Residents and property owners within 250 feet of the proposed project were sent notifications of the open house via mail, along with an overview of the project details and impacts. 438 flyers were sent out for the Oakdale Avenue open house. The flyers provided a map of the project, a link to the project website, contact information for city staff, and information about the project details.

Open House details:

- Oakdale Avenue Open House – Thursday, August 6th from 6:00 to 8:00 PM, El Rio Vista Recreation Center
- A total of 19 people attended the Oakdale Avenue Open House



Written Statements Received:

As of August 31, 2015, city staff received a total of 24 written statements specific to proposed bicycle facilities on Oakdale Avenue from the following sources:

- Comment forms from the open house (14 statements)
- Email received by or forwarded to City staff (4 statements)
- Statements received on Open Saint Paul (3 on-forum, and 3 off-forum statements)

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 at an Open House, sent city staff an email, and provided feedback online on Open Saint Paul).

Next Steps:

The project will be presented to City Council on Wednesday, September 2, 2015. This will be a public hearing. An additional mailing was sent to notify residents and property owners of the City Council public hearing. 438 notifications were sent out. The City Council will be asked to approve a resolution authorizing Public Works to implement the proposed bicycle facilities on Oakdale Avenue between Annapolis and State Street, and on State Street between Oakdale Avenue and Cesar Chavez Street.

Attachments:

1. Original text or transcription of all written statements received by city staff
2. Copy of Open House Flyer
3. Copy of City Council Public Hearing Notification

Oakdale Avenue Bicycle Lanes:

Transcribed Open House Statements

(Scanned copies of the original statements are provided in the attached Appendix)

1. Lauren Allen

-I wholly support adding bike lanes to Oakdale! Any improvement of visibility + predictability for bike + motor traffic is helpful. Currently I bike from Curtice St to DT St.P several times a week. I generally use Robert St, passing Oakdale, due to rough pavement. I'd love bike lanes painted on both!

I see lots of room for parking near to Oakdale. Bike amenities are few + far between, and Discongruous.

I believe parking should be removed facing downhill, as it would create better visibility for bikes at speed, and reduce the risk of being doored. Getting doored riding uphill is much less likely, and less dangerous due to speed.

Most livable city = bike + pedestrian equity

2. Emma Allen

-I'm going to bike on Oakdale regardless of what you do. But it would be a lot less terrifying if we had a lane. I live on Curtice Street – don't have a driver's license - and can't get one – because of a disability. I rely on my bike. Oakdale is an important connection to Cesar Chavez and Transit routes. The alternative is Robert – which seems particularly foolhardy to take.

Please consider this. Despite the sometimes nasty rhetoric – we aren't all choosing to bike because its cool or trendy. Not everyone is privileged enough to have to worry about parking , not everyone has a car or can drive. Bikes are an important part of transit equity – particularly in neighborhoods served so poorly by transit.

3. (No name given)

-I do not support a bike lane eliminating one side of parking. I have lived on Oakdale for 39 years and am thrilled to get the mill and overlay. I also support new lantern-style streetlights. Our street, Oakdale Ave, is a steep 9 block hill. In bad weather (at least 6 months a year), the street is very difficult to get up. Cars often go side to side or fishtail up (& down) the hill – taking a running start from the bottom. If there is a bike path – it should be open only 6 (warm weather) months. Without parking on both sides, I strongly believe that there will be a shortage of parking due to plowing, renters not moving cars, resulting in big snowbanks. I also believe there should be bike licenses, so there is some accountability on the part of the (too many) bikers who disobey the law – running stop signs and stop lights far too often. Maybe there should be insurance as well – for when there is an accident with a vehicle – the vehicle insurance pays – which is wrong and unfair. We are – after all – a no-fault state. Lastly – what

happens when the bikers get to Annapolis (the end of St. Paul). There are no places to go. How about a bike path up George so it could connect with Cherokee Park, Harriet Island, & Lilydale?

4. (No name given)

-I like the proposed configuration for Oakdale! Parking will resolve in a short time.

5. Pastor Javier Paredes

Ph. 651-329-3146

pastorjavierparedes@yahoo.com

-Hello, I think its good plan to resurface the street but our church is on the corner of Oakdale-Annapolis and we rely on street space for parking. The construction on S. Robert St. is affecting us now and I believe it will be very hard for us to count only on one side of the street for parking, so please consider our situation.

