Cleveland Avenue Bicycle Lanes:

Summary of Comments Received

DEPARTMENT OF PUBLIC WORKS
Kathy Lantry, Director

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

From: Luke Hanson, Public Works, Capital and Transportation Planning

DATE: 6/2/2015

SUBJECT: Summary of public comments received on the proposal to incorporate bicycle facilities into Ramsey County mill and overlay projects on Cleveland Avenue, Lexington Parkway, and Front Avenue.

This memorandum presents a summary of the public comments received on the proposal to incorporate bicycle facilities into Ramsey County mill and overlay projects on Cleveland Avenue, Lexington Parkway, and Front Avenue. The full text of all written statements received is attached to the end of this memorandum.

Proposals to implement bicycle facilities on Cleveland Avenue, Lexington Parkway, and Front Avenue were released publically on April 17, 2015. Websites were created for each 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. City staff also sent an announcement to the approximately1800 subscribers of the city's Bicycling Saint Paul newsletter.

Notification was sent to the executive directors of the District Council's where the projects are proposed (District 10 – Como, District 14 – Macalester-Groveland, and District 15 – Highland Park), and an offer was extended for city staff to attend a district council meeting to present the proposed improvements.

Open Houses were held for all three of the County mill and overlay projects with bicycle facilities proposed. Residents and property owners within 250 feet of the proposed projects were sent notifications of the Open House via mail, along with an overview of the project details and impacts.

The following open houses were held to present information and collect feedback on the projects as proposed:

- Lexington Parkway Open House – Tuesday, April 28th from 6:00 to 8:00 PM, Edgcumbe Recreation Center
- Cleveland Avenue Open House – Wednesday, April 29th from 6:00 to 8:00 PM, Nativity of our Lord School Library
- Front Avenue Open House – Tuesday, May 6th from 6:00 to 7:30 PM, North Dale Recreation Center

A total of 162 people were recorded on sign-in sheets for the open house events.

Statements Received:
City and County staff received a total of 356 written statements from individuals from the following sources:

- Comment forms from the open house events (63 statements)
- Emails received by or forwarded to City and County staff (109 statements)
- Statements received on Open Saint Paul (184 statements)

It should be noted that the total number of statements received includes multiple statements from some individuals, as well as some duplicate statements. Some individuals submitted multiple comments through more than one channel (e.g. an individual may have provided written feedback at an Open House, sent city and county staff an email, sent elected officials an email, and provided feedback online on Open Saint Paul).

Next Steps:
On Wednesday, June 17, 2015, the projects will be presented to the City Council. This will be a public hearing. The City Council will vote on whether to recommend that Ramsey County implement the proposed bicycle facilities on Cleveland Avenue, Lexington Parkway, and Front Avenue.

Attachments:
Original text or transcription of all written statements received by or forwarded to city staff.

Cleveland Avenue Bicycle Lanes:

Transcribed Open House Statements

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

Cleveland Ave Open House Comments

1. Arlyce R. Eide
   2082 Lincoln Avenue
   Saint Paul, MN 55105
   651-690-1658
   acrowleid@hotmail.com

   [Attached Letter]

   April 30, 2015

   City of Saint Paul
   Department of Public Works
   800 City Hall Annex
   25 West Fourth Street
   Saint Paul, MN 55102-1660

   RE- Bike Lanes on Cleveland Avenue
   Attention: Reuben Collins, PE – Project Contact

   I am NOT in favor of your bike lanes proposed changes to Cleveland Avenue from Highland Parkway to Summit Avenue in St. Paul. Please reconsider this current project for the following reasons:

   - Cleveland Avenue is already a very congested street in St. Paul. We do not need to add or dodge any bikers.
   - There are too many businesses and property owners who will Be affected by this bike lane project.
   - Leave our neighborhood Cleveland Avenue just the way it is now. However, street is in need of resurfacing at this time.
   - Alleys will now be used for parking if bike lane project goes through as this will be taking parking places from businesses and property owners.
   - Left turns in both directions of Cleveland Avenue will be very difficult causing traffic to backup. Many of the side streets are Permit Parking, so where do property owners and visitors find a place to park?
   - This a very senseless project for Cleveland Avenue. Go back to the drawing board. We need a better bike lane propose on another street. My proposal would be to relocate this bike lane project to either Prior or Fairview Avenue.
   - I was very disappointed in the Open House on Wednesday. April 29, 2015. I think a more structured agenda should have been planned, not a very good introduction. Appeared that most of the people who came to the Open House were not overly impressed with viewing charts. I noticed many people were just visiting with neighbors.

Sincerely,
Arlyce R. Eide
2082 Lincoln Avenue
Saint Paul, MN 55105
651-690-1658
acrowleid@hotmail.com

2. Marc Light
   1804 Wellesley Ave
   Gaulight42@gmail.com
   -All for bike lanes. We need a way to get to Highland Village, or close, on a bike. It is good for the neighborhood and good for the businesses. It will reduce parking issues.

3. Anonymous Resident
   -I think that there is a lot that the city can do to help mitigate the loss of parking. Install parking bays where there is room w/ 8-80 money. Add more time restricted parking around businesses. Get buy-in from the neighborhood that on street parking isn't theirs and theirs alone. But most importantly BUILD THIS BIKE LANE!! (sorry for yelling). This is a connection that links business nodes, education centers, and neighbors. Thanks.

4. Anonymous Resident
   -The Cleveland Ave project looks FABULOUS! I've biked it many times and have always felt unsafe. I use it to go to many local businesses and am excited to frequent them more often once the lanes go in. THANK YOU!

5. Anonymous Resident
   -Really like the bike lane. Try to minimize stop lights + stop signs on bike friendly roads.

6. Anonymous Resident
   -Please don't change the lanes on Cleveland. I am concerned for the safety with buses cars and bikes and now no where for the cars to pass the buses it will hold up bike and car traffic.

7. Anonymous Resident
   -I am disappointed at the idea of losing the street parking in front of my home. When I have gust over, they will have to walk around the block which is especially inconvenient for my father who is disabled.

8. Anonymous Resident
   -I am concerned about a possibility of a bike lane on Cleveland. There are businesses that will lose their parking spots and be at risk of losing their livelihood. Don't put a bike lane on Cleveland. Don't take our parking!

9. Anonymous Resident
   1. Bicyclists on a Cleveland Av. Bikeway will be destabilized and will crash when a bus or a large truck (coming from behind) creates a sudden crosswind (from air it is pushing).
   2. Real estate agent (T. Erickson) estimates as an educated guess that without parking for guests or to unload groceries (etc.), property values would fall by 5% - 8%.
   3. Bicyclists will use alternate routes such as Finn (or alleys) rather than dangerous Cleveland Av. (They do now!)
   4. Despite "engineering studies", making the vehicle lanes 11' instead of 12' will not "CALM" (??) traffic. The bike lanes will be perceived as a "wide street".
   5. For pedestrians, dodging bikes on both sides is a problem.
   6. WILL BICYCLES BE REQUIRED TO BUY LICENSES?
   7. Winter driving & bicycling will be more dangerous as the lanes will be restricted. Streets are never plowed to the curb,

8. Emboldened bicyclists will be killed. They are harder to see than motorcycles. (My next-door neighbor on a motor-cycle ran into a car that pulled out. He has brain damage.)

10. Anonymous Resident
    -Please Consider options to make the bike lane protected to work for a broader section of the neighborhood (truly 8 to 80). Can travel lanes be narrow than 11'? 10'?
    -I will definitely use this! Excited to see this.
    -Parking can also be accommodated on side streets. Big lot stores require people to walk further – it should be more pleasant to do so in this neighborhood! Emphasize how much parking is available on street w/in a radius of Cleveland on side streets to change message + context of "parking loss".
    -Thanks!

11. Anonymous Resident
    -I think it is essential but the city should leave space for protected bike lanes. I rode my bike here and was almost killed on St. Clair when a car turning left into the lane didn't even look at me + [easily?] hit me.

12. Anonymous Resident
    -The time is now to do this. The bike plan was passed 7-0 by the City Council. We do not know what the future holds as far as auto traffic. But bikes are part of traffic.

13. Anonymous Resident
    -The 4 retail spots on the east side of Cleveland between James + Randolph will be significantly hurt by the removal of those parking spots. Which means those businesses will eventually close and will be very difficult to lease. They will stay vacant for a very long time. So, what was once a nice little corner in a nice little neighborhood will be ruined.
    -Ray Newton, owner of Sportsman Barbers, came from humble beginnings. He is a neighborhood guy. Goes to Nativity, kids went to Nativity and Cretin. He has owned the place for 40 years and his son works with him. They won't survive this. Just how many people on bikes get haircuts in February?
    -We need to be probusiness in St. Paul. We need to keep in mind the ones we got and encourage business to come here.
    -By doing this you just lost 4 retail taxpayers to both the county and city and the people who work there.

14. Anonymous Resident
    -I really like this plan. I am mostly a driver and have always felt a bit unsafe on Cleveland w/ all its parking. Using that space for bike lanes makes much more sense to me. Thank you for making Saint Paul a calmer, safe place to live and drive.

15. Anonymous Resident
    -Fully support the plan.
    -Parking Bays a good solution in front of mid-block businesses if there is a concern about loss of parking.
    -Could be more helpful on maps w/ aerials to highlight the commercial vs residential properties. Might show how few businesses are affected by this plan.

16. Anonymous Resident

-Cleveland is too narrow for a bike lane.
-Permit parking (paying to park in front of our house) will get pushed out further and further.

17. Deb Alper
    1835 Fairmount Ave
    debalper@yahoo.com

    -The proposed bike lanes on Cleveland look like a positive addition to the neighborhood to me. While some parking will be lost, it really shouldn't affect people who live along the street, since most have homes with garages and other on-property parking. Seeing bikes moving by on the street, rather than parked cars, strikes me as an improvement for the home owners – not to mention the added advantage of having a bike lane to use "at your doorstep". It's great that the route would connect with the lanes on Summit, and intersect with the Jefferson bike boulevard. Finally moving toward a real network.
    -People (some people) screamed when the lanes on Summit were proposed; they screamed when path of Fairview were converted from 4 lanes to 3 and eliminated parking. I don't hear screaming anymore, and hope we can get past it with regard to Cleveland and the other current proposals to move forward with implementing the bike plan.

18. Anonymous Resident
    -I does not take a rational individual to realize that putting bike lanes on Cleveland – anywhere on Cleveland Ave – is ridiculous. This is a major artery in this neighborhood for both traffic and parking. Traffic already backs up at busy times of the day, and two universities' students use this street for parking. Both the traffic and the parking would shift to other streets along Cleveland.
    -Let's use the good sense God gave us and put an end to this charade now. It is a waste of money and will only possibly benefit a few at the expense of the majority of people.

19. Anonymous Resident
    -Consider negative impact to local businesses such as Davanni's, Snuffy's, etc. That may lose parking.
    -Where will all people parking on Cleveland go to park?
        -2 biggest neighborhood concerns were/are parking [??] and increased traffic thru neighborhoods (looking for parking)
    -Can alley's be used in places?
    -My wife is an avid biker and she said to me today, she would never bike on Cleveland even with bike lanes.
    -One of the local businesses on Prior is "Grand Performance Bike Shop" which might be a plus for them.
    -Consider impact to traffic flow (eg. Turning from Marshall onto Cleveland)

20. Anonymous Resident
    -While I generally support bike infrastructure improvements (as a daily cyclist who bike to work at UST from Highland Park year-round). I find I'm conflicted about this. I understand why Cleveland makes a good interval between other N/S bike corridors. And since its 2 lane traffic already, no traffic capacity needs to be sacrificed, it seems a sensible choice. My main concern is for those homes + businesses facing Cleveland losing their street parking, especially if they lack off-street parking of their own. If a creative solution can be found to mitigate that loss for them then my hesitation would be eased. Could they sacrifice their boulevard strip for parking? Could a sidewalk on one side by made a bike path? I think with some creative problem solving this could work. BUT, if

the plan would be to eliminate parking with no effective replacement for those who rely on it, then I couldn't support it.

21. Anonymous Resident
    -I'm opposed to the proposed street configuration! Where will the displaced parking go? What if a homeowner would need a dumpster placed in the proposed bike lane? Why not use Prior Ave as the bike trail instead of Cleveland Ave?
    -This would also be a burden on guests at my home during the holidays due to the side streets (Fairmount + Princeton) already being used for parking for college rental housing and large families with more than 2 vehicles.

22. Anonymous Resident
    -I support the proposed changes, and appreciate the improved safety for people who drive, bike, and walk. I will be more likely to support the businesses in the area with improved cycling infrastructure.

23. Anonymous Resident
    -As a new business owner on Cleveland just north of Randolph, I see parking as essential not only to my business but to all in the area. The reason I chose this particular location was based on a few criteria – parking being one of them. Deliveries and pick ups require immediate parking which will be lost if removed. Please consider the businesses in the area before removing the parking that allows customers access to our locations.

24. Linda Feltes
    lhfeltes@gmail.com
    -As well as adding bike lanes, I hope attention will be paid to slowing traffic, for bicyclists safety as well as pedestrian crossing safety. Pedestrians first!

25. Anonymous Resident
    -Wholeheartedly in support of adding bike lanes to the Cleveland Ave Road Project. Not exactly sure why people are opposed. Many complaints seem to revolve around the St. Thomas parking issues. That problem should be directed to the[??] at St. Thomas. Few people seem to park on Cleveland from Goodrich South. Not much would be lost if those spaces become integrated into a bike lane. Much would be [??] as Cleveland is a logical bike lane between UST and St. Kates. It would receive considerable use.

26. Anonymous Resident
    -We have enough parking issues with St. Catherines & St. Thomas. I can't believe you think taking more parking away is a good idea!! It is not!!

27. [unable to decipher signature]
    -I do not want a bike lane on Cleveland Ave. I prefer Prior Ave/Fairview bike lane. I hope this is not a done deal, because as a resident on Princeton, I would find this very objectionable.

28. Anonymous Resident
    -I do not want this

29. Elizabeth Grundner
    2041 Jefferson Ave
    St. Paul 55105
    -I have lived on Jefferson (5 houses away from Cleveland) since 1957. I have drven Cleveland thousands of times. The street right now is too narrow in the bottle neck between St. Clair and Randolph. With a car parked on the street it is hard to pass cars coming the other way. Leave Cleveland alone! Put the bikers on Fairview or Cretin.

30. Joseph Goswitz
    311 Woodlawn
    -I particularly oppose the removal of parking on the east side of Cleveland between James and Randolph because of the markedly negative impact on the businesses and residents occupying the building on the N.E. corner of Cleveland and Randolph. I more generally oppose the entire bike lane project on Cleveland.

31. Anonymous Resident
    -Prior doesn't make as much sense unless you want to put in lights at all those intersections…and move Highland Village, St. Thomas and St. Kate's
    -Bike lane + buses is fine, Montreal, Marshall, Minnehaha, Portland, etc…can and should coexist to move people along roads
    -These bike lane projects are not for current bikers. Existing bikers know how to get around or are confident enough to just bike on Cleveland As is. This is for the FUTURE…-to build a better city where there are better transportation options for everyone along public streets.
    -Similarly, this isn't about specific parking spots a few individuals are in the habit of using right now.
    -It's about making streets friendlier for other forms of transport so not everyone feels the need to drive everywhere, have multiple cars per household, and need to clog residential streets w/ cars.
    -I own a house on a St. Paul street w/ a bike lane & a bus line. I'm proud to pay my taxes for it & use all our city's streets by bike, foot, bus & and my car.

32. Cara Anthony
    2103 Berkeley Ave
    St. Paul 55105
    -I live at Berkeley Ave + Cleveland. Biking is my main mode of transport. I support the Bikeway plans for Cleveland Ave between Summit + Highland Aves.

33. Anonymous Resident
    -I think this is a great idea and will be great for our city. My husband and I live ½ block off Cleveland and would love to bike more. It's better for our health and better for the environment, plus it's fun! But Cleveland is so unsafe for biking that we end up driving ½ mile. I think the bike lanes will make our city safer, healthier, and more attractive. Thanks for including all modes of transit in your planning!

34. Anonymous Resident
    -There are already bikepaths on Fairview and River Road
    -Why not use Prior – less traffic, way safer
    -Businesses such as Luci + Sportsman Barbers will lose parking
    -No "bump-in" parking NE corner of Cleve + Rand, the businesses have to pay assessment for utilities being reconfigured

-Cleveland + Cretin should be “one way” north, and one “one way” south. Then bike lanes and pedestrian crossing would be safer.

35. Anonymous Resident
    -I am concerned about the businesses on Cleveland not having parking for people that make quick stops to pick up or have short stays at them. Example: Pro Pharmacy, the guitar shop, Snuffys, 2 beauty shops, one barber shop and the business on the corner of Randolph.
    -On the good side it will be easier to pull out of a side street onto Cleveland because there won’t be cars parked up to the corner. This has always been a problem for me to see if any cars are coming on Cleveland.

36. Anonymous Resident
    -I live on James Ave near Cleveland. I am an avid bicycle rider. I need to commute to work year-round on my bicycle (I’m now retired). I am opposed to putting on bicycle lane on Cleveland. There is already a lane on Fairview. Prior would be a much better alternate bike route. Cretin would also be better than Cleveland. Thank you for your time and consideration.

37. Maria Gang, Al smith, Lucille Smith, Daniela Smith, Steve Smith, Chris Tolberg – owners of Ristorante Luci
    -We are the owners of Ristorante Luci – we are very unhappy with the proposal. It directly impacts our business. We would most likely seriously consider whether we should close our business.
    -We also can’t imagine how this would impact the other businesses + residents on Cleveland Ave just to satisfy a small portion of the population for only 6 months of the year.
    -So please do not allow this to happen!

38. Elizabeth Mische
    My name is Elizabeth Mische, and next month I turn 83 years old. I am the mother of nine children – the grandmother of 18 children – and great-grandmother of four children.

    I live at 343 Cleveland Avenue South where I have lived with a son, Will, since 2007.

