

Please make this letter a part of the record for the May 18, 2016 City Council hearing regarding resurfacing and bike lanes on Upper Afton Road which will eliminate on-street parking.

April 29, 2016

St. Paul City Council
310 City Hall
15 Kellogg Blvd. W.
St. Paul, MN 55102

Dear City Council Members:

Re: Upper Afton Road Resurfacing and bike lanes which will eliminate on-street parking

1. No need for bike lanes on Upper Afton Road.

--already have bike paths to downtown

- x we are surrounded by bike paths
- x Millions of dollars were probably spent on the beautiful bike path along Lower Afton Road, which stretches from Woodbury, going west, to Hwy. 61 and connects to downtown St. Paul avoiding any contact with traffic or cars

--bike lanes we have on Ruth Street not being used

- x since bike lanes were put on Ruth Street (at least 2 years), I have not seen any bicyclist--none!

--very few bicyclists use Upper Afton Road [see Attachment 1]

2. Inconvenience for homeowners.

--176 homes vs. handful of bicyclists

- x There are 176 homes along upper Afton Road between Hwy 61 and McKnight Road. Many of these homes have 3-4 cars. Some of these homes are double bungalows and 3 plexes, which increases the amount of cars for each home. Where is everyone supposed to park!

--mail delivery blockage

- x we have curbside delivery of mail on both sides of Upper Afton Rd. and people will be parking in front of them which means we won't get our mail
- x if boxes are moved across the street that means we would have to cross a busy Upper Afton road to get our mail--safety concern.

--not being able to park in front of your own house

--having to play musical cars on driveways by moving one car to get out another--very inconvenient.

3. Unsafe.

- having to cross a busy Upper Afton Road to get to homes and to get mail.
 - x Residents and friends of the families living on Upper Afton will have to struggle to find parking spots and then will have to cross a busy street. This would be a safety concern.
 - x me being 74 yrs. old and having to cross busy Upper Afton Road to get my mail or to get to my house would be very dangerous, and it would also be dangerous for children to be crossing Upper Afton more often than before
- blocking sidewalks (cars trying to squeeze cars on their driveways) would make it unsafe for children when they go into the street to try to go around these cars
- unsafe to be walking at night if you can't park close to your home

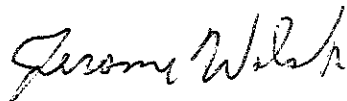
4. Expense to homeowners.

- loss in resale value of a home without on-street parking in front of their house
- additional cost to add off street parking, if possible, on their property, such as cost of cement or blacktop

This proposal for bike lanes on Upper Afton Road is unnecessary as I have stated above. All the homeowners of the 176 homes along Upper Afton Road are going to be inconvenienced for years to come just for a handful of bicyclists. This is not right and doesn't make any sense at all.

This letter might sound like I am against bicyclists -- I am not. I have four bicycles and two motorcycles of my own and enjoy biking, but not at the expense of having on-street parking eliminated just for a few bicyclists of whom don't even live in the neighborhood and won't be inconvenienced like the homeowners on Upper Afton Road. Again, we are surrounded by bike paths in the Battle Creek area that can safely be used to go downtown St. Paul. This makes bike lanes on Upper Afton Road unnecessary.

Yours truly,



Jerome Walsh
1966 Upper Afton Road
St. Paul, MN 55119

3 Attachments

Attachment 1 - Traffic Count

Attachment 2 - District 1 Community Council February 2016 letter

Attachment 3 - Responses to District 1 Community Council's February 2016 letter

ATTACHMENT 1

Traffic Count Chart

3-7-16 -- 101 vehicles 4:15 - 4:30 p.m.--93 cars, 5 school busses, 2 city busses, 1 motorcycle,
0 bicycles

4-28-16 -- 93 vehicles 4:05 - 4:20 pm--86 cars, 5 school busses, 2 city busses, 1 Northfield bus,
1 bicycle

4-29-16 - -81 vehicles 7:40 - 7:55 a.m. 38 degrees -- 76 cars, 5 school busses, 1 city bus, 0
motorcycles and 0 bicycles

4-29-16 -- 53 vehicles 11:30 to 11:45 a.m. Sunny --51 cars, 1 school bus, 1 city bus, 0
motorcycles,
0 bicycles

As you can see, a greater number of cars versus bicycles use this street. And remember, this
count was just for 15 minutes each time. Imagine the amount of vehicles in a 24 hour period.