6. (No name given)

-The bicycle lane idea is very unsafe for bikers. Cars race up and down Oakdale with no regard for bikers or cars, or pedestrians. I have biked to and from work downtown and I use State Street, which is somewhat safer, and less hilly. Still, after 30 years of commuting, I get to work or home, and thank God every time that I am still alive.

7. (No name given)

-The bike lane on Oakdale will be very welcome. I bike Oakdale during the week to and from my job downtown. I bike it on the weekends for leisure rides coming from Inver Grove Heights.

8. Michael Kimball

402 Belvidere St E

St. Paul, MN 55107

-I strongly support the proposed bike lanes on Oakdale. Living in the West Side, there are limited safe options to get to the bottom of the bluffs. Especially when going downhill, it feels very dangerous to bike down Oakdale. In fact I've been in a bike accident on this street in the past. Please consider moving the parking to the uphill side, as well – it could be dangerous for car doors to be opened going downhill. I strongly support this project. Safety is very important!

9. Roxanne Young Kimball

West Side Resident

-Please put in these bike lanes!!! Oakdale is the PRIMARY route that connects me from my house to the rest of the neighborhood. I think it would be helpful to move the parking to the other (uphill) side of the street as it is challenging to brake when going downhill – but if it makes it harder to install the lanes I would MUCH RATHER have the lanes installed soon! I have two friends that have wiped out on Oakdale + am often concerned about traffic seeing me as I go down the hill. These lanes will help make biking safer, + hopefully result in more people biking.

P.S. It is also very exciting that there is a plan to do a path on the levee to connect the Highway 52 path with the South St. Paul path at Kaposia. Please do it!

10. Nau Xiong

West Side

-I think there should be more studies on the lane to see how it really works.

11. Oakley Biesanz

233 Page St East

obiesanz@gmail.com

-I love this proposed bike-lane plan for Oakdale. Thanks so much for bringing this forward & asking for community input! I have an 8-year old who can ride a bike, and we live on Oakdale & Page. It would be great to be able to get north to Cesar Chavez, El Rio Vista & Harriet Island with a bike lane, and also to go south to Oakdale Park. Right now I have to put our bikes in the car to get to these places. I have no problems with issues regarding reduced parking. There is plenty of parking in our neighborhood, even during snow emergencies.

Thanks,

12. Bonnie

-I live across from an apartment building and have a hard time being able to park in front of my house. The parking is bad to start with and you want to go down to one side of parking. I will never be able to park in front of my house if it goes through. I sat outside on Wed 8-5-2015 one bike went down the street, you want to do a bike lane for an average possibility of 5-10 bikes a day and for 3-4 months. This is the most dumbest thing you can do.

13. Tom

-I do not support the bike lane

1. During winter Oakdale Ave Hill is badly plowed + it is difficult to ascend the hill without weaving up the hill for traction.

2. Plowing on side streets places cars on Oakdale during snow emergencies

3. On Oakdale + Annapolis the Bike Plan ends with no plan for an extension into W. St. Paul. Also no plan to continue on Annapolis. It is just a dead end.

4. Bikes need to be licensed. They need to pay a fee to secure the right of road + its benefits

5. The bikes need no fault insurance. If they want to play on street they need to pay.

Thank you,

Tom

14. (No name given)

-Please put parking on the uphill side to protect bikers!

Oakdale Avenue Bicycle Lanes:

Email Statements Received

From: [Collins, Reuben \(CI-StPaul\)](#)
To: [Hanson, Luke \(CI-StPaul\)](#)
Subject: FW: Support for Oakdale!
Date: Tuesday, September 01, 2015 9:22:27 AM

For public record.

From: thatgirlhiding@gmail.com [mailto:thatgirlhiding@gmail.com]
Sent: Monday, August 31, 2015 9:17 PM
To: Thune, Dave (CI-StPaul)
Cc: Collins, Reuben (CI-StPaul)
Subject: Support for Oakdale!

Hi Dave,

I've heard you're supportive of the Oakdale bike lane (thank you!) but given some recent press and some potential for negative testimony as a result, I felt compelled to send some thoughts for your consideration and to add to the public record.

As you know I've been a West Side resident and advocate for the West Side neighborhood for over ten years - my house is located at the intersection of Belvidere and Andrew Street (aka the top of the bluff). No matter what direction I come from, I have to bike up a pretty extreme hill to get to my house. Of the hill options, Oakdale is the one I choose to bike the most often. Biking through Bluff Park isn't safe (it's intended as a pedestrian path and has an extreme hill that cannot be biked), Stickney is too steep to bike, Smith Avenue is out of the way on the other side of the neighborhood, and Robert Street is completely unsafe to bike between Cesar Chavez and Curtice St.