    I do not object to bikes. I believe that more transportation options are the wave of the future. The fact is, everything that is old is new again. There is nothing new about bikes being popular. It just so happens it is now the newest rage of multi-modal transportation

    This proposal has been spring on people throughout the community – up and down along Cleveland Avenue – with nothing more than a few days notice.

    On top of that, there has been no discussion with people like me about the impact of taking away on-street parking in front of my house.

    I don’t park in front of my house in the winter because it is inconvenient. I do so because it is a matter of safety for me – and frankly, my life.

    My garage is in the back of my yard. When it snows, despite the best efforts to clean the snow to the garage it is still slippery and the hill is steep.

So, to avoid falling down – breaking bones- and injuring myself – I park my car in front of my house to unload groc, etc. It is 50% shorter – it is safer – and you are now proposing to take it away.

I shake my head at the lack of commonsense that sometimes goes into how these ideas are created. I am disappointed by the lack of respect the City government has for taxpayers and homeowners and renters when they spring these ideas on us and pit one group of people against another

Tonight, you have people who advocate for bike lanes fighting against people who are advocating for their homes – and in my case, my personal safety.

I think that is wrong. It is not the obligation of my neighbors and myself to come to you, the City of Saint Paul, and ask what you are doing to our streets and neighborhoods – it is your obligation and responsibility and duty to come to us and tell us. Not a week ahead of time – but months ahead of time.

I would ask that you leave this evening with a commitment to take more time to talk to this community and the neighborhoods that are being directly impacted by this proposal. Ask us what we want – what we need – and how it impacts us.

I think you will be surprised at the outcome. I think you will find that people like me are more likely willing to support ideas that increase the use of bikes in our community than you realize. We may not agree with your specific idea or approach but that is all the more reason to have a discussion and a dialogue and a debate – and not throw foregone conclusions at people who you are supposed to serve.

Cleveland Avenue Bicycle Lanes:

Email Statements Received

From: GTiers@aol.com
To: Collins, Reuben (CI-StPaul)
Subject: (no subject)
Date: Monday, June 01, 2015 5:57:08 AM

Mr. Collins: Here are my comments on the Cleveland Ave. bike lane project.

BIKE LANES ARE POWERFULLY PROPOSED ON CLEVELAND AVE., DENYING ALL PARKING TO RESIDENTS.

George Tiers 5/31/2015

(A) HAZARDS TO BIKERS

(1) WINTER. Snowplowing has NEVER been "to the curb" or "to the pavement". The resulting frozen slush in the bike lane will be avoided, and the (few) bikers will travel in the street, or risk injury in the bike lane.
(2) UNSEEN LANE MARKING. Snow and ice conceal lane striping. Even with signs, in bad weather non-local drivers may not be aware of the bike lanes.
(3) NO SAFE HAVEN. Currently, bikers can pull over in front of parked cars and be safe from passing cars and especially from large trucks. The air blast from such vehicles can dangerously destabilize a biker. This is worst in winter.
(4) BIKER COMPLACENCY. Feeling safe even next to the lane stripe, bikers may be injured when a vehicle passes rapidly near the lane stripe. The stripe does not protect the biker. Injuries seem inevitable.
(5) OPEN ROAD EFFECT. Without parked cars to induce driver caution, careless, distracted, aggressive, or impaired drivers are certain to veer into the bike lane. Smart bikers will use alleys, other streets, or sidewalks, not Cleveland Ave.
(6) VEHICLE LANE SHRINKS TO 8 FT. The 3 ft. leeway required for vehicles passing bikers, who may be close to the lane stripe, cuts the usable vehicle lane to 8 ft., not enough for trucks and buses.
(7) AFTER SUNSET. Bikes NEED to have large bright tail and stop lights and turn signals.

(B) SEIZURE OF RESIDENTS' PARKING SITES

(1) HOME OWNERS PAY property width assessments and fees for street maintenance and cleaning, snow and leaf removal, street lighting, and of course taxes. Bikers do NOT pay, but want to seize, 24/7, our paid-for street segment for their infrequent use. Such taking is clearly unfair, and unworthy of a decent city.
(2) "NO PARKING" means NO parking, even to unload groceries needing to be put in the refrigerator. Nor can visitors park legally - see(3).

(3) FORBIDDEN SIDE STREETS. When Permit Parking is extended to ward off cars from St. Thomas U. that currently flood Cleveland Ave., parking is hopeless.
(4) SNOW EMERGENCY will NOT allow moving cars from side streets to Cleveland Ave., but there's no practical alternative.
(5) BIKES ARE VEHICLES and must obey all traffic laws, including right-of-way. This means STOPPING for pedestrians IN crosswalks.

(C) THE SOLUTION - SHARROWS

(1) DO NOT DENY existing parking.
(2) PAINT SHARROWS along the northbound lane, and along the southbound vehicle lane alongside the parked cars.
(3) WINTER VISIBLE. Traffic partly or completely exposes sharrows.
(4) REFLECTIVE SHARROWS needed, both dry and wet, for night safety.
(5) SHARROWS WARN BIKERS not to relax vigilance.

NOTE: Signs give legal notice, but may not be read when travel is hazardous and requires extreme attention to the road.

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: Add for Public Comment
Date: Thursday, May 14, 2015 1:40:24 PM

Thank you –

From: mm lauer <mmlauer5@yahoo.com>
Date: May 13, 2015 at 4:03:17 PM CDT
To: "chris@christolbert.org" <chris@christolbert.org>
Subject: The proposed Cleveland Avenue Bicycle Lanes
Reply-To: mm lauer <mmlauer5@yahoo.com>

Dear Chris, et.al.,

I am writing to express my great displeasure regarding the "proposed" bike lanes on Cleveland Avenue. First, there was very limited communication regarding the "Open house" held on Wednesday, April 29, at Nativity of Our Lord School. I became aware of it when I was given a flyer at Pro Pharmacy, located on the corner of St. Clair and Cleveland Avenues. Mr. Collins told those of us at the school that, "we tried to notify everyone within 250 feet of the street." Seriously?? Given the width of the boulevard and sidewalk, this would encompass fewer than six homes on either side of Cleveland, even fewer on the west side due to the alleys running behind the houses facing Cleveland Avenue. After polling several of my neighbors, many reported they never received any notification. This includes people whose homes are ON Cleveland Avenue. Since my home is one half block from Cleveland, I was obviously too far from the 250 foot designated inclusion line. At a minimum, , flyers should have been delivered to EVERY home/apartment/business/house of worship/DayCare Center located within one city block on either side of Cleveland Avenue from Randolph to Summit. I am certain these taxpayers/neighbors would have liked to have had some voice regarding this "proposal."

Many questions regarding this proposal need to be answered.

- Where are the homeowners along Cleveland Avenue suppossed to park? Between Grand Avenue and Randolph Avenue, there are 58 homes which face Cleveland on the west side of Cleveland Avenue. This does not even factor in the apartments, businesses, or the DayCare center or the House of Worship.
- Where will people park when they have to move their cars due to a "snow emergency"?
- Why can't either (or both) Prior or Finn be designated as bicycle routes? I realize Prior ends at Randolph, but a bike rider could either turn east 2 blocks to Fairview - ALREADY a striped bike route - or west 3 blocks to Finn. Neither street has the volume of traffic (not to mention the city busses) that Cleveland has. Or, the bike riders could exit onto Jefferson, (already a bike route with sharrows), to make their way to either Fairview or Finn from Prior.
- How will the city busses (which now block all traffic when they stop - even with no snow) ever be able to function? Cleveland Avenue is simply not wide enough to accommodate this plan.
- Why was this "open House" scheduled the same night as the City Council meeting, so neither the Mayor nor the Ward 3 Representative could attend?
- Why will Ramsey County, specifically county engineer Jim Tollas, have the final say over this "proposal, regardless of the wishes of the neighbors/taxpayers? We were informed that Cleveland is a county road (highway). Regardless, Cleveland Avenue is not wide enough to have these bicycle lanes added at the expense of parking. Neither should the driving lanes be lessened by one foot each way. This certainly does nothing to ease, lessen, or calm traffic.

Sincerely,

Michaela Lauer
Neighbor and taxpayer

From: Kelley, Pattie (CI-StPaul)
To: #CI-StPaul_Ward3
Cc: Collins, Reuben (CI-StPaul)
Subject: Ann Hannahan - Bike Lane - FOR PUBLIC RECORD
Date: Monday, June 01, 2015 1:43:13 PM

Ann Hannahan - Bike Lane

Please vote no to having the bike lane on Cleveland. It's already such a narrow street, and she foresees serious accidents. Traffic is already back up most nights as it is and she thinks this will add to congestion. She's lived in area her entire life and knows what's she's talking about. I assured her I'd relay her comments to you as well as submit to Reuben for public record.

From: *CI-StPaul_Mayor
To: Collins, Reuben (CI-StPaul)
Subject: another comment
Date: Friday, May 15, 2015 4:30:33 PM
Attachments: image002.png
image003.png
image004.png

Chai Lee

Constituent Service Representative
Office of Mayor Christopher B. Coleman
15 W. Kellogg BLVD #390
Saint Paul, MN 55102

P: 651 266 8512
F: 651 266 8521
Chai.Lee@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

From: noreply@civicplus.com [mailto:noreply@civicplus.com]
Sent: Monday, May 11, 2015 6:33 PM
To: *CI-StPaul_Mayor
Subject: Online Form Submittal: Contact Mayor Coleman

If you are having problems viewing this HTML email, click to view a Text version.

Contact Mayor Coleman

Please use the following form to contact Mayor Christopher B. Coleman with your comments and concerns.

Full Name*
Kristin Klingner

Street Address*
2180 Princeton Ave.

City*
St. Paul

State*
MN

Zip Code*
55105

Home Phone
651-698-5132

Work Phone
651-334-0477

Email Address*
kklingner2180@comcast.net

Message Details

Subject
Cleveland Ave. Bike Lanes

Your Comment*
Mayor Coleman, As a life long resident of Highland Park and Macalester Groveland, I urge you to reconsider putting in bike lanes on Cleveland Ave. This just does not make sense to me. I am sure their are many people like me want to support small businesses in my neighborhood. Without on street parking it will make it very inconvenient to support the small business on Cleveland and surrounding streets. It will just make it easier to shop elsewhere. I believe we need to do everything possible to keep our money in our city, not another reason for people to go to the suburbs!

The following form was submitted via your website: Contact Mayor Coleman

Please use the following form to contact Mayor Christopher B. Coleman with your comments and concerns.

:

Full Name: Kristin Klingner

Street Address: 2180 Princeton Ave.

City: St. Paul

State: MN

Zip Code: 55105

Home Phone: 651-698-5132

Work Phone: 651-334-0477

Email Address: kklingner2180@comcast.net

Message Details:

Subject: Cleveland Ave. Bike Lanes

Your Comment: Mayor Coleman,
As a life long resident of Highland Park and Macalester Groveland, I urge you to reconsider putting in bike lanes on Cleveland Ave. This just does not make sense to me. I am sure their are many people like me want to support small businesses in my neighborhood. Without on street parking it will make it very inconvenient to support the small business on Cleveland and surrounding streets. It will just make it easier to shop elsewhere. I believe we need to do everything possible to keep our money in our city, not another reason for people to go to the suburbs!

Additional Information:
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From: *CI-StPaul_Mayor
To: Collins, Reuben (CI-StPaul)
Subject: bike feedback
Date: Friday, May 29, 2015 4:22:21 PM
Attachments: image002.png
image003.png
image004.png

Chai Lee
Constituent Service Representative
Office of Mayor Christopher B. Coleman
15 W. Kellogg BLVD #390
Saint Paul, MN 55102

P: 651 266 8512
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Chai.Lee@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

From: noreply@civicplus.com [mailto:noreply@civicplus.com]
Sent: Monday, May 25, 2015 7:12 PM
To: *CI-StPaul_Mayor
Subject: Online Form Submittal: Contact Mayor Coleman

If you are having problems viewing this HTML email, click to view a Text version.

Contact Mayor Coleman

Please use the following form to contact Mayor Christopher B. Coleman with your comments and concerns.

Full Name*
Renee

Street Address*
Ellerman

Street Address
409 Herschel Street

City*
St. Paul

State*
MN

Zip Code*

55105

Email Address*
reneeellerman@ymail.com

Message Details

Subject
Proposal for Opposition to the Cleveland Avenue Bike Lanes

Your Comment*
The first of many high traffic urban arterial bike lanes has been introduced with hostility and aggressive campaigning. The proposed Cleveland Bike lane is instrumental in the respect it has brought to light the need for better community friendly designs, significant safety and legal measure, education and the need to get more data to insure commuter bicycle lanes that everyone will be utilizing and not just a select few. Please keep in mind the residents and businesses who will invariably be bearing the brunt of this proposal. Expectations are high on both ends so it is sometimes hard to keep perspective. Just because it's a plan, doesn't make it the right plan. Both sides have compelling argument. Does this plan safely work with the needs of the many at this point in time for the infrastructure? You, our City Council, and then ultimately Ramsey County will make that final decision. But I hope you will hear me out and weigh and measure this alongside the old statistics, old formulas and old models you have been presented with to get to this point… There is enormous need for more data. Current data. Most bicycle infrastructures in the United States are at their infancy, at best. There simply is not enough information out there to compare one city to another or one Country to another. I have found, in my research, these infrastructures take decades to be realized. That is not to say the same

will hold true for St. Paul. The task at hand is daunting and will take more than just a few years. So why not get it right when St. Paul is at the dawn of a progressive infrastructure design? What a perfect time to implement a practical, safe and fair way to share the road. Let St. Paul be one of the models in which other cities can learn from and adapt. The Cleveland Bicycle Lane supporters have a huge collective strength and an amazing multi city network that rallies with them. Often repeating stats and models like a mantra and not allowing open, candid and concerned talks about safety and the residents and businesses that will be affected. The Jefferson Lane folks who were in opposition are still reeling. I have seen the results this kind of campaigning can issue. There is great power in numbers. No one is disputing the eminent future rewards a bicycle infrastructure will do for St. Paul. I see nothing but benefit and look forward to a positive future. The dispute lies solely in the safety and need of the proposed lane/lanes as this project moves forward. Though Cleveland is a narrow strip of high traffic, the Bicycle Lobbyists and supporters have proposed the width of the street can support bike lanes as part of their argument, removing parking from both sides of the avenue at various locations leaving businesses and residents along the Avenue to be without vital street parking. Width is not the only engineering variable to throw out there as an argument. Cars are not the only motorized vehicles on that road taking into consideration busses (school and MTC), Grocery Delivery, furniture/appliance delivery vehicles or a Metro Mobility transport vehicle bearing down on you. The list goes on. Painted lanes will not make Cleveland safe to ride on the lane. If

there were raised buffered/protected lanes, that would be a different story. It is my understanding, the city has denied this request. Because the Cleveland lanes are being proposed with paint, only a select few will be utilizing this lane. Putting out residents and businesses in a neighborhood that has huge roots and in a community they built. Another leading point drawn by the Cleveland Lane supporters was the Cleveland Avenue parking counts which stand solely on minimal data taken on select days with limited hours of observation. This data is incomplete and by no means encompasses all the variables and, as such, must be discounted as it can sway decisions when comparing one day to the next with little to no merit let alone concise, accurate data. According to Minnesota statute, A person may park a bicycle on a sidewalk unless prohibited or restricted by local authorities. A bicycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic. Minn. Stat. § 169.222, subd. 9”(a). If the bike lanes are implemented, has there been any thought given to where the bicycle racks are going to be placed for the cyclists that will purportedly be flooding these businesses? The folks on Jefferson will tell you, there is only a handful of users that bike the Jefferson lane on any given day. If it is true, then it was implemented for a select few who had the ability to galvanize their forces. But, again, no data and no counts have been established to determine if this is a fact. At the informational meeting at Nativity of our Lord School earlier this month, a man was present that claimed to have crept up and down the alleys along the proposed lane, checking garages and relaying contents and criticizing specific

personal property items he was privy to while peeping through windows. Are you kidding me? Aside from the lack of, yet more study for vital data, this also does not take into account the families with multiple cars and customers to the businesses, including a Church, being affected. Focus seems to be directed on the Randolph and Cleveland intersection but there are many more businesses and residents in the intended path that will ultimately be sacrificing. It is safe to say hundreds will be affected. These well established businesses and longtime residents have been integral to make this Community the gem it is. It almost seems criminal this movement is being pushed through with little, to no regard for that. This forceful implementation process is not sitting so well for the Downtown loop either, which is where focus of the infrastructure initiative should be trained. Pioneer Press, Fred Melco (February 2015) describes the Downtown situation appropriately titled: St. Paul Bike Loop Draws Ire Over Parking Loss, “On Wabasha Street in downtown, St. Paul, there’s been quite a defection…”. “Unhappy with their leadership’s embrace of a proposed bicycle loop that could cost them parking spots, several members of businesses and residents’ association, Wabasha Partners, have set off on their own”. “Cutting ties to Wabasha Partners…”. They have dedicated themselves to opposition. Defection! People, the vision is getting lost. Is this really how you want to lay the foundation cornerstones of the infrastructure? These people made these communities what they are! Students from both St. Catherine’s and St. Thomas take up a striking amount of street parking and traffic in and around Cleveland Avenue. So when the residents revolt and insist on

permit parking, what will then become of the businesses? Minnesota is rated number #2 in their Bicycle friendly state ranking. That is to say Minnesota received 63 of a possible 100 points. Two Universities were cited as variables in the #2 ranking. The University of Minnesota with a Gold rating and Gustavus Adolphus in St. Peter, with a Bronze. I have great hope the City, the lobbyists and the Coalitions are finding a way to work with these potentially valuable partners in the community to make it four, as this seems rather fundamental for the future infrastructure in the area. Prior Avenue is an existing, user friendly north/south route. And by working with the College of St. Catherine, the route could be extended through the campus, ideally making it easier for students to commute to both St. Catherine's and St. Thomas utilizing the existing north/ south lane that goes through to University Avenue. Activists may argue Prior Avenue will need to be retrofit to fill safety requirements but I believe it would be met with community willingness to meet the needs of everyone sharing the road if there is a willingness to make it so. A four way stop and bike path (though there is an existing walk already) across the green on Summit would alleviate the contentious jag at that intersection which also seems to be an argument for bicycle activists. As it stands, now, it is a viable north/south route without the adjustments and is already in place and utilized by cyclists. Neighborhoods are going to have to move fast, learn fast and organize fast if they want to have a future voice in the penciled in bike lanes. Input and discussion with the community is essential to move forward. Safety is the only single agreeing point. Studies need to be made, data needs