District 1 Community Council

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February, 2016

Dear Neighbor,

The District 1 Community Council is excited to see that the City and Ramsey County are investing our tax dollars in neighborhood improvements right here in Battle Creek! The proposed bike facilities are the result of a lengthy community process we have been engaged in to bring our fair share of transportation investments to the East Side of Saint Paul.

Beginning in 2011, we convened a neighborhood task force to work on a transportation plan for the district. This task force was made up of a diverse group of people with very divergent interests who spent the next 2 ½ years talking with and surveying neighbors about their transportation concerns. We held many public meetings, published surveys and results in the newspaper, and talked with literally hundreds of residents. The result of this process was our first-in-the-city neighborhood transportation plan, dealing with cars and parking, bicycles and pedestrians, commercial transportation, and transit. It laid out our neighborhood goals for assuring that we are well-connected to the rest of the city through whatever means of transportation each of us chooses. Building streets that meet everyone's needs is vital.

Bringing bicycle connections to this part of town has been a top priority of our planning process for a variety of reasons: 1) to assure that the East Side receives its fair share of tax funds towards public improvements – to date the vast majority of these bicycle improvements have been on the western side of town; 2) to help in slowing traffic along key streets in the district and increasing safety for everyone as a result – our number one complaint from people is the speed of cars on neighborhood streets; 3) to provide neighborhood children a safe way to get to parks and rec centers; 4) to increase the number of eyes on the street to prevent crime – more bicyclists traveling slowly mean they are seeing what is happening all along their routes; 5) to provide transportation options for residents, particularly youth and low income residents without access to cars; 6) to increase opportunities for incorporating healthy activities in people's daily lives; and 7) to assure that people who want to get to places all over the city of Saint Paul, without resorting to driving, can do so safely.

The District 1 Community Council has been involved in planning many transportation projects for our neighborhoods and the East Side – from dealing with park-and-ride and rail traffic problems, to Gateway and Red Rock Corridor transit planning, to mapping out bicycle routes that make sense for people, to putting in sidewalks and lighting for pedestrians. We welcome this opportunity to help plan for a significant east-west bicycle connection for the East Side, and to implement important traffic calming along this vital neighborhood street.

Please join us March 3 in seeing how we can make our neighborhood a safe and vibrant place to live! The reverse side of this letter includes meeting information.

ATTACHMENT 3

District 1 Community Council's reasons for having bike lanes on Upper Afton Road. My responses to their reasons are in red.

Bringing bicycle connections to this part of town has been a top priority of our planning process for a variety of reasons:

1. to assure that the East Side receives its fair share of tax funds towards public improvements - to date the vast majority of these bicycle improvements have been on the western side of town.

Already have bike paths in Battle Creek area. No need to have bike lanes.

2. to help in slowing traffic along key streets in the district and increasing safety for everyone as a result - our number one complaint from people is the speed of cars on neighborhood streets.

Put in more stop signs!!!! Don't see how bike lanes would reduce speed. Also I don't think there is a major speed problem on Upper Afton.

3. to provide neighborhood children a safe way to get to parks and rec centers.

Didn't know that was even a problem!! Won't work. It will increase danger for children because of people blocking the sidewalks because they are trying to fit their cars on the driveway because of the lost on-street parking.

4. to increase the number of eyes on the street to prevent crime - more bicyclists traveling slowly mean they are seeing what is happening all along their routes.

never see ANY bicyclists to begin with so don't see how that would help. I also have never seen ANY bicyclists using the Ruth street bike lanes since they were put in. They do not police our neighborhood.

5. to provide transportation options for residents, particularly youth and low income residents without access to cars.

I don't think too many people have the option of choosing other options -- most people need their vehicles to pick up children at day care after work. A bicycle would not work.

6. to increase opportunities for incorporating healthy activities in people's daily lives.

Are you also going to tell me when and how I should do these Healthy Activities. I can take care of my own health. What other things are you going to decide for me???

7. to assure that people who want to get to places all over the city of Saint Paul, without resorting to driving, can do so safely

We are already surrounded by bike paths which to me are much safer than putting in bike lanes on the streets.--There is a beautiful bike path along Lower Afton Road, which stretches from Woodbury to downtown St. Paul.

4-29-16