That leaves Oakdale. I'm sure there are folks that say it's too steep to do, but frankly of the West Side hills its the most reasonable north south connection in the neighborhood East of Robert. I bike on Oakdale every time I want to go south (to see a movie in Inver Grove Heights or go to any of the stores on Robert St in West Saint Paul) and every time I want to go North (to head into downtown, which I do about once a week!).

Despite it being the best hill choice, on my bike commutes Oakdale is one of the streets I feel really uncomfortable on. When heading north on the hill a bike picks up quite a bit of speed, due to the hill. I think that cars crossing the street aren't always aware of looking for bikers - adding bike lanes to provide that visual clue that bikers might be present would really help. The traffic travelling north and south on Oakdale also goes really fast. Adding bike lanes has been proven to slow traffic down, which would benefit not only bikers but cars and pedestrians trying to cross Oakdale.

I really strongly encourage you to support these lanes. Attached is a picture that I took tonight when I was biking home (on Oakdale!). As you can see from the picture and as the parking study done on the street evidences, many of the available parking spots on Oakdale are unused. The loss of minimally used parking spaces is outweighed by the significant benefit of improving safety for the residents walking and biking in our neighborhood.

Thank you for your advocacy and support,

Roxanne Young Kimball

402 Belvidere St E
Saint Paul, MN 55107

PRESCOTT ST
169 E



From: [Collins, Reuben \(CI-StPaul\)](#)
To: [Hanson, Luke \(CI-StPaul\)](#)
Subject: FW: Oakdale Bike Facilities
Date: Monday, August 31, 2015 5:03:51 PM

FYI

From: Monica Bryand [mailto:mjbryand@gmail.com]
Sent: Thursday, August 27, 2015 11:33 AM
To: Collins, Reuben (CI-StPaul)
Subject: Oakdale Bike Facilities

Hi Reuben, Monica Bryand (current CIB member) current westsider, Latina and biker. I'm sorry I wasn't able to make it to the open house and missed the deadline for online feedback so I'm emailing.

I'm a longtime Westside 35 plus years and avid biker. I just wanted to say that I support this bike facility going in on Oakdale and I look forward to getting St. Paul more connected. I have biked over to Minneapolis for years (year-round) and find it difficult to find good biking routes through St. Paul. Now that I'm doing more work in St. Paul I am always in search of good options.

As a kid I lived on Hurley (one block south of Annapolis) and would always bike down Oakdale to get to my local playgrounds like Belvidere and El Rio Vista. I think having a bike lane for kids to bike to local youth orgs is important and desperately needed.

I don't want people to think this is just a facility for people to bike through the West Side, it is for us westside who live work and play right here.

I hope to be at the meeting on Wednesday but have to leave by 6:25 so hopefully I can be there to see this get passed.

Monica Bryand
122 W Winifred, St. Paul, MN
651-246-5522

From: [Salina Amey](#)
To: [Collins, Reuben \(CI-StPaul\)](#)
Subject: Oakdale Ave Bike Lanes
Date: Saturday, August 01, 2015 2:20:32 PM

Hello,

Please do put bike lanes on Oakdale. I don't ride much because it is tough to get anywhere from my house on Curtice St E. Bike lanes on Oakdale would cause me to do more biking.

Salina Amey

From: [Carol Neumann](#)
To: [Collins, Reuben \(CI-StPaul\)](#)
Subject: Oakdale Avenue possible bike path
Date: Monday, August 10, 2015 1:56:28 PM

Hi Reuben -

Tom & I live at 694 Oakdale Avenue (for 39 years now.) Everyone I spoke with (who lives on Oakdale) does not want a parking lane eliminated. There is a mixed bag about a bike lane but not about the elimination of a parking lane. Tom and I submitted our remarks at the meeting, and spoke to one of the reps there.

But I am also going to forward additional comments (and possibly some i wrote about that night, in more detail, about:

1. Huge Visibility Problem: My support for mandatory lights on the front and back of bikes, along with mandatory reflective vest that bikers wear **at and past dusk**. This past weekend alone I came up on 3 sets of 2 riders who had no rear lights, only one set of bikers had front lights, all had on dark clothes and no reflective tape anywhere, and were almost impossible to see, riding filling the right lane next to each other. I also believe they should be riding as close as possible to the curb, so as to not impede motorists and endanger themselves.