to be collected. Do all bike lanes need to be raised buffered/protected? No. But high traffic routes, most certainly do. Should Cleveland be a raised buffer/protected lane? Yes. Is it going to be cheap? No. Will it be worth the expense of doing it once and doing it right? Absolutely. I am urging you to invest in a Bicycle Friendly City that has an emphasis on safety first. These proposed lanes (Cleveland and all future high traffic arterial lanes) need to accommodate everyone sharing the road and must be designed right the first time so the City won't have to backtrack and retrofit. There are ways to include businesses and high traffic areas that will be utilized in the future vision of this project during the design process, if need be. Designs including lanes with buffered parking for businesses, seasonal closures, pocket lanes, share time lanes, signage and stop lights. The possibilities and potentials of working together with communities are endless. All of this is going to take time. The mission of the Bicycle activists is to hit hard and don't stop moving. Aggressive momentum is essential to their mission. This particular group seemingly takes any opposition as an opportunity to quote misleading, outdated information, dismissing genuine options for discussion as red herring. A partial piece from the Highland Villager in regard to the Jefferson Lane, Erich Mische (Former Aide to the former Mayor, Norm Coleman) writes in an op-ed, "I object to this organization's ends-justify-the-means mentality, its methods and tactics, and the process that has led to a neighborhood being forced to accept a project it never requested- a process that has our own tax dollars being used against us by an organization that is unelected". Force is not met with hugs and cookies in this Community, as we

have witnessed with the like-minded, Tangle Town Community. These Neighbors on the proposed Cleveland lane are not against biking or a bikeway. And just because they are concerned this proposed lane only caters to a select few, at such great cost to the residents and businesses on Cleveland, they are met with accusations of impeding progress, being sedentary prone to sedentary disease, a sideshow and distraction to the implementation of the bicycle infrastructure and the inability to enjoy the beauty and spirit of the neighborhood unless they are biking. The forceful and often bullying demeanor in the name of progress needs to be put into perspective. Not used as a weight to wear down community leaders or unorganized communities. This is not anti-bike/pro car (or vice versa) yet the ongoing discussion, or rather, ongoing attempts at discussion continues to get pulled into this vein. Poking the bear is counterproductive. According to Melissa Turtinen, in her article titled, Bicycle Deaths on the Rise Nationally, But Not in Minnesota (November 3rd, 2014/ Originally published October 28th, 2014 on Rick Kupchella's Bring Me The News), "MNDot says crash statistics show cyclists and motorists are equally at fault in bicycle-vehicle crashes". So that "us vs. them" attitude needs to be shelved. Everyone has horror stories supporting each side of the argument. By allowing these extreme tactics and unreasonable demands that deeply impact Cleveland Avenue businesses and residents to lend credibility without supporting ALL cyclists on these roads, you are losing sight of the vision before it even appears. If the proposed Cleveland lane is not going to be a raised buffered/protected lane, only a select few will be utilizing it. If the needs of

the many are thrown over by the needs of the few, that's a deal breaker. Martha Rokowski, Director of the Green Lane Project stated in Rise of the North American Protected Bike Lane: July 2013, "You cannot convince a person who is not comfortable riding the road to be comfortable riding the road. " she said, "You cannot market them into it. You really have to change how the streets work". So why, in your right mind, would anyone take high traffic lanes like Cleveland Avenue and turn them into commuter bike lanes without using raised buffered/protected lanes? If you take the time to make it safe you will open it up to a more diverse group. The article goes on to say, "Another reason vehicular cycling has fallen out of favor with many top advocates and planners is that it has become clear that the whole philosophy is an obstacle to increasing diversity in the cycling community. There is evidence that women in particular are less likely to get involved in cycling in the absence of dedicated infrastructure. The same sort of concern applies to anyone who isn't at the height of their physical fitness – children, the elderly, and novices." The article further states, "An important study by the Portland Bureau of Transportation (PBT) looked at the public's attitude toward cycling. Researchers found there are four types of cyclists. The first type – "strong and fearless" – is the daredevil who is comfortable riding with motorized traffic on the busiest roads, no special protection needed. This hardy group, however, represents only about 1 percent of the total population of potential cyclists, the study found. Meanwhile, about 7 percent of the total population, researchers found, are "enthused and confident." These are the folks who have been attracted to cycling in

Portland by the improvements the city has made. The study found that an additional 60 percent of the population is “interested and concerned,” – so, potentially winnable – followed by an unmovable 33 percent, classified by PBT as “no way no how.” If Cleveland cannot be buffered/protected and used by everyone, it must be taken off the plate as an implemented route. Who will be utilizing the proposed Cleveland bike lane and what modifications and modes of transportation will be allowed in the lane as it is being proposed? 21st Century cycling is a whole new animal. Some cyclists refer to themselves as Urban Warriors. These Bicycles are streamlined and flawlessly designed for urban commuter touring as well as rugged terrains and per Minnesota statute, 169.222, subd. 9 (d) A bicycle may equipped with tires having studs, spikes, or other protuberances designed to increase traction. Some bicycles can be upwards of $1,500 and some Cargo bikes have upper weight limits of 440 lbs of rear cargo with rider, often times using Electronic assist upgrades. One of many key 2012 Legislative changes significantly altered the classification and regulatory structure for these e-bikes. The general effect was to establish electric-assisted bicycles as a subset of bicycles and regulate e-bikes in Minnesota Statute as it relates to bicycling, “Minnesota allows Electric-assisted bicycles, also referred to as “e-bikes,” are a subset of bicycles that are equipped with a small attached motor. To be classified as an “electric-assisted bicycle” in Minnesota, the bicycle must have a saddle and operable pedals, two or three wheels, and an electric motor of up to 1,000 watts,(Federal law cites 750 watts) as well as meet certain

federal motor vehicle safety standards. The motor must disengage during braking and have a maximum speed of 20 miles per hour (whether assisted by human power or not)". I have not seen any distinction in the language whether this statute regarding e-bikes is for both pedal assisted e-bikes and throttle based e-bikes. But it is clear the statement, "whether assisted by human power or not." is relatively leading. Throttle assisted e-bikes are banned in many countries and there needs to be a clear definition of Minnesota statute defining e-bikes. This extreme and highly experienced cyclist possesses nerves of steel and 21st Century cycling is understandably referred as swimming with the sharks. (The Myth of the Cyclist as Urban Warrior: Jake Tobin Garrett, March 25, 2011) Cyclists are competing with 2000 (and up) pound vehicles for a piece of the road. As voiced by many cycle activists, lack of a defined, protected path is not going to keep this group of cyclists off the road. These polished commuters, right here, right now, are notably a minority in the definition of "everyone" and it is this specific group that will be utilizing Cleveland Avenue. According to The American League of Cyclists, Minnesota has seen a growth in bicycle commuting of 103% since 2000, ranking 15th overall for National bike commuting. I was hard pressed to find any significant data on current commuter growth specific to St. Paul. MNdot has a survey on their site trying to get ballpark numbers. There simply is no data out there. And attaining this data is imperative. As these proposed bike lanes are put into place, it is safe to say, the numbers of commuters will rise exponentially. These Urban Arterial routes being proposed will be inundated with bicycle traffic,

breathing much anticipated life into St. Paul's future cycling infrastructure. But without proper safety initiative, these urban arterial lanes will also raise exponentially, the potential for increase in injuries and fatalities. According to the League of American Bicyclists, urban arterial lanes have the greatest numbers of bicycle fatalities. This is a staggering number and, by no means, includes serious injury or non-serious injury with emergency room/ clinic visits. Again, St. Paul has no data in relation to actual numbers of what is considered, non- serious injury sustained to cyclists by motorized vehicles. Rising injury and rising death numbers simply must be factored in as the numbers of cyclists increase as the information collected from The League of American Bicyclists suggests. The Monash Accident Research Centre study of Car/Bicycle Crashes Resulting in Serious Injury to the Cyclist study in 2014, found that that in the samples they used for the model, the cyclists involved in crashes tended to be highly experienced. 85% said they'd cycled regularly. 60% were riding a road/ racing bike at the time of the accident and almost 70% were wearing cleated shoes. What will happen to those numbers when you factor in inexperience along with all the other variables that go along with everyone else? NHTSA's National Center for Statistics and Analysis Traffic Safety Facts 2013 states: "The majority of the pedalcyclists killed (87%) or injured (83%) in 2013 were males. The highest number of male fatalities were 55 to 59 years old (91), and the most males injured were between 20 to 24 years old (7,000). In 2013, the pedalcycist fatality rate per capita was almost 7 times higher for males than for females, and the injury rate per capita was over 5 times

higher for males.” By current standards, and I emphasize current, everything points to implementing raised buffered/protected commuter lanes in high traffic areas. On May 19, 2015, Michael Andersen, (Green Lane Project staff writer) writes, The Feds Jump on Board: Protected Bike Lanes are Now Official Federal Policy “Protected bike lanes are now officially star-spangled”. “Eight years after New York City created a Netherlands-inspired bikeway on 9th Avenue by putting it on the curb side of a car parking lane, the physically separated designs once perceived as outlandish haven't just become increasingly common from coast to coast — they've been detailed in a new design guide by the Federal Highway Adminstration”. This is the photo he used for the article: (Oak Street, San Francisco. Photo: SFMTA) If you want to include the groups of people being left out of these proposed lanes, in high traffic areas, you’re going to have to make it safe for cylists with varying skill levels. That’s the plan, right? With more people riding their bikes, the numbers of cars commuting will be reduced. Also the plan, right? All of the riches and rewards of a safe bicycle infrastructure will be realized and will actually be used by everyone, not just a select few. Also stated by Jake Tobin Garrett, The Myth of the Cyclist as Urban Warrior, “Cyclists, let’s tone down the environmental angle. Arguments about the environmental and economic benefits of cycling are all well and good, but by over-focusing on these elements we run the risk of alienating a lot of people while missing out on the greater point. Increased bicycle infrastructure should ultimately be about safety and allowing everyone to feel comfortable riding their bike, including the timid”.

Painting lines on Cleveland Avenue isn't going to make everyone else feel safe. In peeling off just one layer of the onion, I have found a great need to find better design solutions for safety that work with the community, not slice them into factions. Don't be flexed into this fast pitched frenzy to lay down lanes with paint and call them protected. Additional data is needed for regulation and enforcement. Legal and accountability measures absolutely need to be put into place and will be addressed in an addendum to this body of research and opinion. In conclusion, it is my hope you will deny the proposed bicycle path on Cleveland Avenue. This proposal does not support the cyclists on the road as a representation of everyone. And the cost to residents and businesses is too great for any justification of a hostile takeover. Work on the severed relationships with the downtown community and create working designs to connect the 60% of the winnable cyclists to Lowertown. See this vision to fruition. If you build it they will ride. Downtown should be your crowning jewel. Recognize the impact your decisions are making in the communities where these future arterial lanes are being proposed. Make criteria for safety based on current data. Data that remains to be collected and analyzed. The streets in St Paul were designed for motorized vehicles, not to sustain a cycle infrastructure of the proportions being proposed on these specific high traffic roads. Maybe it's not always about fixing something broken. Maybe it's about starting over and creating something better (unknown). Do not leave this wake of resentment in your path when you have the ability and the means to make this infrastructure great. An infrastructure, a model, created for the good and benefit of all.

From:	MICHAEL KUCHTA Owner
To:	Brendmoen, Amy (CI-StPaul); janice.rettman@ramsey.co.mn.us
Cc:	Collins, Reuben (CI-StPaul)
Subject:	Cleveland and Front repaving/bicycle projects
Date:	Sunday, May 10, 2015 8:59:09 PM

Dear Council Member Brendmoen and Commissioner Rettman,
Please support the inclusion of designated bike lanes as part of the repaving projects on Cleveland Ave. and Front Ave. Both create important connections, and are great first steps in beginning to build out the route network envisioned in the city's bike plan.
Below are comments in support that I have posed on Open St. Paul.
Thank you for your support.
Michael Kuchta
1522 N. Grotto
651-489-2395

Front
I support bike lanes along this section of Front as a great start to adding functional cycling options in our neighborhood. Once the street craters are repaved, this will become a more useful and more heavily used route. Designated lanes will make this route even safer.
Lanes will also provide a practical connection to the Como bike lanes on the east; to the Chatsworth and Lexington connections toward Como Park on the west; and to Energy Park Drive, which in turn can connect to the Raymond and Transitway routes even further west. In addition, a safe connection to Chatworth allows all cyclists to avoid the increasing number of trains on Como north of Jessamine, and allows less comfortable cyclists to avoid riding the “share the road” sections of Como south of the lake and east toward Dale.
The proposed elimination of parking on Front will have minimal impact for the vast majority of the route. There may be some issues of inconvenience near Half Time Rec and in the area near Dale. There also may be issues for residents about where cars go during snow emergencies. But reasonable accommodations can be made in all these situations if necessary. These localized concerns should not sabotage a very beneficial project.

Cleveland
As someone who bikes Cleveland regularly, I support the addition of bike lanes on this stretch of Cleveland (and farther north in the future). The city/county proposal is amazingly well thought out; based on counts, most of the "parking" being eliminated is rarely utilized, and most of the parking closest to key business intersections is preserved. The bike lane should enhance what is, after all, a residential neighborhood -- and make the street safer and more pleasant for both cyclists and pedestrians. It makes biking a more viable option for getting to the river, to Shepard Road, and to the Highland business district; that should help offset the growing parking and traffic congestion there. All these changes should be welcomed, not feared.

From:	Loren Willis
To:	Collins, Reuben (CI-StPaul)
Cc:	#CI-StPaul_Ward3
Subject:	Cleveland Ave Bike lane
Date:	Wednesday, April 29, 2015 10:37:07 AM

Dear Mr. Collins:

I have just learned of the plan to remove parking on Cleveland Ave to provide for bike lanes. As an avid cyclist, (over 3,000 miles in each of the last 4 years) I have to say, I think this is a bonehead idea. First, Cleveland is only 4-5 blocks east of River Parkway, which already has North-South bike capacity and much less motor vehicle traffic. If there must be another North-South bike lane, I would suggest, either Finn to the west, or actually Fairview Ave. to the east.

The impact on businesses at the corner of Cleveland and Randolph can not be ignored either. Those businesses already suffer from very little parking available as well as demand of students at Saint Catherine's.

I am a resident of Highland and a cyclist. I oppose the current plan.

Loren Willis
891 Kenneth St.
Saint Paul, MN 55116

From: ksshalom@comcast.net
To: Collins, Reuben (CI-StPaul)
Subject: Cleveland Ave Bike Lanes
Date: Wednesday, April 29, 2015 8:06:02 AM

Mr. Reuben Collins,

I am writing you today ahead of the open house to discuss changes to Cleveland Avenue. I am the Pastor of Kehilat Sar Shalom Messianic Congregation located at 225 Cleveland Avenue S and I am writing you on behalf our entire congregation. We are a congregation that meets on Saturdays and Sundays for our church services and the three main entrances to our building are on Cleveland Avenue. We bought this building nine years ago and part of our decision was that there was parking in front of the main entrances on Cleveland. Our older and also our less mobile members park on Cleveland so that they may have easy access to the building. Without the parking on Cleveland it would mean that they would have to park on a side street and would be unable to make the uphill walk on Sargent particularly in the winter. The parking out front is also used by Metro Mobility to drop off members who are less mobile. Sadly these members will be unable to attend services because of the proposed bike lanes and the loss of these members would be a emotional hardship on the entire congregation. Inner city churches are vanishing at an alarming rate and the proposed bike lanes will certainly signal the beginning of the end of this historic church building. To keep our membership in tact we would be forced to move and what other congregation would buy a building that seats 250 with no parking at its three main entrances. There are also several businesses on the proposed root that would more than likely disappear without parking.

I would ask that you consider an alternative root for the proposed bike lanes. Finn street one block west of Cleveland is just as wide or wider than Cleveland and it already has a no parking ban for most of the distance proposed. It is also less traveled than Cleveland and would be a much safer root for bikes. Thank you for your time and consideration in this matter.

Sincerely,

Stanley Farr
Kehilat Sar Shalom
225 Cleveland Ave S
Saint Paul, MN 55116
651-690-2941

From:	Wm. Nicol
To:	Collins, Reuben (CI-StPaul)
Subject:	Cleveland Ave Bike Lanes
Date:	Wednesday, April 29, 2015 7:08:35 PM

The problem with a bike lane on Cleveland is that the buses destroy the road way every Winter. I ride my bike to work, live on Cleveland and cut over to Fairview because of the misery created by th buses.

You also will have parking issues during snow emergencies.

I m a big fan and user of bike lanes but I won t use the proposed bike lane because of the buses.

Move the buses back to Cretin if you want to put a bike lane on Cleveland or do your bike lane striping on Cretin.

The bike lane will fail on a bus route . Delay the Cleveland Ave bike project until yoy figure out the issues with the buses. Before then your betraying the public s trust.

From:	Jeff Zaayer
To:	Rafael Ortega; Tolbert, Chris (CI-StPaul); Stark, Russ (CI-StPaul)
Cc:	St Martin, Paul (CI-StPaul); Michael Sonn; Collins, Reuben (CI-StPaul)
Subject:	Cleveland Ave Mill and Overlay
Date:	Monday, April 27, 2015 6:59:44 AM

Dear Commissioner Ortega and Council Members Tolbert and Stark,

I am writing today to express my support for striping bike lanes on Cleveland Ave. Our city faces many challenges in regards to transportation, we have many barriers in the city from the river, interstates or the railroads there are many corridors where we are reliant on the county network.
Even in the Western district we are often forced onto the county transportation network as a result of large tracts of land that break up the street grid, Examples being Highland Golf Course, St. Kates, St. Thomas, Macalaster College, St. Paul Academy, and Cretin Derham Hall. As a person who often rides a bicycle for trips around town I rely heavily on the county transportation network.
I think that adding bike lanes on Cleveland will help enhance that transportation network by taking space used for car storage and reallocating that space for moving people and reducing car trips in the corridor. A bike lane on Cleveland can be used by students taking classes at St. Kates or St. Thomas who are traveling between the two campuses as they have reciprocity between the two Universities.
I understand that there is some hardship with the removal of parking spaces along Cleveland Ave particularly at the intersection of Randolph. This area has a complex network of restrictions combined with permitted parking. I think there has to be something that the city can do particularly on the South side of Randolph East of Cleveland to allow for overnight parking for the apartments on the NE corner of this intersection. Or perhaps installing a parking bay similar to the businesses at the intersection of St. Clair and Cleveland. While this is outside of the scope of a Mill and Overlay could be a more mid term solution to preventing this project from happening at all.
Much of the on street parking in this corridor goes unused and results in higher speeds on Cleveland. This project would narrow the lanes and define them by having a stripe on both sides of the travel lane that will force drivers to drive more predictably and at as a result at slower speeds.
I believe the merits of this project far out weigh the convenience of free car storage (which the city and county can provide elsewhere) and allows the backbone of out city transportation network (the county network) to be used for just that. Moving people.

Sincerely,
Jeff Zaayer
1750 Saunders Ave
St. Paul, MN 55116
952-237-6942

From:	Roger Leick
To:	Collins, Reuben (CI-StPaul)
Cc:	Leick Roger
Subject:	Cleveland Ave
Date:	Monday, May 11, 2015 12:09:42 PM

Hi, Could you add my email to your list of contacts for any hearings and information on the Cleveland Ave bike lanes issue? I only heard today about this and would like to be informed. I couldn't see where to add my name for information so hope you can do it. Thank you. Yvonne Leick 2161 Niles Ave, 55116

From:	Paul Sabourin
To:	Collins, Reuben (CI-StPaul)
Cc:	#CI-StPaul_Ward3
Subject:	Cleveland Avenue Bicycle Lanes
Date:	Thursday, April 30, 2015 11:50:29 AM

Mr. Collins -

I'm a Ward 3 resident who had a chance to attend the open house regarding the Cleveland bike lanes last night, and after reviewing the plans on display and talking to some neighbors as well as several county and city planners, I came away a supporter of adding these bike lanes as part of the Cleveland Avenue mill and overlay project this summer. I'm a homeowner in this area who's an occasional cyclist and regular pedestrian and driver. Cleveland right now is a rather unpleasant cars-only street. It seems to me that in addition to making Cleveland more usable for cyclists, the restriping of the street would also have a traffic calming effect that would improve conditions for pedestrians walking along or crossing Cleveland, improving the livability of the neighborhood. This was certainly the case with the restriping that took place with the reconstruction of Fairview Avenue, which was one of the best things the city's done in this area in the time I've lived here.

My support for the project is also related to the importance of one of the basic goals of the city's bike plan, namely creating a complete network of bikeways in the city, with connectivity between segments so that cyclists will be able to travel safely and efficiently from one part of the city to another. Cyclists who are trying to get someplace and not just go for a recreational ride need bicycle routes that actually connect places. The Cleveland lanes will be an important link in the network between the Highland area and Marshall Avenue and other places to the north, and there just aren't really any good north-south alternatives to Cleveland in this part of the city. Finn is blocked at the north by St. Thomas, and doesn't go through to Highland Parkway on its south end either. Prior is blocked by the St. Catherine campus. Both of these streets also include numerous stop signs, making them less suitable than Cleveland as bike routes. Installation of dedicated bike lanes along this portion of Cleveland is important to building a complete network of useful bicycle routes in the city.

The city's parking census showed very low utilization of on-street parking at most times of the day and week along most of the section of Cleveland where parking would be impacted by this project. I recognize that there are a couple of places along the street where businesses will have to adapt to the loss of parking on the street, but I hope that some accommodations could be made to mediate the impact in places that would be most negatively affected. For example, perhaps property owners could be given the opportunity to construct parking bays along the street like those that exist at Cleveland's intersections with Grand and with St Clair.

Thanks for the opportunity to provide some feedback on this proposal.

Regards,

-Paul Sabourin

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: Cleveland Bike Lane - For Public Record
Date: Tuesday, May 26, 2015 11:49:06 AM

Another to please add for public record. Thank you

From: Renee Ellerman [mailto:reneeellerman@ymail.com]
Sent: Monday, May 25, 2015 6:29 PM
To: #CI-StPaul_Ward3
Subject: Proposal for Opposition to the Cleveland Avenue Bike Lanes

The first of many high traffic urban arterial bike lanes has been introduced with hostility and aggressive campaigning. The proposed Cleveland Bike lane is instrumental in the respect it has brought to light the need for better community friendly designs, significant safety and legal measure, education and the need to get more data to insure commuter bicycle lanes that everyone will be utilizing and not just a select few. Please keep in mind the residents and businesses who will invariably be bearing the brunt of this proposal. Expectations are high on both ends so it is sometimes hard to keep perspective. Just because it's a plan, doesn't make it the right plan. Both sides have compelling argument. Does this plan safely work with the needs of the many at this point in time for the infrastructure? You, our City Council, and then ultimately Ramsey County will make that final decision. But I hope you will hear me out and weigh and measure this alongside the old statistics, old formulas and old models you have been presented with to get to this point…

There is enormous need for more data. Current data. Most bicycle infrastructures in the United States are at their infancy, at best. There simply is not enough information out there to compare one city to another or one Country to another. I have found, in my research, these infrastructures take decades to be realized. That is not to say the same will hold true for St. Paul. The task at hand is daunting and will take more than just a few years. So why not get it right when St. Paul is at the dawn of a progressive infrastructure design? What a perfect time to implement a practical, safe and fair way to share the road. Let St. Paul be one of the models in which other cities can learn from and adapt.

The Cleveland Bicycle Lane supporters have a huge collective strength and an amazing multi city network that rallies with them. Often repeating stats and models like a mantra and not allowing open, candid and concerned talks about safety and the residents and businesses that will be affected. The Jefferson Lane folks who were in opposition are still reeling. I have seen the results this kind of campaigning can issue. There is great power in numbers. No one is disputing the eminent future rewards a bicycle infrastructure will do for St. Paul. I see nothing but benefit and look forward to a positive future. The dispute lies solely in the safety and need of the proposed lane/lanes as this project moves forward.

Though Cleveland is a narrow strip of high traffic, the Bicycle Lobbyists and supporters have proposed the width of the street can support bike lanes as part of their argument, removing parking from both sides of the avenue at various locations leaving businesses and residents along the Avenue to be without vital street parking. Width is not the only engineering variable to throw out there as an argument. Cars are not the only motorized vehicles on that road taking into consideration busses (school and MTC), Grocery Delivery, furniture/appliance delivery vehicles or a Metro Mobility transport vehicle bearing down on you. The list goes on. Painted lanes will not make Cleveland safe to ride on the lane. If there were raised buffered/protected lanes, that would be a different story. It is my understanding, the city has denied this request. Because the Cleveland lanes are being proposed with paint, only a select few will be utilizing this lane. Putting out residents and businesses in a neighborhood that has huge roots and in a community they built.

Another leading point drawn by the Cleveland Lane supporters was the Cleveland Avenue parking counts

which stand solely on minimal data taken on select days with limited hours of observation. This data is incomplete and by no means encompasses all the variables and, as such, must be discounted as it can sway decisions when comparing one day to the next with little to no merit let alone concise, accurate data. According to Minnesota statute, A person may park a bicycle on a sidewalk unless prohibited or restricted by local authorities. A bicycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic. Minn. Stat. § 169.222, subd. 9"(a). If the bike lanes are implemented, has there been any thought given to where the bicycle racks are going to be placed for the cyclists that will purportedly be flooding these businesses?

The folks on Jefferson will tell you, there is only a handful of users that bike the Jefferson lane on any given day. If it is true, then it was implemented for a select few who had the ability to galvanize their forces. But, again, no data and no counts have been established to determine if this is a fact. At the informational meeting at Nativity of our Lord School earlier this month, a man was present that claimed to have crept up and down the alleys along the proposed lane, checking garages and relaying contents and criticizing specific personal property items he was privy to while peeping through windows. Are you kidding me? Aside from the lack of, yet more study for vital data, this also does not take into account the families with multiple cars and customers to the businesses, including a Church, being affected. Focus seems to be directed on the Randolph and Cleveland intersection but there are many more businesses and residents in the intended path that will ultimately be sacrificing. It is safe to say hundreds will be affected. These well established businesses and longtime residents have been integral to make this Community the gem it is. It almost seems criminal this movement is being pushed through with little, to no regard for that. This forceful implementation process is not sitting so well for the Downtown loop either, which is where focus of the infrastructure initiative should be trained. Pioneer Press, Fred Melco (February 2015) describes the Downtown situation appropriately titled: St. Paul Bike Loop Draws Ire Over Parking Loss, "On Wabasha Street in downtown, St. Paul, there's been quite a defection…". "Unhappy with their leadership's embrace of a proposed bicycle loop that could cost them parking spots, several members of businesses and residents' association, Wabasha Partners, have set off on their own". "Cutting ties to Wabasha Partners…". They have dedicated themselves to opposition. Defection! People, the vision is getting lost. Is this really how you want to lay the foundation cornerstones of the infrastructure? These people made these communities what they are!

Students from both St. Catherine's and St. Thomas take up a striking amount of street parking and traffic in and around Cleveland Avenue. So when the residents revolt and insist on permit parking, what will then become of the businesses? Minnesota is rated number #2 in their Bicycle friendly state ranking. That is to say Minnesota received 63 of a possible 100 points. Two Universities were cited as variables in the #2 ranking. The University of Minnesota with a Gold rating and Gustavus Adolphus in St. Peter, with a Bronze. I have great hope the City, the lobbyists and the Coalitions are finding a way to work with these potentially valuable partners in the community to make it four, as this seems rather fundamental for the future infrastructure in the area. Prior Avenue is an existing, user friendly north/south route. And by working with the College of St. Catherine, the route could be extended through the campus, ideally making it easier for students to commute to both St. Catherine's and St. Thomas utilizing the existing north/ south lane that goes through to University Avenue. Activists may argue Prior Avenue will need to be retrofit to fill safety requirements but I believe it would be met with community willingness to meet the needs of everyone sharing the road if there is a willingness to make it so. A four way stop and bike path (though there is an existing walk already) across the green on Summit would alleviate the contentious jag at that intersection which also seems to be an argument for bicycle activists. As it stands, now, it is a viable north/south route without the adjustments and is already in place and utilized by cyclists.

Neighborhoods are going to have to move fast, learn fast and organize fast if they want to have a future voice in the penciled in bike lanes. Input and discussion with the community is essential to move forward. Safety is the only single agreeing point. Studies need to be made, data needs to be collected. Do all bike lanes need to be raised buffered/protected? No. But high traffic routes, most certainly do. Should Cleveland be a raised buffer/protected lane? Yes. Is it going to be cheap? No. Will it be worth the expense of doing it once and doing it right? Absolutely. I am urging you to invest in a Bicycle Friendly City that has an emphasis on safety first. These proposed lanes (Cleveland and all future high traffic arterial lanes) need to accommodate everyone sharing the road

and must be designed right the first time so the City won't have to backtrack and retrofit. There are ways to include businesses and high traffic areas that will be utilized in the future vision of this project during the design process, if need be. Designs including lanes with buffered parking for businesses, seasonal closures, pocket lanes, share time lanes, signage and stop lights. The possibilities and potentials of working together with communities are endless. All of this is going to take time. The mission of the Bicycle activists is to hit hard and don't stop moving. Aggressive momentum is essential to their mission. This particular group seemingly takes any opposition as an opportunity to quote misleading, outdated information, dismissing genuine options for discussion as red herring. A partial piece from the Highland Villager in regard to the Jefferson Lane, Erich Mische (Former Aide to the former Mayor, Norm Coleman) writes in an op-ed, "I object to this organization's ends-justify-the-means mentality, its methods and tactics, and the process that has led to a neighborhood being forced to accept a project it never requested- a process that has our own tax dollars being used against us by an organization that is unelected". Force is not met with hugs and cookies in this Community, as we have witnessed with the like-minded, Tangle Town Community. These Neighbors on the proposed Cleveland lane are not against biking or a bikeway. And just because they are concerned this proposed lane only caters to a select few, at such great cost to the residents and businesses on Cleveland, they are met with accusations of impeding progress, being sedentary prone to sedentary disease, a sideshow and distraction to the implementation of the bicycle infrastructure and the inability to enjoy the beauty and spirit of the neighborhood unless they are biking. The forceful and often bullying demeanor in the name of progress needs to be put into perspective. Not used as a weight to wear down community leaders or unorganized communities. This is not anti-bike/pro car (or vice versa) yet the ongoing discussion, or rather, ongoing attempts at discussion continues to get pulled into this vein. Poking the bear is counterproductive. According to Melissa Turtinen, in her article titled, Bicycle Deaths on the Rise Nationally, But Not in Minnesota (November 3rd, 2014/ Originally published October 28th, 2014 on Rick Kupchella's Bring Me The News), "MNDot says crash statistics show cyclists and motorists are equally at fault in bicycle-vehicle crashes". So that "us vs. them" attitude needs to be shelved. Everyone has horror stories supporting each side of the argument. By allowing these extreme tactics and unreasonable demands that deeply impact Cleveland Avenue businesses and residents to lend credibility without supporting ALL cyclists on these roads, you are losing sight of the vision before it even appears.

If the proposed Cleveland lane is not going to be a raised buffered/protected lane, only a select few will be utilizing it. If the needs of the many are thrown over by the needs of the few, that's a deal breaker. Martha Rokowski, Director of the Green Lane Project stated in Rise of the North American Protected Bike Lane: July 2013, "You cannot convince a person who is not comfortable riding the road to be comfortable riding the road. " she said, "You cannot market them into it. You really have to change how the streets work". So why, in your right mind, would anyone take high traffic lanes like Cleveland Avenue and turn them into commuter bike lanes without using raised buffered/protected lanes? If you take the time to make it safe you will open it up to a more diverse group. The article goes on to say, "Another reason vehicular cycling has fallen out of favor with many top advocates and planners is that it has become clear that the whole philosophy is an obstacle to increasing diversity in the cycling community. There is evidence that women in particular are less likely to get involved in cycling in the absence of dedicated infrastructure. The same sort of concern applies to anyone who isn't at the height of their physical fitness – children, the elderly, and novices." The article further states, "An important study by the Portland Bureau of Transportation (PBT) looked at the public's attitude toward cycling. Researchers found there are four types of cyclists. The first type – "strong and fearless" – is the daredevil who is comfortable riding with motorized traffic on the busiest roads, no special protection needed. This hardy group, however, represents only about 1 percent of the total population of potential cyclists, the study found. Meanwhile, about 7 percent of the total population, researchers found, are "enthused and confident." These are the folks who have been attracted to cycling in Portland by the improvements the city has made. The study found that an additional 60 percent of the population is "interested and concerned," – so, potentially winnable – followed by an unmovable 33 percent, classified by PBT as "no way no how." If Cleveland cannot be buffered/protected and used by everyone, it must be taken off the plate as an implemented route.

Who will be utilizing the proposed Cleveland bike lane and what modifications and modes of transportation will be allowed in the lane as it is being proposed? 21st Century cycling is a whole new animal. Some cyclists refer to themselves as Urban Warriors. These Bicycles are streamlined and flawlessly designed for urban commuter touring as well as rugged terrains and per Minnesota statute, 169.222, subd. 9 (d) A bicycle may equipped with tires having studs, spikes, or other protuberances designed to increase traction. Some bicycles can be upwards of $1,500 and some Cargo bikes have upper weight limits of 440 lbs of rear cargo with rider, often times using Electronic assist upgrades. One of many key 2012 Legislative changes significantly altered the classification and regulatory structure for these e-bikes. The general effect was to establish electric-assisted bicycles as a subset of bicycles and regulate e-bikes in Minnesota Statute as it relates to bicycling, "Minnesota allows Electric-assisted bicycles, also referred to as "e-bikes," are a subset of bicycles that are equipped with a small attached motor. To be classified as an "electric-assisted bicycle" in Minnesota, the bicycle must have a saddle and operable pedals, two or three wheels, and an electric motor of up to 1,000 watts,(Federal law cites 750 watts) as well as meet certain federal motor vehicle safety standards. The motor must disengage during braking and have a maximum speed of 20 miles per hour (whether assisted by human power or not)". I have not seen any distinction in the language whether this statute regarding e-bikes is for both pedal assisted e-bikes and throttle based e-bikes. But it is clear the statement, "whether assisted by human power or not." is relatively leading. Throttle assisted e-bikes are banned in many countries and there needs to be a clear definition of Minnesota statute defining e-bikes. This extreme and highly experienced cyclist possesses nerves of steel and 21st Century cycling is understandably referred as swimming with the sharks. (The Myth of the Cyclist as Urban Warrior: Jake Tobin Garrett, March 25, 2011) Cyclists are competing with 2000 (and up) pound vehicles for a piece of the road. As voiced by many cycle activists, lack of a defined, protected path is not going to keep this group of cyclists off the road. These polished commuters, right here, right now, are notably a minority in the definition of "everyone" and it is this specific group that will be utilizing Cleveland Avenue.

According to The American League of Cyclists, Minnesota has seen a growth in bicycle commuting of 103% since 2000, ranking 15th overall for National bike commuting. I was hard pressed to find any significant data on current commuter growth specific to St. Paul. MNdot has a survey on their site trying to get ballpark numbers. There simply is no data out there. And attaining this data is imperative. As these proposed bike lanes are put into place, it is safe to say, the numbers of commuters will rise exponentially. These Urban Arterial routes being proposed will be inundated with bicycle traffic, breathing much anticipated life into St. Paul's future cycling infrastructure. But without proper safety initiative, these urban arterial lanes will also raise exponentially, the potential for increase in injuries and fatalities. According to the League of American Bicyclists, urban arterial lanes have the greatest numbers of bicycle fatalities.