2. License plates on all bikes: This is only fair because if there is an accident, the vehicle insurance pays for it, regardless of fault. We have a no-fault state, with bikers taking no personal responsibility for their own mistakes, no way to know who is on the bike - to identify the bike or bicyclist or who is breaking automobile laws - running stop signs and lights, for example **a very common practice** -and nearly or actually being hit by a car.

3. Bike Insurance (Liability problem): There is also the suggestion of mandatory bicycle insurance, to cover their own lack of accountability issues so vehicles are not the only ones on the hook. Bicycle rights should come with at least the same responsibilities that automobile drivers have.

4. Wrong street for bike route: As far as an elimination of a parking lane on the west side of Oakdale Avenue, it really makes little to no sense. Oakdale Avenue runs 3/4 of a mile up a steep hill from the State Street beginning to the WSP border. Not usually a bike route. (In fact, most bicyclists I see on the Concord/Cesar Chavez bike route, continue to the east following Concord to SSP. At the top of Oakdale is Annapolis, which is where you enter West St. Paul, and where there is no bike path, and no immediate plans for one by WSP. There is something in their long range plan, but who knows when that will be.

5. Parking: Oakdale Avenue has room for 12 parking spots, according to the city, per block on each side of our block between Morton and Page. On our side (east) there is one driveway, so we really have 11 spots with 12 eliminated on the other side. There are 7 owner-occupied homes on our side, many residents who have more than one car. This would virtually eliminate all of our parking when folks across the street parked in front of our homes.

6. What is fair? Frankly, we as residents, pay for our streets through fees and taxes. Bicyclists don't pay for anything, and it is unfair that they get the rights to six feet of a parking lane on the west side of our street. If both sides park on our

street, that means the four rentals across (on the west side) and 3 owner-occupied homes will have to share 7 spots with our side of the street, leaving all of us short of parking. And don't even get me started about winter, when our street is, at best, a challenge, and at worst, a nightmare. All side streets park on Oakdale when there are snow emergencies and plowing of their streets. Same with events like Cinco de Mayo. And perish the thought that we would want to park in front of our own homes or have guests over who drive a car to our homes. We have handicapped folks who currently "make do" without a formal sign up in front of their homes. This would not just be an inconvenience for these folks, but the parking for them would be eliminated as well. And who says I cannot park in front of a home I own, and pay for, and on a street that charges me each an every year for maintenance and upkeep, without bikers paying for anything? And I should support the 6 feet of our street that they want for another bike path? No way.

Sorry about the rant, but you asked for feedback.. This is a sore spot for me and many of my neighbors.

(Gleaned from other Oakdale Avenue neighbors as well as us. No one is totally against a bike path, but believe this is not the street/avenue for one.)

Thanks for listening.
Carol M. Neumann

Oakdale Avenue Bicycle Lanes:

Open Saint Paul Statements Received

Oakdale Avenue Bicycle Lanes

Please share your thoughts about the Oakdale Avenue Bicycle Lanes project.

All Statements sorted chronologically

As of August 27, 2015, 2:33 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.

Oakdale Avenue Bicycle Lanes

Please share your thoughts about the Oakdale Avenue Bicycle Lanes project.

As of August 27, 2015, 2:33 PM, this forum had:

Attendees: 26

All Statements: 7

Minutes of Public Comment: 21

This topic started on July 24, 2015, 11:54 AM.

Eric Saathoff inside Ward 6 (on forum)

August 14, 2015, 9:06 PM

Please build these bike lanes to improve our entire network in St. Paul. This will be a good parallel to Robert Street and serve those of us who ride on the West Side.

Name not available (unclaimed)

August 11, 2015, 4:22 PM

I believe Oakdale Ave should be considered a, "share the road" street as its width cannot support separate lanes for the traffic, ample resident parking, and bicycles.

It makes more sense to paint white lines designating the park lanes and would allow bikes to utilize them during the day time hours when parking is at a less demand and residents can park when needed. Similarly how Butler Ave is doing between Oakdale and Robert.

It doesn't make sense to take away resident parking where they are allowed to unload children, elderly, and groceries safely to their home's curb. Whereas the proposed bike lanes would force the residents of one side to fear for their safety trying to navigate traffic. I had an incident with my nephew where I parked on the opposite side of the road and he proceeded to the front of the car as I too went to meet him. However as an energetic boy, he started to run across the road. I placed my arm up and was able to clothesline him just as a car passed. I wish this experience upon no one.