This is a staggering number and, by no means, includes serious injury or non-serious injury with emergency room/ clinic visits. Again, St. Paul has no data in relation to actual numbers of what is considered, non- serious injury sustained to cyclists by motorized vehicles. Rising injury and rising death numbers simply must be factored in as the numbers of cyclists increase as the information collected from The League of American Bicyclists suggests. The Monash Accident Research Centre study of Car/Bicycle Crashes Resulting in Serious Injury to the Cyclist study in 2014, found that that in the samples they used for the model, the cyclists involved in crashes tended to be highly experienced. 85% said they'd cycled regularly. 60% were riding a road/ racing bike at the time of the accident and almost 70% were wearing cleated shoes. What will happen to those numbers when you factor in inexperience along with all the other variables that go along with everyone else? NHTSA's National Center for Statistics and Analysis Traffic Safety Facts 2013 states: "The majority of the pedalcyclists killed (87%) or injured (83%) in 2013 were males. The highest number of male fatalities were 55 to 59 years old (91), and the most males injured were between 20 to 24 years old (7,000). In 2013, the pedalcycist fatality rate per capita was almost 7 times higher for males than for females, and the injury rate per capita was over 5 times higher for males."
By current standards, and I emphasize current, everything points to implementing raised buffered/protected

commuter lanes in high traffic areas. On May 19, 2015, Michael Andersen, (Green Lane Project staff writer) writes, The Feds Jump on Board: Protected Bike Lanes are Now Official Federal Policy "Protected bike lanes are now officially star-spangled". "Eight years after New York City created a Netherlands-inspired bikeway on 9th Avenue by putting it on the curb side of a car parking lane, the physically separated designs once perceived as outlandish haven't just become increasingly common from coast to coast — they've been detailed in a new design guide by the Federal Highway Adminstration". This is the photo he used for the article: (Oak Street, San Francisco. Photo: SFMTA)

If you want to include the groups of people being left out of these proposed lanes, in high traffic areas, you're going to have to make it safe for cylists with varying skill levels. That's the plan, right? With more people riding their bikes, the numbers of cars commuting will be reduced. Also the plan, right? All of the riches and rewards of a safe bicycle infrastructure will be realized and will actually be used by everyone, not just a select few. Also stated by Jake Tobin Garrett, The Myth of the Cyclist as Urban Warrior, "Cyclists, let's tone down the environmental angle. Arguments about the environmental and economic benefits of cycling are all well and good, but by over-focusing on these elements we run the risk of alienating a lot of people while missing out on the greater point. Increased bicycle infrastructure should ultimately be about safety and allowing everyone to feel comfortable riding their bike, including the timid". Painting lines on Cleveland Avenue isn't going to make everyone else feel safe.

In peeling off just one layer of the onion, I have found a great need to find better design solutions for safety that work with the community, not slice them into factions. Don't be flexed into this fast pitched frenzy to lay down lanes with paint and call them protected. Additional data is needed for regulation and enforcement. Legal and accountability measures absolutely need to be put into place and will be addressed in an addendum to this body of research and opinion. In conclusion, it is my hope you will deny the proposed bicycle path on Cleveland Avenue. This proposal does not support the cyclists on the road as a representation of everyone. And the cost to residents and businesses is too great for any justification of a hostile takeover. Work on the severed relationships with the downtown community and create working designs to connect the 60% of the winnable cyclists to Lowertown. See this vision to fruition. If you build it they will ride. Downtown should be your crowning jewel. Recognize the impact your decisions are making in the communities where these future arterial lanes are being proposed. Make criteria for safety based on current data. Data that remains to be collected and analyzed. The streets in St Paul were designed for motorized vehicles, not to sustain a cycle infrastructure of the proportions being proposed on these specific high traffic roads. Maybe it's not always about fixing something broken. Maybe it's about starting over and creating something better (unknown). Do not leave this wake of resentment in your path when you have the ability and the means to make this infrastructure great. An infrastructure, a model, created for the good and benefit of all.

Pattie Kelley
Executive Assistant
Councilmember Tolbert – Ward 3
15 W Kellogg Blvd. – 310-C City Hall
Saint Paul, MN 55102
P: 651-266-8630
pattie.kelley@ci.stpaul.mn.us

From:	Kelley, Pattie (CI-StPaul)
To:	Collins, Reuben (CI-StPaul)
Cc:	Gary Fifield (garyfifield@comcast.net)
Subject:	Cleveland Bike Lane - Public Comment
Date:	Wednesday, May 13, 2015 2:01:24 PM

From: Gary Fifield [mailto:garyfifield@comcast.net]
Sent: Tuesday, May 12, 2015 4:33 PM
To: Collins, Reuben (CI-StPaul); Tolbert, Chris (CI-StPaul)
Subject: Support street improvements for cycling

Gentlemen,

I want to express my strong support for the addition of cycling designations and facilities for street improvements on Cleveland, Lexington and Front St.

Thank you for your work.

Gary Fifield

Pattie Kelley
Executive Assistant
Councilmember Tolbert – Ward 3
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Saint Paul, MN 55102
P: 651-266-8630
pattie.kelley@ci.stpaul.mn.us

The Most Livable City in America
Making Saint Paul the Most Livable City in America

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: Cleveland Bike Lane - Public Record
Date: Thursday, May 28, 2015 9:51:31 AM

Reuben – Please add to public record. Thank you – Pattie

DeDe Leininger called in opposition to the bike lane on Cleveland. Businesses will lose parking and in turn possibly lose business. Jefferson bike lane is so under-used and was overly expensive. The Cleveland bike lane will be a huge decision – again dollar wise, and she believes also few users. Stop to think it won't be used during the winter months, add on plowing and snow piles and again – loss of parking. DeDe requested her comments be made part of public record – she lives in the Ward but did not want her address public. Thank you –
Pattie

Pattie Kelley
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Making Saint Paul the Most Livable City in America

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Cc: #CI-StPaul_Ward3
Subject: Cleveland Bike Lane - Public Record
Date: Monday, June 01, 2015 9:22:44 AM

Reuben –

CM Tolbert received phone calls from the following folks over the weekend if you'd please add them for public record. THANKS

Paul Mader – opposed to the bike lane and removal of parking for small businesses.

Cathy Clyde – In opposition to bike lane; please preserve parking; love bike lanes, but not on Cleveland

Chris Mosio – Opposed to removal of any parking for the bike lane on Cleveland.

Jeffery Marshall – An avid biker but feels Cleveland is not a good choice at all

Jan Moran – Opposition to removing parking especially in front of businesses that are established on Cleveland. Please vote down – don't need a bike lane on Cleveland.

Brian Dobie – He's an avid biker along with his family members. Feels bike lane on Cleveland is not a good idea for many reasons, but two of them: 1) businesses in the area where proposed to remove parking – those businesses rely on the parking and it's important to support those businesses; 2) 1 block to the west on Finn there's already a lot of walking traffic where it's already people / bike friendly – and then one block south there's no sidewalks there and that would be a good option for a bike lane. A bike lane on Cleveland is pretty much just asking for an accident to happen.

Kathy Oakley – Eliminating parking to add bike lane is a very bad idea. Cleveland is already a narrow, shaded street and it's a tough ride on any given day. She's the wife of an avid biker and feels a bike lane on Cleveland will be a huge detriment to the businesses there.

Harriet Kidder – Lives on Randolph and is very much against the bike lane on Cleveland. When school is in session parking is always difficult even in front of her own home she owns and lives in – will be detrimental to businesses.

Pattie Kelley
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From:	Kelley, Pattie (CI-StPaul)
To:	Collins, Reuben (CI-StPaul)
Subject:	Cleveland Bike Lane
Date:	Tuesday, May 12, 2015 10:09:26 AM

Please add with Public Comments:

From: Vernon Jorgensen [mailto:budjay@comcast.net]
Sent: Monday, May 11, 2015 6:37 PM
To: #CI-StPaul_Ward3
Subject: Bike Route on Cleveland

Sir,
Cleveland Ave in St Paul, as you know, is not a very wide street. The proposal
To put in yet more bike lanes IMHO is NOT a good idea.
Bicycles do not pay taxes.
Most bicycle riders do not obey traffic laws.
The business places on Cleveland will lose what parking they have.
People that live on Cleveland Ave will not be able to have company because there will be nowhere to park.

I know that the Democratic council thinks that minorities rule, but I don't agree with that concept.

Vernon R Jorgensen
1615 Berkeley Ave
St Paul MN 55105
(651) 698-0213
budjay@comcast.net

Pattie Kelley
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From:	Mark Larson
To:	Collins, Reuben (CI-StPaul)
Subject:	Cleveland Bike Lane Plan & Protected Lanes Need
Date:	Saturday, April 18, 2015 8:55:46 AM

Good morning. I applaud the city for moving ahead quickly on the bike lane projects. I do a fair amount of biking for health, recreation and errands. Cleveland is a good connector route to Highland Village and beyond. But without protection, I may often still choose River Blvd. bike path or quiet side streets

I do believe however that St. Paul may not realize the potential of these investments without going to another level. Protected lanes, as well as more caution signs and flashers at busy crossings, are the steps that I think will make far more people feel safe, me included. I don't see many city families using street bike lanes, for example. I would be disappointed to see St. Paul to lag behind this trend. It is widespread in Europe, where I have seen it, and Minneapolis just announced a plan for 30 miles of protected lanes. Chicago is putting some in near my daughter's place using dedicated parallel sidewalk routes, and has heavily-used underpasses for high-volume ped-bike routes to museums, parks and lakeside bike paths. St. Paul's bike plan needs far more, starting with proven busy corridors.

At the same time, is anyone collecting bike counts on the new Jefferson and Charles routes? If usage isn't significant or growing there, let's put future dollars into protected lanes and dedicated trails instead of untested street route treatments.

Thanks for your work improving our bike system.

Best regards,

Mark Larson
566 Summit Avenue
St. Paul, MN 55102
Retired Supervisor, MnDOT
612-963-0111 mobile

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: Cleveland Bike Lane Project - Public Record
Date: Friday, May 29, 2015 9:21:08 AM

Good morning, Reuben –

On behalf of Councilmember Tolbert, please add the following email's from Ward 3 constituent, Vicky Sandberg, to the public record for the Cleveland Bike Lane project. Thank you –
Pattie

Email No 1

From: Vicky Sandberg
Sent: Wednesday, May 20, 2015 10:09 AM
To: #CI-StPaul_Ward3
Subject: Cleveland Avenue bike idea

Dear Chris,

I live in Ward 3 and would like to let you know how I feel about a proposal I recently read about the proposed bike lane on Cleveland Avenue, please, no bike lane. We have a gorgeous north/south bike lane on Fairview just a few blocks away. If another is needed, why not Prior, Mount Curve, or some less travelled street? Cleveland and Cretin carry a lot of car traffic and they are irreplaceable north/south routes that connect Highland Park with Hwy 94. Plus, the businesses around St Kate's and St Thomas would suffer. They NEED those short term parking spaces on Cleveland or they will go belly up. Where would a person park who wanted to get a haircut at Sportsman's barbershop, where I've been taking my boys for 15 years, or who wanted to have dinner at Luci? No mother with young children, no father on his lunch break, no young couple on their way to a movie, is going to able to bike to these locations. The side streets are full of resident parking and student parking and not available for short term needs. Have a heart for these businesses and their customers.

Sadly, it has come to the point where the bike plans are eclipsing the needs and rights of small businesses, families and drivers. I am a former bicycle racer and triathlete, so I'm not adverse to bikes at all. But especially in our part of town, city driving has become choked, cumbersome and dangerous, too. Trying to watch all the crosswalks, look for the rare parking space, and avoid hitting pedestrians and bicyclists who are everywhere has made driving so dangerous for all involved.

Could we take care to maintain some bike/car balance? Ward 3, and the city in general, have many two income families with children, and people working two jobs. For most of us, anything other than recreational bike or transit use is not feasible. How is a mother supposed to drop kids off at school or daycare or stop at the gym to get a quick workout or Starbucks for that much needed cup of coffee, then get to work, later stop at the grocery store or deli on the way home, or run to that 6pm community meeting or 4pm soccer game before heading home, without using point-to-point transport (i.e., a car)? Like many others I frequently stop at 3-5 different destinations between the time I leave home and the time I return. This is, actually, a pretty efficient use of transportation, to combine multiple destinations in a single trip, isn't it? But you can only do this in a car. Bike (in good weather), bus, and light rail transit are great daily options for students (I took the bus every

day to the "U"), young people without families, and perhaps retired persons, but there also need to be safe and convenient driving options that allow busy parents and workers with complex and changing transportation needs (and there are many of us in that category) to do their jobs while caring for their families.

Thank you for listening!
Vicky Sandberg – Ward 3 Resident

Email No. 2

From: Vicky Sandberg
Sent: Saturday, May 23, 2015 12:43 AM
To: Kelley, Pattie (CI-StPaul)
Subject: Cleveland Avenue bike idea

Dear Pattie,

I read the comments in the Cleveland Avenue bicycle forum and am more concerned than ever about this project. There are so many other north/south alternatives to use for bicycling (Cretin, Finn, Prior, and the pre-existing Fairview routes) and none of them have the business or residential impact that Cleveland has. One thing wonderful about an urban home is the small businesses we have everywhere. St. Paul has a wealth of small local businesses, and the ones along Cleveland would be irreparably harmed by this project. One commenter noted that many patrons are elderly or have small children—they need nearby parking. And I learned that many residents of houses with Cleveland addresses and apartment buildings don't have off street parking. Imagine having to park so far from your home, every day, and in winter to boot! Many people said they had very little notice about this project (I personally only read of it recently in the Highland Villager.) Please let Councilmember Tolbert know how many folks in Ward 3 are concerned about the impact of removing parking on Cleveland. Perhaps he can read the forum comments himself. I'm very glad he supports maintaining parking on the east side of Cleveland for the block between Cleveland and James in front of Sportsman's Barbers (where I have been bringing my boys for over a decade) and Luci, but there are many other segments of Cleveland that also need parking. The presence of the two universities makes this a complex problem and more biking options would definitely be great, but why not put them on less travelled roads? As a former bicyclist myself, I'd rather ride a less trafficked route anyway! Thank you again for your help. Much appreciated. Vicky Sandberg

Email No. 3

From: Vicky Sandberg
Sent: Friday, May 29, 2015 2:07 AM
To: Kelley, Pattie (CI-StPaul)
Subject: Cleveland Avenue bike idea

Pattie,

I have a few more comments about the Cleveland Avenue bike plan that I hope you will share with Councilmember Tolbert. I spent quite a bit of time today reading the St Paul Bike Plan (SPBP) and

looking at other information concerning the project.

I'm really worried about how quickly this project came up for our community. Until a couple of weeks ago, no one I know had an inkling that this was in the works, so no time to think, consider, obtain data, form thoughtful opinions, organize the neighborhood, suggest alternatives, etc. Because the plan eliminates so much on-street parking, a "process" is required to obtain input, but this feels like a "done deal" and the timeline is so very short—it's just not fair.

I understand that the speed has to do with the piggybacking of this project onto the county's Cleveland Avenue resurfacing. But I urge the City Council not act rashly by putting in the bike lanes in at this time. Let us all have time to work together to determine what the best plan is for the residents, the small businesses (Cleveland is home to the kind of small businesses we want, NOT the big boxes), and for the bicycle commuters and enthusiasts.

The Bicycle Community is very well organized and the neighborhoods are no match for it, especially when we are taken by surprise. The Bicycle Community wants to attract the "interested but concerned" demographic who doesn't yet ride too much, mostly out of fear of traffic, and maintains a Cleveland Ave "facility" is necessary for that, but I submit this demographic is NOT going to ride on Cleveland, no matter what you do. The road is just too busy, and a bike lane isn't going to make it much safer, I fear. And if bike enhancements on Cleveland are inevitable, then we should take the time to "do it right" and totally redo the street to widen it, put in buffered bike lanes, etc...not just hurriedly rip out the parking and paint some lanes because the County happens to be resurfacing it this summer.

Plus, removing the parking spots (I believe I read that 134 parking spots are being condensed down to 15!) not only hurts businesses and their patrons, but pushes more parking, and more traffic, into the residential neighborhoods. Isn't the purpose of a busy arterial motorway like Cleveland to keep traffic OUT of residential areas? We *want* the cars to stay on Cleveland. It is far preferable, and safer, to add bicycle traffic to the quieter residential streets, rather than more motor vehicles.

The St Paul Bike Plan shows Cleveland as a "minor bikeway" (Fairview and River Road are "major bikeways"). There are good alternatives to Cleveland that could be considered. For example, Prior is a designated bike route in the City's plan (it crosses University and goes all the way to St Kate's), but only as far south as Summit. Why stop there? This is a great street for biking, and surely the "jag" at Summit could be addressed by city engineers. And as has been noted by many others, Fairview and River Road already exist as bike routes and are only a couple of short blocks away.

I would hope concerned residents could still make a case with the City for modification of the SPBP and work together to arrive at the best overall plan for this neighborhood.

Thanks again,
Vicky

From:	Bauer, Kelly (CI-StPaul)
To:	#CI-StPaul_Ward4
Cc:	Collins, Reuben (CI-StPaul)
Subject:	Cleveland Bike Lane
Date:	Tuesday, May 26, 2015 10:34:47 AM
Attachments:	image002.png image003.png image004.png

Paul Roufs
2383 Larpenteur Ave
651-642-1575
paulroufs@yahoo.com

I spoke to Paul. He called to give his opinion of the Cleveland Ave Bike Lane. He is a 65 yr. old disabled bike rider that attends church on Cleveland Ave. The elderly and the families at his church will be greatly impacted by the bike lane. They already park up to 5 blocks away and if the bike lane comes as planned they'll need to relocate or they'll lose a large number of members.

He feels that Cretin or MRB would be much better options, and those roads don't have businesses on them.

He asked if he was calling the right place to give his opinions. I told him yes, and that he's welcome to contact Rueben Collins as well.