I would also like to note the vehicle counts taken and reported represent a small window to the needed parking and does not represent the true residential need. The proposal suggests eliminating resident parking on the south bound side (west side) of Oakdale, yet it has the most consistent demand. A resident shouldn't be asked to park on a side street so their vehicle is out of their site and vandalism can take place. In Minnesota, the winters also put a demand on parking during snow removal, yet bikes don't travel many of the months.

As the proposal suggests this to be similar to Western Ave, yet the residential dynamics is not the same and they are creating parking bump outs to accommodate vehicle parking to ensure adequate travel space for vehicles. Oakdale should not be striped so trucks travel so close to each other at an unsafe spacing.

I ask that the proposal is rejected and, Share The Road for everyone's safety. The resurfacing alone will add safety as it keeps travel true from one avoiding cracks and potholes.

Name not available (unclaimed)

August 11, 2015, 6:53 AM

(Duplicate Post)

Oakdale Avenue Bicycle Lanes

Please share your thoughts about the Oakdale Avenue Bicycle Lanes project.

Name not available (unclaimed)

August 7, 2015, 1:25 PM

As a resident of the neighborhood, I support these bike lanes. The steep hill can be difficult for cyclists, so a safe lane for them to take their time will make the street safer for everyone.

Jessica Schneider inside Ward 2 (on forum)

August 7, 2015, 11:57 AM

Please do this! I bike north on Oakdale every time I need to go anywhere, and I always feel a bit like I'm tempting fate as I move around parked cars and try to avoid cars turning onto Oakdale from side streets. A bike lane would help so, so much! And I LOVE the idea of continuing it all the way down to Cesar Chavez.

2 Supporters

Name not available (unclaimed)

August 4, 2015, 12:07 PM

I bike there often, and I support both the resurfacing of the street and the bicycle lanes. It can get really scary up there at night- poorly lit streets, huge potholes, and drivers going really fast. I would love it if the City of West Saint Paul would also get on board to extend the bicycle lanes.

Salina Amey inside Ward 2 (on forum)

August 1, 2015, 2:21 PM

Oakdale Avenue Bicycle Lanes

Please share your thoughts about the Oakdale Avenue Bicycle Lanes project.

I'm all for it. Please put them in.

2 Supporters

APPENDIX:

(Scanned copies of the original open house statements and sign-in sheets)

Oakdale Avenue Bicycle Lanes Comment Form

The City of Saint Paul is planning a street resurfacing on Oakdale Avenue between Annapolis and State Street in fall 2015. The City is proposing to implement bicycle lanes on Oakdale Avenue / State Street between Annapolis and Cesar Chavez as a component of this project.

.....

Please provide written feedback on the proposed plans for Oakdale Avenue by doing one of the following:

- Leave a comment on Open Saint Paul (stpaul.gov/open)
- Send an email to city staff (reuben.collins@ci.stpaul.mn.us)
- Write comments below

Comments:

I wholly support adding bike lanes to Oakdale!
Any improvement of visibility + predictability for
bike + motor traffic is helpful.

Currently I bike from Curtize St to DT
St.P. several times a week. I generally use
ROBERT ST, passing Oakdale, due to rough pavement.
I'd love bike lanes painted on BOTH!

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* I believe parking should be removed facing downhill,
as it would create better visibility for bikers at
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Most Livable City = Bike + pedestrian equity

Lauren Allen

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Please consider this. Despite the sometimes nasty rhetoric - we aren't all choosing to bike because it's cool or trendy. Not everyone is privileged enough to have to worry ~~about~~ ~~parking~~ about parking and everyone has a car or can drive. Bikes are an important part of transit equity - particularly in neighborhood served so poorly by transit.

- Emma (Emily) Allen

383 Curtice St. E
St. Paul, MN

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Comments:

HELLO, I THINK ITS GOOD PLAN TO RESURFACE THE STREET BUT OUR CHURCH IS IN THE CORNER OF OAKDALE-ANNAPOLIS AND WE RELAY ON STREET SPACE FOR PARKING, THE CONSTRUCTION ON S. ROBERT ST. IS BEINGING US NOW AND I BELUEVE IT BE VERY HARD FOR US TO COUNT ONLY IN ONE SIDE OF THE STREET FOR PARKING, SO PLEASE CONSIDER OUR SITUATION.

PASTOR JAVIER PAREDES

PH. 651-329-3146

PASTORJAVIERPAREDES@YAHOO.COM

Oakdale Avenue Bicycle Lanes

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402 Belvidere St E
St. Paul, MN 55107

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West Side resident

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Oakley Biesanz

233 Page St East

obiesanz@gmail.com

Oakdale Avenue Bicycle Lanes Comment Form

The City of Saint Paul is planning a street resurfacing on Oakdale Avenue between Annapolis and State Street in fall 2015. The City is proposing to implement bicycle lanes on Oakdale Avenue / State Street between Annapolis and Cesar Chavez as a component of this project.



Please provide written feedback on the proposed plans for Oakdale Avenue by doing one of the following:

- Leave a comment on Open Saint Paul (stpaul.gov/open)
- Send an email to city staff (reuben.collins@ci.stpaul.mn.us)
- Write comments below

Comments:

I LIVE ACROSS FROM AN APARTMENT BUILDING AND HAVE A HARD TIME BEING ABLE TO PARK IN FRONT OF MY HOUSE. THE PARKING IS BAD TO START WITH AND YOU WANT TO GO DOWN TO ONE SIDE OF PARKING. I WILL NEVER BE ABLE TO PARK IN FRONT OF MY HOUSE IF IS GOES THROUGH. I SAW OUTSIDE ON WED. 8-5-2015 ONE BIKE WENT DOWN THE STREET, YOU WANT TO DO A BIKE LANE FOR AN AVERAGE OF POSSIBLY 5-10 BIKE'S A DAY AND FOR 3-4 MONTHS THIS IS THE MOST DUMBEST THING YOU CAN DO.

BONNIE

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Comments:

I DO NOT SUPPORT THE BIKE LANE

① During winter OAKDALE AVE Hill is Badly Plowed + it is difficult to ascend the hill without wearing up hill for traction.

② Plowing on side streets places cars on OAKDALE during snow emergency

③ ON OAKDALE + ANAPOLIS THE BIKE PATH ENDS WITH NO PLAN FOR AN EXTENSION INTO W. PAUL. ALSO NO PLAN TO CONTINUE ON ANAPOLIS. IT IS JUST A DEAD END

④ ~~THE~~ BIKES NEED TO BE LICENSED. THEY NEED TO PAY A FEE TO SECURE THE ~~THE~~ RIGHT OF ROAD + ITS BENEFITS

⑤ THE BIKES NEED NO FAULT INSURANCE. IF THEY WANT TO RIDE ON STREET THEY NEED TO PAY.

Thank You
Tom

Oakdale Avenue Bicycle Lanes

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Comments:

I do not support a bike lane eliminating one side of parking. I have lived on Oakdale for 39 years and am thrilled to get the mill overlay. I also support new lantern-style lights. Our street, Oakdale Ave., is a steep 9 block hill. In bad weather (at least 6 months a year), the street is very difficult to get up. Cars often go side to side or fish tail up (or down) the hill - taking a running start from the bottom. As there is a bike path - it should be open only 6 (warm weather) months. Without parking on both sides, I strongly believe that there will be a shortage of parking due to plowing, renters not moving cars, resulting in big snowbanks. I also believe there should be bike →

licenses, so there is some accountability on the part of the (too many) bikers who disobey the law - running stop signs and stop lights far too often. Maybe there should be bike insurance as well - for when there is an accident with a vehicle - the vehicle insurance pays - which is wrong and unfair. We are after all - a no-fault state.

Lastly - what happens when the bikers get to Annapolis (the end of St. Paul). There are no places to go, how about a bike path up George so it could connect w. Cherokee Park, Harriet Island & Lydale?



OAKDALE AVENUE Open House

**Thursday, August 6, 2015
6:00 to 8:00 PM**
**El Rio Vista Recreation Center
179 Robie St. E
Saint Paul, MN 55107**

The City of Saint Paul Department of Public Works is hosting an informational open house on Thursday, August 6th to present a proposal for bicycle lanes on Oakdale Avenue and from Annapolis to State Street, and on State Street from Oakdale to Cesar Chavez.

What is being Proposed?

The City is planning a street resurfacing on Oakdale Avenue between Annapolis and State Streets in fall 2015. The Bicycle Plan recommends bicycle lanes on Oakdale within the project corridor. Implementing bicycle lanes as a component of the planned street resurfacing is proposed. To facilitate safe connections and eliminate a gap in bicycle facilities, extending bicycle lanes north to Cesar Chavez on State Street beyond the boundaries of the street resurfacing is also proposed.