Kelly Bauer
Executive Assistant to Councilmember Russ Stark
Ward 4 City Council Office
15 Kellogg Blvd., West Suite 310-D City Hall
Saint Paul, MN 55102
P: 651-266-8643
kelly.bauer@ci.stpaul.mn.us

From:	Caroline Nystrom
To:	Collins, Reuben (CI-StPaul)
Subject:	Cleveland Bike Plan
Date:	Thursday, April 30, 2015 12:29:21 AM

Mr. Collins,

I was so disappointed to hear about the proposed bike plan along Cleveland Ave. Unfortunately, it seems that there is little consideration to the people that live along Cleveland and that do business along the road as well. Part of what makes St. Paul and our neighborhood fantastic is that sense of community. I always brag to others about how wonderful it is to know the people that run our businesses. I am concerned about what will happen to the Sportsman Barber Shop, Astound, and the other businesses at Cleveland and Randolph. This could severely hurt their business which has been a fixture in the neighborhood. If this project is extended into Highland Village it will be detrimental to additional business and rental properties along Clevelend and cause increased traffic in the already congested intersection of Ford Parkway and Cleveland.

The elimination of parking for the Temple/Church on Cleveland and Sargent is also concerning. The members of that church are already having difficulty finding parking near their church. The proposed plan will eliminate 11 parking spots between Sargent and Princeton alone.

Possibly the most concerning is the traffic on Cleveland. With the buses running along this corridor the addition of the bike lane will increase congestion and create an unsafe environment for buses, cars and bikers. Is there not an option to use a street without a bus line? What about Cretin where no parking would be eliminated? How about Finn or Prior where a possible shared lane with a much less busy street could decrease the negative effects on the small businesses, preserve our sense of community, allow residents to maintain their parking AND provide a safe bike route to expand the bike plan.

Additionally your email address is listed incorrectly on the Open House Hand out.

Sincerely,

Caroline Nystrom

From: Lizabeth Gee
To: Collins, Reuben (CI-StPaul)
Subject: Cleveland bike plans
Date: Wednesday, April 29, 2015 10:49:15 AM

I'm not going to go to this meeting tonight, as upset and yelling people give me a stomach-ache, but I wanted to weigh in.

I live at 2036 James and I work at St. Thomas.

First off, I want there to be more bike accessibility in the Cities. I know a lot of cyclists, and have heard their concerns about space and such. I also know that Cleveland Ave is far too narrow for the kinds of traffic it gets. Not safe.

But, I have a lot of concerns about the parking ban.

As a homeowner, I'm thinking of two of the businesses affected. If Luci and the barbershop can't have their parking on Cleveland, they will have customers park on James. Right now, permit parking on James east of Cleveland is unrestricted half way up the south side and mostly up the north side. If this all becomes a parking mess, neighbors will probably petition to have permit parking on the whole block. This means that the poor barbershop and Luci, two businesses that have been there decades, will be severely compromised. I don't want them to go out of business. Besides that being a really crummy thing to happen, very few other people are going to want to rent a business space with no parking. Please don't make this a dead corner, and please don't hurt my good business neighbors.

As an employee of St. Thomas for the last 28 years, I've seen parking go from bad to awful. Street parking has been diminished every year or so in the time that I've been there. I've seen "no parking" signs go up all over the place on parking we used to have. Yes, UST has ramps, but those cost a lot of money, money I don't have. Seriously, I make just over $26,000 a year; there's no way I can stretch that to cover a large charge for parking even if it were available. Right now, I walk to work in safe weather and when it's light out. When I drive, I get to work at 6:45 in the morning SIMPLY to get a spot on the street somewhere near Cleveland and Summit. I know that even fifteen minutes later means I have to hunt for a place up Grand (sometimes near Thomas Liquor on Prior) or down Cleveland (sometimes just a few blocks short of that church by Groveland). Again, in good weather, when it's light out, a hassle. In poor weather and in the dark, it's dangerous. I'm terrified that removing the parking on the five or six blocks on Cleveland will condense an impossible amount of cars into a space that shrinks every year.

I don't know what the solution is, and I understand the complexities of the situation. But wow, I think there are massive downsides to the parking ban.

Lizabeth Gockel
2036 James Avenue

From:	Ed Lehr
To:	Collins, Reuben (CI-StPaul)
Subject:	Comment on Cleveland Avenue mill and overlay
Date:	Monday, June 01, 2015 4:58:32 PM

Hi Reuben,

Drat.

I thought I had 'til 5 p.m. to submit comment.

Ed Lehr

On Memorial Day, I biked the length of Cleveland from University Avenue to the River Road.

This is a Ramsey County road that is being resurfaced, mostly at county expense, as mill-and-overlay, or resurfacing. Cleveland has been the beneficiary of repairs at the County's expense, for some time.

Ramsey County is currently considering a county-wide bicycle plan. It is being formed at this time to be inclusive of the entire county. The county had proposed, before the current plan was undertaken, that the segment of Cleveland Avenue now undergoing a resurfacing, would be part of the bicycle system, and is on the Ramsey County 2012 Bicycle System Map.

The Saint Paul Bikeways Plan was approved unanimously by the City Council in March of this year. In order to be able to install the Bikeways Plan, the city leverages mill-and-overlay projects by the County as an opportunity to install approved bikeway projects at minimal cost.

The County determines which County streets will be treated with resurfacing, or in some cases, reconstruction. These decisions are passed to the city, and the city has limited time to take input from the County residents regarding the projects.

It seems entirely reasonable to me that the County roads are built for the populace of the entire county.

County bicyclists want to use Cleveland Avenue for a number of reasons. These reasons are the same for motor traffic. The road is a great route that is the shortest route from University Avenue to the Ford Parkway bridge, and to the 7th Street Mississippi River crossings. The destinations along the route are destinations that are most easily accessible by using Cleveland Avenue.

Many of the businesses are reachable by using Cleveland. One might even think that bicyclists want the same accessibility that people using all other forms of transportation might want, with the same ease of use.

Bicycling Cleveland Avenue at this time is not a particularly pleasant experience. It really can be better. If the speed limit were reduced to 20 m.p.h., the whole character of the street would be radically improved, for example. Bikes would be

able to go the same speed as the motorized traffic.

Or, the street could be narrowed, and bicycle lanes added. The street motorized traffic would slow somewhat, but bicycles could more safely traverse the distance.

I believe the city's plan is the best at this time, and I would hope that my money, city and county, would be spent wisely in this fashion.

Ed Lehr, Ward 7

From:	Angel Chandler
To:	Lantry, Kathy (CI-StPaul); Collins, Reuben (CI-StPaul); lucas.lortie@co.ramsey.mn.us; Hanson, Luke (CI-StPaul); james.tolaas@co.ramsey.mn.us; #CI-StPaul_Ward3
Subject:	Community Impact Analysis with attachment
Date:	Wednesday, May 27, 2015 7:12:39 AM
Attachments:	Community Impact Analysis for Proposed Cleveland Avenue Bike Lanes.pdf

Dear Public Works,
In light of the controversy over the proposed Cleveland Avenue Bike Lanes we have prepared the following Community Impact Analysis. We hope that the information will give you better insight as to how this proposed plan may affect the Macalester-Groveland and Highland Park Community.
Sincerely,
Angel Chandler

Community Impact Analysis for Proposed Cleveland Avenue Bike Lanes
Prepared for: The City of Saint Paul

Prepared by: Angel Chandler and Curtis Chandler at Chandler and Chandler LLC
May 26, 2015

INTRODUCTION

On March 18, 2015 the City Council passed the City of Saint Paul Bicycle Plan that will add over 200 miles of bike trails. Cleveland Avenue is the first of many roads proposed to be converted from primarily vehicular traffic to vehicular traffic with a designated bike lane. Since this is the first of many it is very important that we take special consideration in making sure this process is done with the communities best interest at heart. Luckily the Saint Paul Bike Plan made provisions for this by stating:

“This process is not intended to be rigid or to discourage neighborhoods or staff from employing unique or new strategies of public involvement or planning. It is understood that each neighborhood will require a unique planning approach and that unanticipated opportunities for implementation may present themselves that should be seized.”

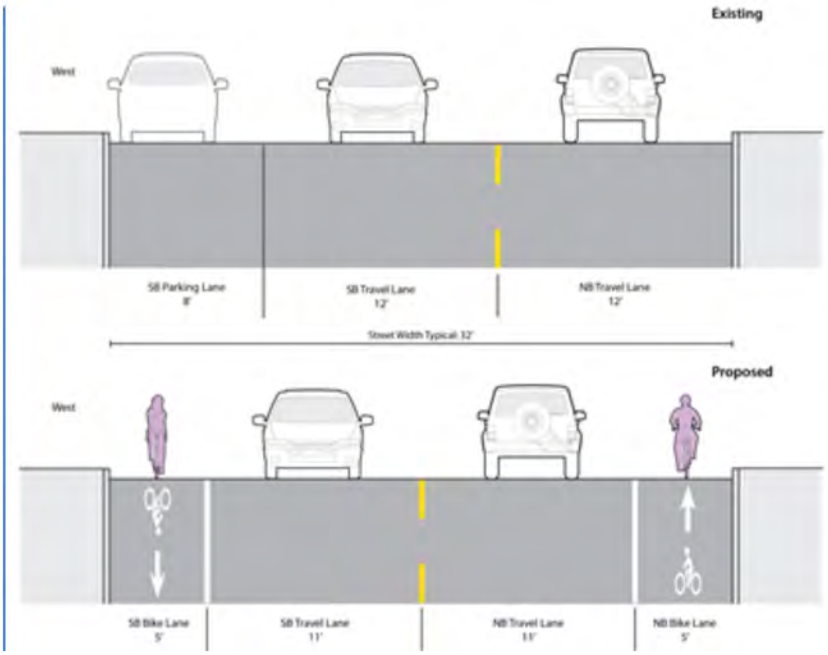
This Community Impact Analysis shows the unique aspects of the Macalester Groveland Neighborhood that Cleveland Avenue supports and how the proposed bike plan could impact the community at large.

http://www.stpaul.gov/DocumentCenter/View/75295

CURRENT INFRASTRUCTURE

Cleveland Avenue Between Randolph Avenue and Summit Avenue

The current road width on this stretch of Cleveland Avenue is very narrow in width (averaging 32 feet in width). To create a designated bike lane along this stretch it would require the removal of all parking (except where parking bays are located) and the traffic lanes would decreased from 12 ft in width to 11 ft in width.



http://stpaul.gov/index.aspx?NID=5690

Cleveland Avenue is one of the only major roads leading into Highland Park Shopping District. In the MNdot traffic map from 2011, the traffic count of Cleveland Avenue from Macalester Groveland to Highland Park was **9,300-12,200** vehicles per day. With the current redevelopment of the Ford Site and the approved four story, 53-unit apartment and office and retail complex in Highland Village, these traffic counts are likely to increase substantially.

http://mndotgis.dot.state.mn.us/tfa/Map

PROFILE OF PROPERTIES

Cleveland Avenue Between Randolph Avenue and Summit Avenue

There are 80 properties that line this stretch of Cleveland Avenue. The properties are made up of residential, commercial, a synagogue, a school and two major universities. The aggregated Property values are $25,114,900 and the taxes payable for 2015 are $545,813. These numbers excluded the universities, school, and places of worship property values, as they are tax exempt.

TYPE OF PROPERTY	VOLUME	ASSESSED PROPERTY VALUES	PROPERTY TAXES PAYABLE 2015
Residence	61	16,366,600	266,289
Commercial	14	7,548,400	279,524
Places of Worship	1		
Elementry School	1		
Major Universities	2		
	79	**$23,915,000**	**$545,813**

PROFILE OF BUSINESSES

Cleveland Avenue Between Randolph Avenue and Summit Avenue

There are 27 businesses (Appendix A) identified that use parking on this stretch of Cleveland Avenue. In conducting interviews with 17 of the business owners and 1 synagogue the yearly sales, number of employees, and the number of customers/worshipers that could visit daily were reported.

Yearly Sales	$10,890,240*
Visitors per Day	3,316
Number of Employees	248

While some of the businesses had a few off street parking spots on their lots, they were still dependent on the extra spaces on Cleveland Avenue to support their cliental and employee parking needs.

The majority of business owners interviewed indicated that their employees parked on the side streets in order to make it more convenient for customers to park on Cleveland Avenue.

* a couple of the businesses interviewed where unable to provide annual sales information as they subleased space in their businesses to independent contractors that did not share their sales.

DEMAND FOR PARKING

Residential

According to the Minnesota Compass data for Planning District 14 (Macalester-Groveland neighborhood) **92.8%** of households have at least one vehicle and **53.4%** of households have two or more vehicles.

While one could argue that these residents could trade their cars for bikes if the bike infrastructure was present, this argument could easily be dismissed by looking at the area of employment for these residents. Minnesota Compass reports over **67%** work outside of the City of Saint Paul, therefore this new Saint Paul bike infrastructure would not be supporting the majority of commuters.

Since many of these residents will need or choose to keep their cars, they will need a place to park them. With over 90% of the homes in Macalester-Groveland Community being built prior to 1970 (MN Compass), many of them only have a single car garage in the alley. This would mean most of the cars that currently park on Cleveland would be displaced into the neighboring side streets, making it more difficult for all residents in neighborhood to find a parking spot, especially on those streets that are permit parking only (Appendix B). It would also be difficult for elderly residents to receive services and families with small children to function with parking a couple blocks away from home.
http://www.mncompass.org/profiles/neighborhoods/st-paul/macalester-groveland

Commercial

In the interviews conducted with the businesses on Cleveland it became clear that their customers reached them in a number of ways including vehicles, bikes, walking, and metro transit. However, all of the businesses felt that vehicle traffic was the strongest year round mode of transportation people used to reach them. Many owners also felt that there is substantial subset of the population that would be unable to use bikes due to their age (too young or too old) and mobility. This vulnerable population that they serve requires parking in very close proximity to their business, as they are physically unable to maneuver themselves from a parking spot that is a block away.

In looking at the Minnesota Compass Data we see that this view point is supported by the data. **9.6%** of Macalester Groveland and **12.7%** of Highland Park residents are above the age of 65. **10%** of Macalester Groveland and **10.5%** of Highland Park are below the age 9. That is over **20%** of immediate neighborhood or **9500 people** in our community that would likely need a vehicle to access these services.

Beyond the customers, the businesses were concerned about where the employees would park if the parking on Cleveland Avenue were to be eliminated. Most of the employees are currently directed to park on the side streets by employers, so that spaces can be saved in off street spots and Cleveland Avenue for customers. If all the customers were also redirected to side streets it would be difficult for employees, residents and customers, especially in areas with permit parking only (appendix B). This would mean from the 17 businesses and synagogue that I was able to interview, over **3,564** potential customers, worshipers and employees per day would be roaming the side streets, on a one mile stretch of Cleveland Avenue, to compete for parking spots that are also sought after by residents and students.

http://www.mncompass.org/profiles/neighborhoods/st-paul/macalester-groveland
http://www.mncompass.org/profiles/neighborhoods/st-paul/highland\

Parking Requirements for New Construction in Saint Paul

Parking is such a necessity in the city that the City of Saint Paul has set a minimum number of off-street parking spots that are required to build a new commercial building. Since the businesses on Cleveland Avenue were built before these standards were put into place, their on-street parking is even more of necessity and a lifeline to conducting and operating their businesses than new buildings built in accordance to these new standards. Please see an example in Appendix C.

POTENTIAL NEGATIVE IMPACTS

Decrease in Property Values

While many different variables are assessed to determine the value of real estate, one variable that many people place a value on is parking, whether it be in a garage, parking pad or living in an area where you can park your car in front of your house. This is likely why many of us are willing to pay for a good parking spot downtown or why some choose to buy or rent a residence based upon the parking available to them.

In a case study by Doug Nitzkorski , an appraiser with more than 30 years in experience, the following conclusion is found for commercial real estate properties that having had parking eliminated:

“It is nearly impossible to isolate the parking ratio as a lone variable to measure the value difference between any two properties. While this data does not provide a perfect fit, the trend lines between prices and rents are quite consistent, and provide persuasive evidence of diminution in value attributed to diminished parking. This type of analysis can provide an appraiser with a reasoned basis for estimating the degree of value diminution attributed to lost parking.”

http://www.irwaonline.org/eweb/upload/web_may_11_noparking.pdf

Decrease in Property Taxes

While we cannot predict how much the lack of parking will decrease the property values of these residential and commercial properties effected, the decreased value will also decrease the property taxes the city is able to obtain from the residents and commercial real estate property owners.

Decrease in Sales for Businesses

Colliers International, a local commercial real estate company, pays special attention to how a retail space can be accessed. “We make this extra effort because we have found that difficulties such as parking access, security concerns or a less-desirable adjacent tenant can swiftly erode overall retail traffic.”

http://www.colliers.com/en-us/minneapolisstpaul/services/industry/retail

Decrease in Tax Revenue

With over 10 million dollars in sales from just 17 of the 27 businesses on this mile stretch Cleveland Avenue, parking difficulties are real threat to their retail traffic. Any decrease in these sales will negatively impact the City of Saint Paul by decreasing sales tax off of these sales.

Decrease in Employment

When businesses see a decrease in sales, there is likely to be a decrease in employment opportunities at those businesses.

Increased Traffic Through the Neighborhoods

The removal of parking on main arterial street will push the parking of vehicles into the residential neighborhoods. In areas where non-residential parking in the neighborhoods is in high demand the City of Saint Paul has offered relief to the residents in the form of "Residential Permit Parking" (Appendix B). Many of the streets lining Cleveland Avenue between Randolph Avenue and Summit Avenue are already "Residential Permit Parking" only. To allow residents to park with the increased traffic that the proposed Cleveland Avenue bike lanes will produce these "Residential Permit Parking" areas are likely to increase.

http://www.stpaul.gov/index.aspx?NID=5067

Weather

In observing the weather patterns of a 30 year period, The Weather Channel found Minneapolis/Saint Paul to be the coldest metropolitan city in the United States. "On average, subzero cold occurs 24-25 days each year, while subfreezing temperatures occur 151 days a year". With such unpredictable and frigid weather patterns it would be difficult for most residents to rely on a bicycle as their main mode of transportation.

Nice Ride, a local bike sharing system, shuts down their services during the months of November through March. On their website it states that "The average season is about 215 days long depending on the weather." With their professional opinion on the biking season it is important to remember that this is not a practical all year round mode of transportation.

http://www.weather.com/sports-recreation/ski/news/20-coldest-large-cities-america-20140107#/1
https://www.niceridemn.org/how_it_works/

Potential Increased Vehicle Traffic Due to Expansion of Highland Park

While the most current traffic count showed 9,300-12,200 vehicles traveling on Cleveland per day, the expansion of Highland Village over the next few years is likely to increase that number substantially. The redevelopment of the Ford Site will be one of the biggest developments in the City of Saint Paul in recent history. Therefore it will need to have an adequate way for the Construction workers, Suppliers, Trucks, New Residents, and New employees to get in and out of Highland Park. With Cleveland Avenue being one of three major arteries into Highland Park it is important to take changes to it seriously.

ADA Accessibility to Businesses and Places of Worship

Americans with Disabilities Act has been "removing barriers and empowering people" for over 25 years by "advancing equal access" for those with disabilities. Many older structures in Saint Paul are not made to comply with ADA standards if they were built before ADA. They are required to bring the building up to code if alterations are made. Since the parking on Cleveland Avenue allows many disabled residents to access businesses, their homes, and places of worship by allowing them close proximity to the entrance, the City of Saint Paul should make a provision to duplicate or replace this accessibility for these residents if it is taken away.

http://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm#a35151

Safety

One of the biggest concerns of the Proposed Cleveland Avenue Bike Lanes is the over all safety of the current plan. The National HighwayTraffic Safety Administration reports that **69%** of pedal cyclists fatalities are in urban areas, with almost **50%** occurring during 4pm-12am and **60%** occurring at non-intersections.

The Minnesota Department of Public Safety reported similar findings that bicycle crashes with motor vehicles were more likely to happen in highly populated areas, one-third of crashes occurred during 3pm-6pm and almost half of the crashes occurred when the bikes were riding with traffic.

Since the Proposed Cleveland Avenue Bike Lanes are a designated bike lane riding next to a high volume of vehicular traffic with no safety barrier it is possible that the bicycle injuries due to crashes could rise in this area.

http://www-nrd.nhtsa.dot.gov/Pubs/812018.pdf

https://dps.mn.gov/divisions/ots/reports-statistics/Documents/2013-crash-facts.pdf

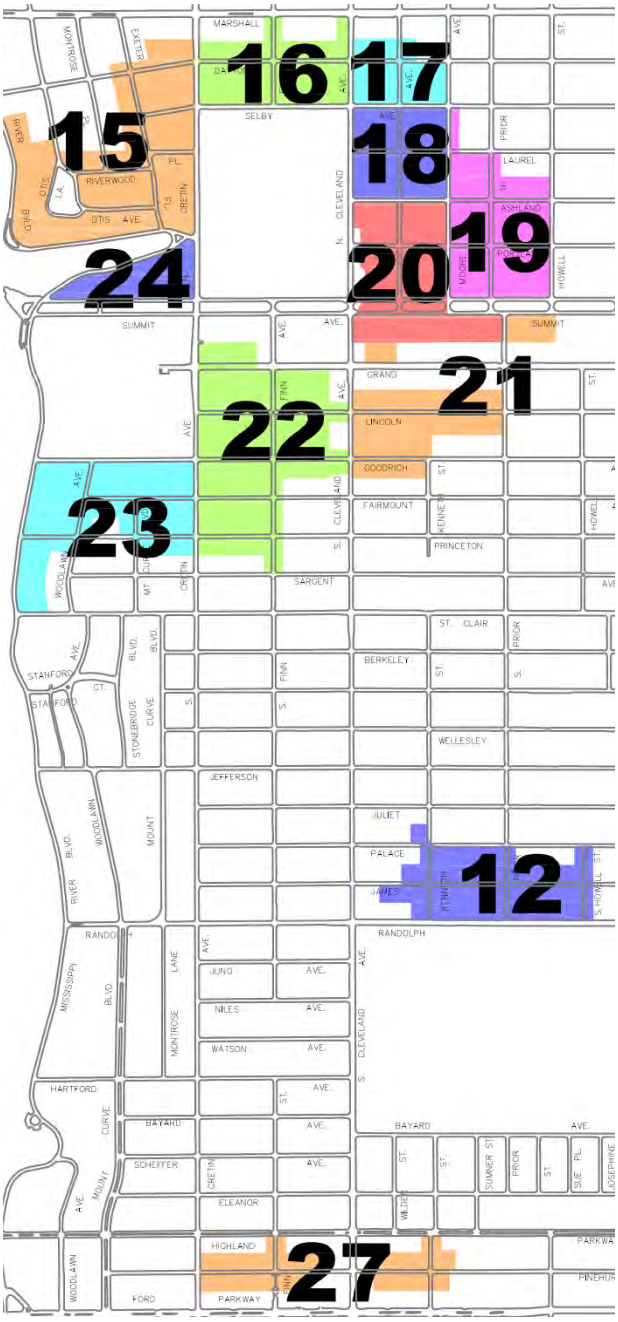
IN CONCLUSION

In conclusion the current infrastructure of Cleveland Avenue is unequipped to handle a safe designated bike only lane, residential and commercial parking. In the future when Cleveland Avenue is being reconstructed we believe that all of these needs could be met with proper planning. Until that time an alternative bike route should be established to handle the north/south traffic in and out of Highland Park. Three potential alternative routes have been identified for this purpose (Appendix D). With Cleveland Avenue being the first of many roads chosen in the City of Saint Paul Bike Plan to be converted into a bike route, it is very important that we do it right by taking into concern the residents, businesses and community that this plan is supposed to support.

APPENDIX A- BUSINESS

Signal Garage Auto Care	2050 Grand
Super America	2051 Grand
Davanni's	41 Cleveland
Coffee Bene	53 Cleveland
Roxy Cleaners	235 Cleveland
Reginas Chocolates	2073 Saint Clair
Therapist Group	241 Cleveland
East River Acupuncture	2050 Saint Clair
Groveland Chiropractic	2052 Saint Clair
Edward Jones Financial	2050 Saint Clair
Ken Train Psychologist	2050 Saint Clair
Pro Pharmacy	242 Cleveland
Snuffy's Malt Shop	244 Cleveland
Willies Guitars	254 Cleveland
Euphoria Salon	256 Cleveland
J Goodreid	419 Cleveland
A Child's View	433 Cleveland
Astound	437 Cleveland
Luci	470 Cleveland
Sportsman Barber	472 Cleveland
Belle Junque	474 Cleveland
Addendum Books	478 Cleveland
Evolution Realty	2059 Randolph
Learn to Learn	2057 Randolph
Luci Ancora	2060 Randolph
Accolades Salon	2065 Randolph

APPENDIX B- PERMIT PARKING



http://www.stpaul.gov/DocumentCenter/Home/View/20789

APPENDIX C- NEW CONSTRUCTION PARKING REQUIREMENTS

APPENDIX C

474 Cleveland currently has 8 apartments and 6 commercial store fronts. If built today this building would be required to have 19 off street parking spots. This building has no off street parking. It currently relies on 10 primary off street parking spaces and 9 of these 10 spots would be eliminated by the Cleveland bike lane.

APPENDIX D- ALTERNATIVE BIKE LANES

OPTION 1 - PRIOR

Using Prior Avenue as a temporary bike route until parking bays can be done on Cleveland.
This would be a shared car and bike lane. No Parking Removed.

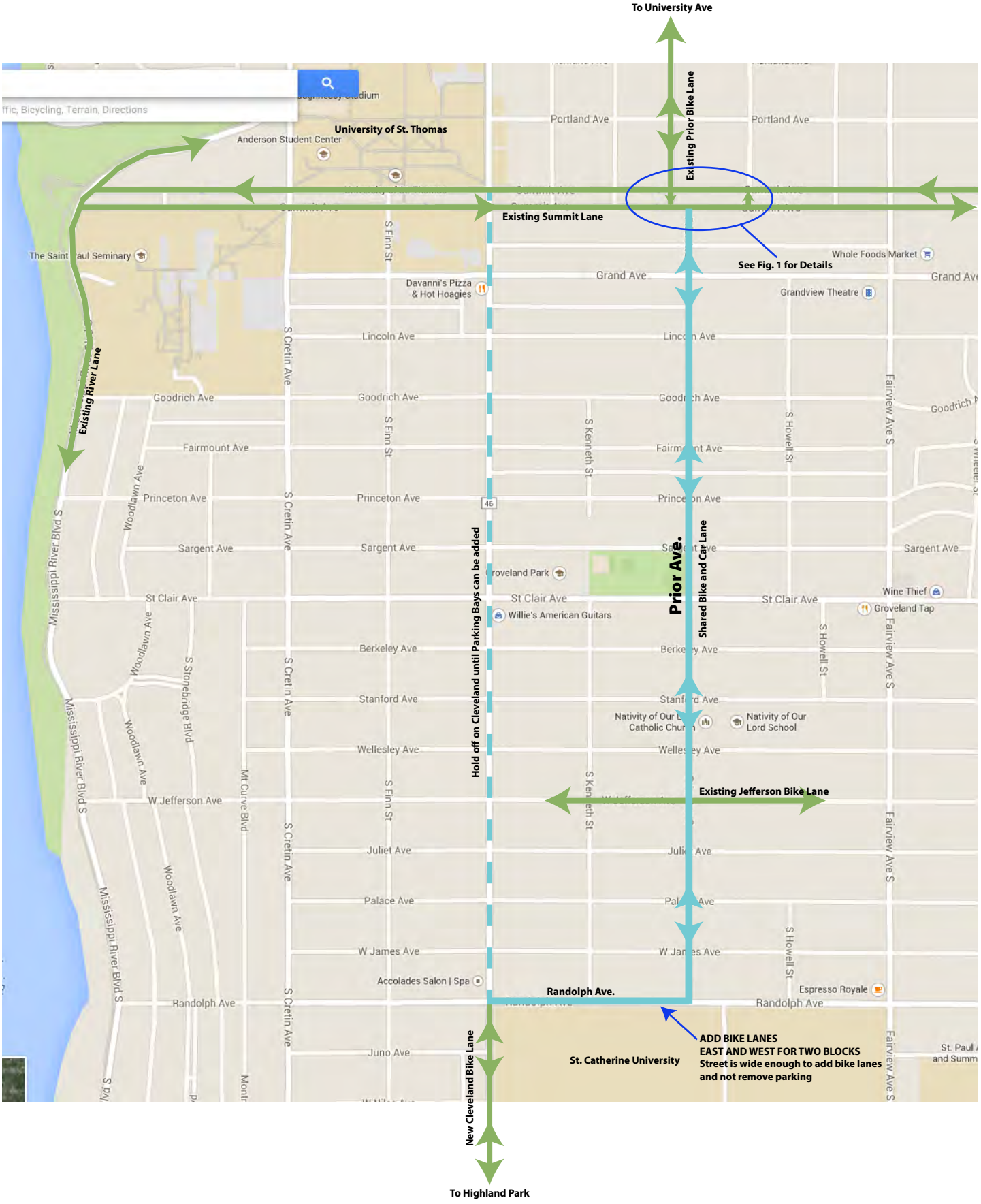


FIG. 1A - TRAVERSING THROUGH SUMMIT

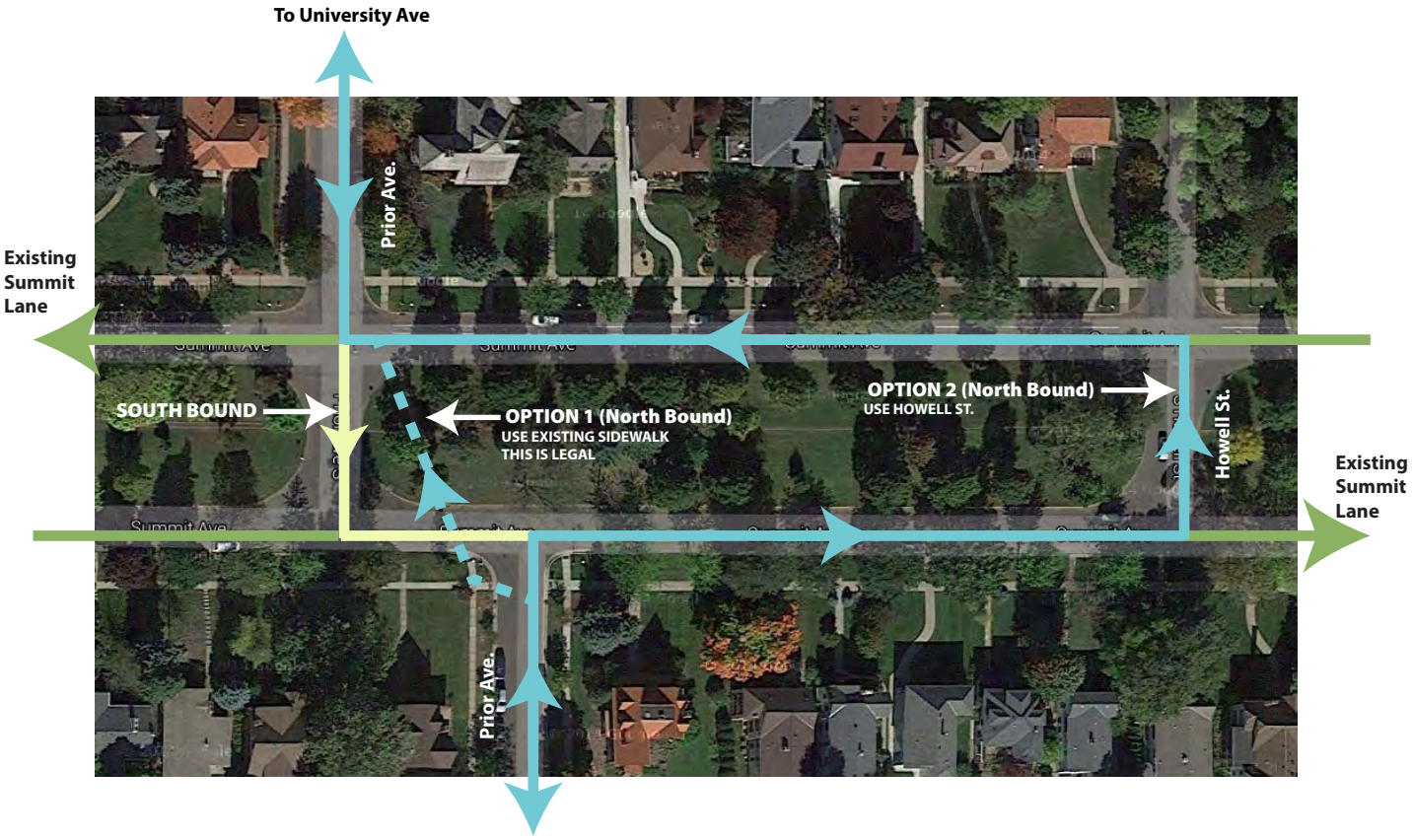
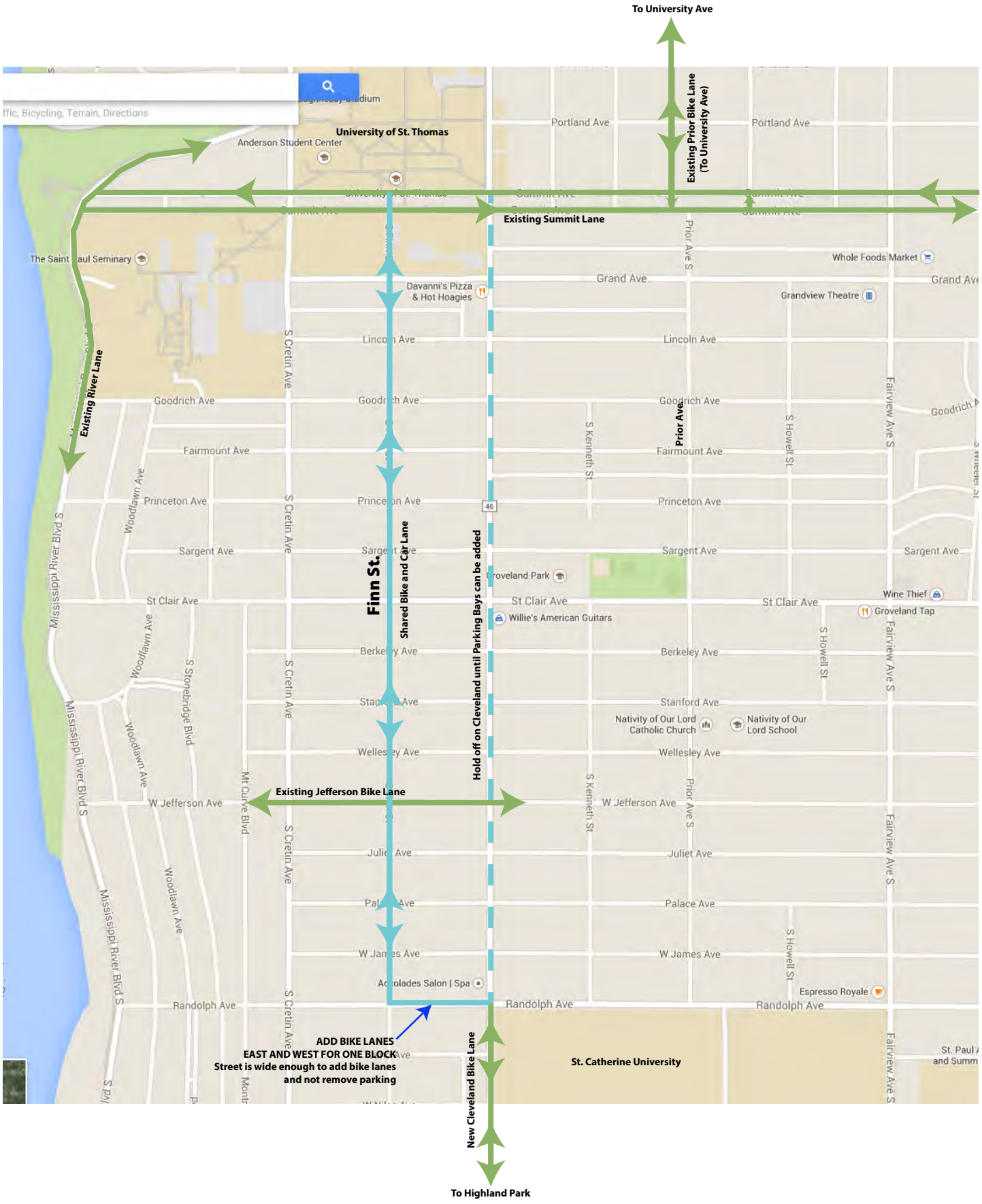