Changes to Parking

There is currently parking on both sides of Oakdale within the project corridor. In order to install dedicated bicycle lanes, parking must be removed from one side of the street. Parking removal is proposed for the west side of Oakdale between State and Annapolis streets. To measure parking demand, parking counts were performed at representative time periods on Oakdale. Based on the data collected by Public Works, it is anticipated that the remaining parking supply on Oakdale and the intersecting side streets will be sufficient to meet existing demand following the implementation of bicycle lanes. To review the parking data collected, please visit the project website at www.stpaul.gov/bikeprojects

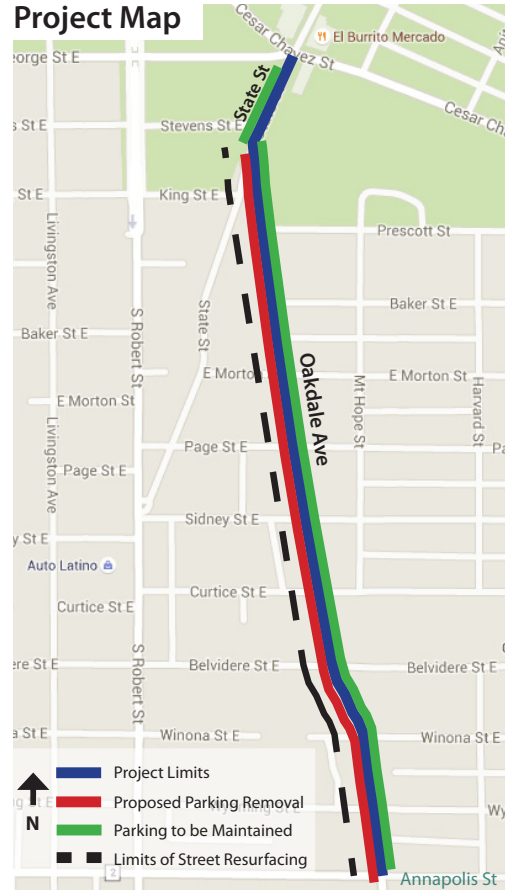
At the Open House

- Preliminary layouts will be available for viewing.
- City of Saint Paul staff will be available to answer questions and address concerns about the proposed plan.
- Comment forms will be available to provide feedback on the proposed plan.
- There will be no formal presentation - the meeting is intended as an opportunity for the community to review the project and offer feedback that will inform the final design.

After the Open House

- A question asking for feedback on the plan for bike lanes on Oakdale will be posted to Open Saint Paul. Link: www.stpaul.gov/open
- The proposed changes to Oakdale will be presented to City Council. **This will be a public hearing.** We will mail an additional notification detailing the time and date of the public hearing once details are finalized.

Project Map



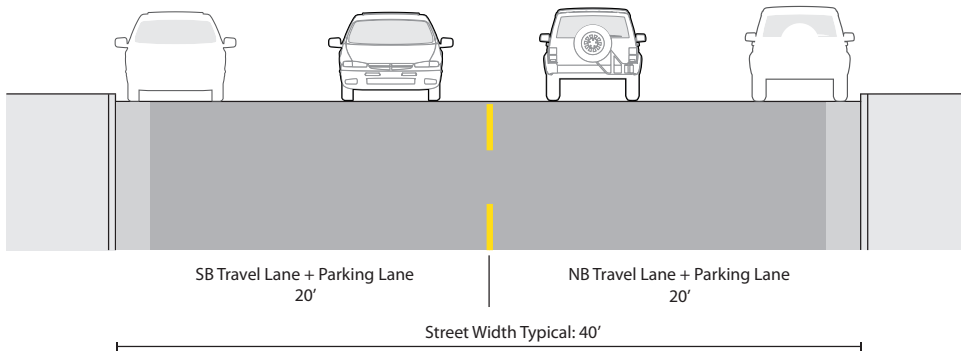
An example of bicycle lanes on Western Ave

Project Contact:

City of Saint Paul
Reuben Collins, PE
651.266.6059
reuben.collins@ci.stpaul.mn.us

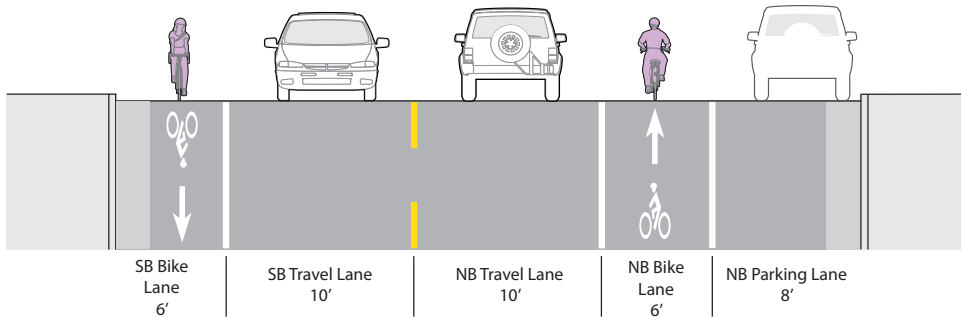
Oakdale Avenue Bicycle Lanes

Existing:



- 1 travel lane in each direction
- No existing bicycle facilities
- Parking on both sides

Proposed:



- 1 travel lane in each direction (narrower to reduce speeding)
- 1 bicycle lane in each direction
- Parking on one side (east)

Español

El Ministerio de Obras Públicas de la ciudad de Saint Paul va a ser sede de una jornada a puertas abiertas el martes 6 de agosto para dar a conocer los cambios que se proponen para Oakdale Avenue, desde State Street hasta Annapolis Street. La Ciudad propone implementar ciclovías y quitar el lugar de estacionamiento del lado oeste de Oakdale Avenue, entre State Street y Annapolis Street. La propuesta del nuevo diseño sería implementada junto con la repavimentación de las calles de Oakdale, programada para el otoño del 2015. La jornada se desarrollará desde las 6:00 hasta las 8:00 p. m. el jueves 6 de agosto del 2015, en el El Rio Vista Recreation Center, 179 Robie St. E.



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

August 18, 2015

Dear Saint Paul Resident / Property Owner:

The City of Saint Paul Department of Public Works is proposing to implement bicycle facilities on Oakdale Avenue from Annapolis Street to State Street, and on State Street from Oakdale Avenue to Cesar Chavez Street. This project will be presented to the Saint Paul City Council on Wednesday, September 2. **This will be a public hearing.** The City Council will be asked to approve a resolution authorizing Public Works to implement the proposed bicycle facilities on Oakdale Avenue.

This hearing will be held at:

**5:30 PM, Wednesday,
September 2, 2015**

**City Council Chambers
300 City Hall
15 Kellogg Blvd, West
Saint Paul, MN 55102**

Project Details:

The City of Saint Paul is planning a street resurfacing on Oakdale Avenue between Annapolis Street and State Street during the fall of 2015. The City is proposing to implement bicycle facilities on Oakdale Avenue and State Street between Annapolis and Cesar Chavez Streets as a component of this project.

To implement dedicated bicycle lanes, parking must be removed from one side of Oakdale Avenue between Annapolis Street and State Street.

Project Updates:

A public open house was held on Thursday, August 6 at the El Rio Vista Recreation Center to present information and receive feedback on the proposal for bicycle facilities on Oakdale Avenue. Feedback was also received online on Open Saint Paul and via email to city staff. If you have not submitted a comment already and cannot attend the public hearing, you may email your Councilmember to have your comments entered into the public record.

To review the latest project documents, please visit the project website at: www.stpaul.gov/bikeprojects



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Project Schedule:

Saint Paul Department of Public Works will resurface Oakdale Avenue between Annapolis and State Streets in the fall of 2015. No permanent changes to the operation of the roadway or parking will be made before the City Council Public Hearing on September 2 and without subsequent authorization from the City Council to implement the project.

Project Contact:

Reuben Collins, P.E.

Phone: 651-266-6059

Email: reuben.collins@ci.stpaul.mn.us

Español:

El Ministerio de Obras Públicas de la ciudad de Saint Paul propone implementar instalaciones para bicicletas sobre Oakdale Avenue desde State Street hasta Annapolis Street. Este proyecto será presentado en la municipalidad de Saint Paul el miércoles 2 de septiembre. Será una audiencia pública. La municipalidad votará si prefiere que Obras Públicas implemente la propuesta de las instalaciones para bicicletas en Oakdale Avenue o si prefiere que no la implemente. La audiencia se realizará a las **5:30 p. m. del miércoles 2 de septiembre del 2015, en 300 City Hall, 15 Kellogg Blvd West.**