FIG. 1B - VIEW OF EXISTING SIDEWALK

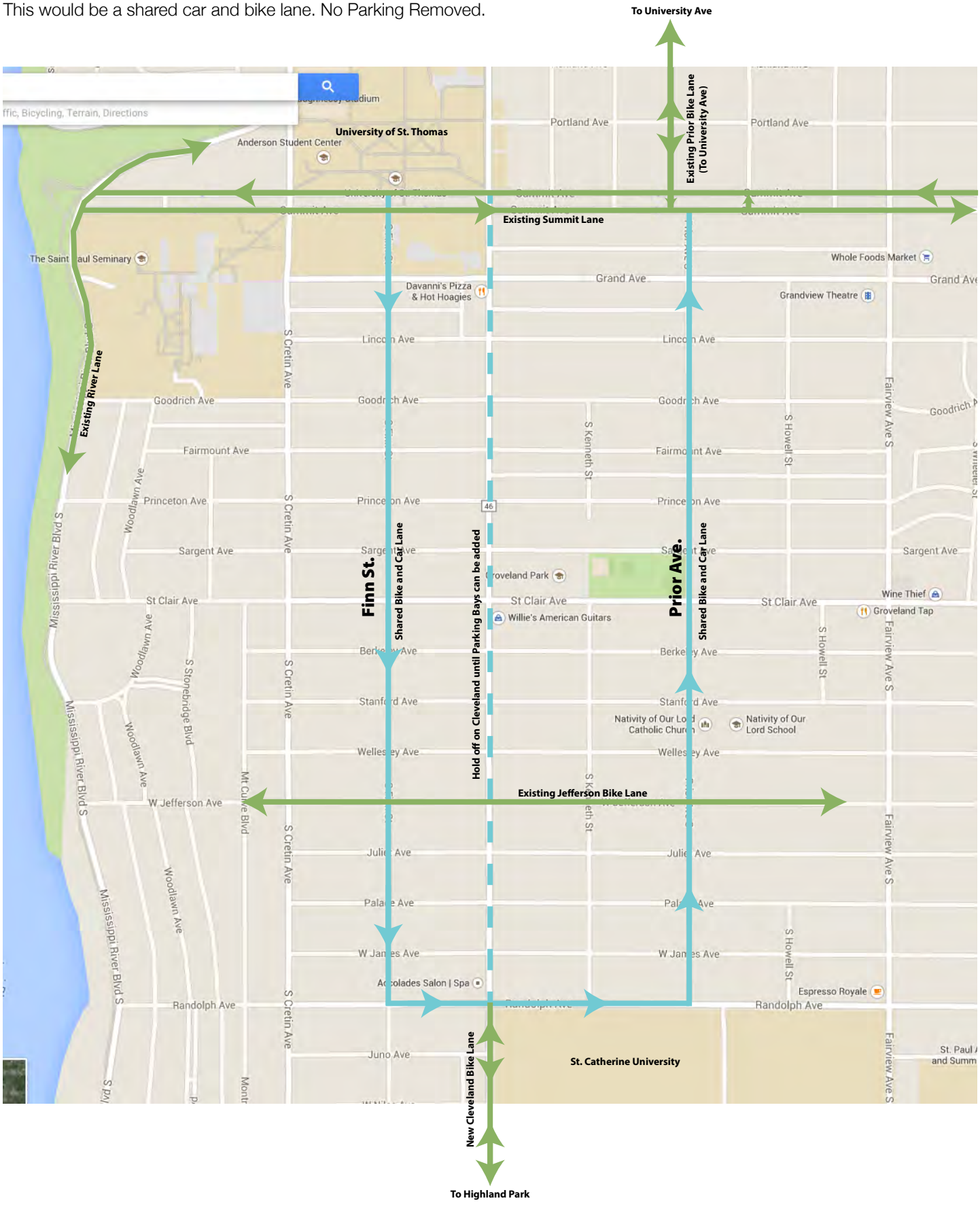
OPTION 2 - FINN

Using Finn Street as a temporary bike route until parking bays can be done on Cleveland.
This would be a shared car and bike lane. No Parking Removed.



OPTION 3 - THE WARD 3 BIKE LOOP

Using Finn Street and Prior Avenue as a temporary bike route until parking bays can be done on Cleveland.
Finn for South bound bike traffic and Prior for North bound bike traffic.
This would be a shared car and bike lane. No Parking Removed.



From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: For Public Comment - Cleveland Bike Lane
Date: Thursday, May 14, 2015 2:53:45 PM

Jerry Young – Done

Jerry is in opposition to the bike lane, particularly losing parking in front of the Sportsman barber shop. He's been going there for years, is handicapped and needs to be able to part in front of the shop. Please do what you can to save parking.

Jerry said OK to give his name and comment for public comment but to not include his phone number.

Pattie Kelley
Executive Assistant
Councilmember Tolbert – Ward 3
15 W Kellogg Blvd. – 310-C City Hall
Saint Paul, MN 55102
P: 651-266-8630
pattie.kelley@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: For Public Record - Cleveland Bike Lane
Date: Tuesday, May 26, 2015 11:19:58 AM

Paul Roufs - re Cleveland Bike Lane

He's a member of the church at 225 Cleveland where majority of congregation is elderly including himself. There's a small parking lot for the church, basically for the Pastor and one other person. If bike lane goes in, church parking will be eliminated forcing congregation to park further away which means elderly having to walk further to get to church. He's an avid biker and even though disabled (from a bicycle accident) he just feels this isn't the place for a bike lane. Urges all to reconsider.

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Bicycle lanes on Cleveland Avenue from Highland Parkway to Summit Avenue
Date: Tuesday, May 12, 2015 10:59:30 AM

For public comment – Thanks, Pattie

From: Elizabeth Heeren [mailto:ejheeren@aol.com]
Sent: Tuesday, May 12, 2015 9:39 AM
To: #CI-StPaul_Ward3
Subject: Bicycle lanes on Cleveland Avenue from Highland Parkway to Summit Avenue

Dear Chris Tolbert,

I am against the installation of bicycle lanes on Cleveland Avenue from Highland Parkway to Summit Avenue where those bicycle lanes would eliminate or reduce street parking.

Street parking is important to the vitality of the small businesses and to the convenience of the residents of this area. Street parking also helps to facilitate handicapped access to the businesses and residences in the area.

Please vote against the installation of bicycle lanes on Cleveland Avenue from Highland Parkway to Summit Avenue. Please do not allow those streets to become less accommodating for the businesses and residents by eliminating or reducing street parking.

Thank you,

Elizabeth Heeren
589 Mount Curve Blvd.
Saint Paul, MN 55116
651-699-6534

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Bike Lane on Cleveland Av.
Date: Monday, June 01, 2015 8:20:06 AM

Please include in public record. Thank you -

From: LF Waste
Sent: Saturday, May 30, 2015 9:31 PM
Subject: Bike Lane on Cleveland Av.

Having worked in government for almost 40 years I know all of you have a very difficult job.

My name is Greg McGillis. I live in Little Falls, Mn. and attend Kehilat Sar Shalom (KSS) on Cleveland Av. on Saturdays. Parking is very limited now for us who attend KSS and patronize local businesses. The value of property (homes & businesses) and the ability to conduct business will be affected if there is no parking. I am not against bike lanes but I would suggest when you expand Cleveland Av. to include a bike lane at that time.

Thank you

From: Kowski, Keri (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: bike lane
Date: Thursday, May 28, 2015 2:43:33 PM

Keri Kowski
Office Assistant III
Department of Safety and Inspections
375 Jackson Street, Suite 220
Saint Paul, MN 55101
Main: 651.266.8989
Fax: 651.266.9124
Direct: 651-266-1937
keri.kowski@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

DSI Main Office/Permit Desk Hours
7:30 am - 4:30 pm (Mon - Fri)
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-----Original Message-----
From: noreply@civicplus.com [mailto:noreply@civicplus.com]
Sent: Wednesday, May 27, 2015 12:17 PM
To: *CI-StPaul_DSIComplaints
Subject: Online Form Submittal: Ask a Question / Report a Problem

The following form was submitted via your website: Ask a Question / Report a Problem

Your Name:

Your Address:

Phone Number:

Email Address:

Please select the category for your concern.: Parking and Parking Meters

Brief Description or Question (or other problem not listed): There's been lots of discussion about the Cleveland Avenue bike plan, and while I've already voiced my support in favor of repaving and including bike lanes on Open Saint Paul, I wanted to offer a suggestion here. The main concern is the loss of parking for the area businesses, to which I can sympathize. Free, short-term parking is often key to their patronage. Their concern is that, due to their location, patrons would have to park 3 or more blocks away to visit their business, and of course for elderly or disabled patrons this is not feasible.

I want to support the bike plan AND support our local businesses' chances of success, so I propose this option: change the parking on James Ave, Palace Ave and other blocks near St. Catherine's and St. Thomas that currently have "permit-only parking." My suggested change is one that already exists in the city, in St. Anthony Park near the U of M St Paul campus: make parking 1 (or maybe 2) hours without permit, but still allow residents to obtain permits (as they already can in these areas) for longer-term parking without a ticket.

The permit parking will require, as it currently does, commuter UST/St Kate's students and faculty/staff to park elsewhere while allowing residents and business patrons to park for a reasonable amount of time a block away from the businesses of concern here.

As I said, this is not a new idea, as the city has already employed it in St Anthony Park, an area that reduces the ability of U of M commuters to park all day in the neighborhood while still allowing people plenty of free, short-term parking to shop and dine on Como Ave.

Please consider this as an alternative parking option to reduce opposition to the St Paul Bike Plan implementation!

Street Address: Cleveland Avenue

Intersecting Street (if applicable): James Avenue

Describe the location in detail. (eg. behind garage, next to front steps, etc.): Stretch of Cleveland Avenue in all directions from intersection with Randolph Avenue, and Cleveland Avenue south of Grand Avenue.

Additional Information:

Form submitted on: 5/27/2015 12:17:24 PM

Submitted from IP Address: 134.84.144.200

Referrer Page: http://www.stpaul.gov/index.aspx?NID=55

Form Address: http://www.stpaul.gov/Forms.aspx?FID=65

From:	Kelley, Pattie (CI-StPaul)
To:	Collins, Reuben (CI-StPaul)
Cc:	#CI-StPaul_Ward3
Subject:	FW: Bike Lanes on Cleveland Ave.
Date:	Thursday, May 14, 2015 8:38:21 AM

Please add for public comment. Thank you -
Pattie

-----Original Message-----
From: Jeanne Olson [mailto:jmolspmn@hotmail.com]
Sent: Tuesday, May 12, 2015 4:32 PM
To: #CI-StPaul_Ward3
Subject: Bike Lanes on Cleveland Ave.

Dear Councilmember Tolbert,

Please do not allow bike lanes to be on Cleveland Ave. There needs to be parking available for the businesses that are along Cleveland. I do not understand why the bikers cannot be on either Finn or Kenneth. Traffic on Cleveland is crazy enough during certain times of the day, and taking space for bikes, to say nothing of the fact that some bikers just do not follow the law with the way they ride, it is all just asking for disaster to happen.

Thank you!
Jeanne Olson
2114 James Ave
St. Paul, MN 55105

From:	Kelley, Pattie (CI-StPaul)
To:	Collins, Reuben (CI-StPaul)
Cc:	#CI-StPaul_Ward3
Subject:	FW: Bike Lanes/Parking
Date:	Monday, June 01, 2015 9:56:16 AM

Please add to public record

From: Elaine Dunbar
Sent: Monday, June 01, 2015 8:08 AM
To: Tolbert, Chris (CI-StPaul)
Subject: Bike Lanes/Parking

Dear Chris Tolbert,

I assume I received Stephen Maas' plea-for-support postcard because I have been a customer. I do not live in your ward.

Being a customer puts me in a unique position to respond: I am in favor of the bike lane and setting a priority on building a better biking network in the Twin Cities.

From a customer's perspective, I also frequent Sr. Rosalind's Massage just down the street. I've been recovering from a total knee replacement I still go there even though it sometimes means I have to walk a bit after I park.

After our children became adults and left home I chose to stay in my neighborhood (and city) because I can walk to many destinations from doctor's office to grocery to place of worship. When the weather is good I also bike and last year when I went to visit a friend who lives near Astound I found myself taking to the sidewalks because the streets did not seem safe.

I favor increasing awareness of and safety precautions for pedestrians and cyclists as a quality of life issue.

Sincerely,

Elaine Dunbar

From:	Kelley, Pattie (CI-StPaul)
To:	Collins, Reuben (CI-StPaul)
Subject:	FW: Bike policy in St. Paul vs traffic flow
Date:	Wednesday, May 13, 2015 12:50:07 PM

Please add for public comment – Thanks.
Pattie

-----Original Message-----
From: Anne [mailto:lowayne54@aol.com]
Sent: Wednesday, May 13, 2015 11:49 AM
To: #CI-StPaul_Ward3
Subject: Bike policy in St. Paul vs traffic flow

Chris, I live on Jefferson and Fairview. Every time I read the Highland Villager I get more concerned and upset about the long term vision and implementation of the bicycle plan in St. Paul. I am an avid biker. But it seems like all the recent and future road work is all around making St. Paul more bike friendly with ABSOLUTELY no concern about traffic flow of the majority of the traffic……..i.e. automobiles!!! It is crazy!! The most recent Villager points out the proposed reduction of parking along Cleveland Ave in order to have bike lanes……..and the strong focus in the Ford Plant redevelopment on doing more around pedestrian and bike improvements. Yet as I would guess you have noticed, the traffic flow in the Village is SOOOO slow now- and what will it be like when the Ford location has been done……..where is the COMMON SENSE???????

Please, please do something about making traffic flow more smoothly and quickly!!!

Thanks,

Andy Naber
651-698-9359
1893 Jefferson Avenue
St. Paul, MN 55105

From: Lortie, Lucas
To: Collins, Reuben (CI-StPaul)
Subject: FW: Cleveland Ave Bike Lane
Date: Wednesday, April 29, 2015 8:30:04 AM

Reuben-

I received the following comments below from a Church along Cleveland. Just passing along for your information

Luke

From: ksshalom@comcast.net [mailto:ksshalom@comcast.net]
Sent: Wednesday, April 29, 2015 8:02 AM
To: Lortie, Lucas
Subject: Cleveland Ave Bike Lane

Mr. Luke Lorte,

I am writing you today ahead of the open house to discuss changes to Cleveland Avenue. I am the Pastor of Kehilat Sar Shalom Messianic Congregation located at 225 Cleveland Avenue S and I am writing you on behalf our entire congregation. We are a congregation that meets on Saturdays and Sundays for our church services and the three main entrances to our building are on Cleveland Avenue. We bought this building nine years ago and part of our decision was that there was parking in front of the main entrances on Cleveland. Our older and also our less mobile members park on Cleveland so that they may have easy access to the building. Without the parking on Cleveland it would mean that they would have to park on a side street and would be unable to make the uphill walk on Sargent particularly in the winter. The parking out front is also used by Metro Mobility to drop off members who are less mobile. Sadly these members will be unable to attend services because of the proposed bike lanes and the loss of these members would be a emotional hardship on the entire congregation. Inner city churches are vanishing at an alarming rate and the proposed bike lanes will certainly signal the beginning of the end of this historic church building. To keep our membership in tact we would be forced to move and what other congregation would buy a building that seats 250 with no parking at its three main entrances. There are also several businesses on the proposed root that would more than likely disappear without parking.

I would ask that you consider an alternative root for the proposed bike lanes. Finn street one block west of Cleveland is just as wide or wider than Cleveland and it already has a no parking ban for most of the distance proposed. It is also less traveled than Cleveland and would be a much safer root for bikes. Thank you for your time and consideration in this matter.

Sincerely,

Stanley Farr
Kehilat Sar Shalom
225 Cleveland Ave S
Saint Paul, MN 55116
651-690-2941

From: ksshalom@comcast.net [mailto:ksshalom@comcast.net]
Sent: Thursday, April 30, 2015 8:00 AM
To: Kantner, Libby (CI-StPaul)
Subject: Re: Cleveland Ave Bike Lanes

Libby,

Thank you for your encouraging response. I did attend the meeting last night and it was very informative. It would seem to me that the only way to proceed, if we are going to protect the businesses and our congregation who both rely on the parking, would be to hold off on the bike lanes until a complete restructuring of the street can be accomplished. Bike lanes without widening of the street for parking would certainly hurt the income and property values of the businesses, and the community of people who attend Kehilat Sar Shalom, particularly those who are physically impaired. I would ask that you please consider either an immediate widening of the street that would maintain parking, or that we wait for bike lanes until that can be accomplished. A short wait would mean a temporary inconvenience for bikers, verses a critical loss for business owners and our congregation.

Sincerely,
Stanley Farr
Kehilat Sar Shalom
225 Cleveland Ave S
Saint Paul, MN 55116
651-690-2941

From: ksshalom@comcast.net [mailto:ksshalom@comcast.net]
Sent: Wednesday, April 29, 2015 7:37 AM
To: #CI-StPaul_Ward3
Subject: Cleveland Ave Bike Lanes

Councilman Tolbert,

I am writing you today ahead of the open house to discuss changes to Cleveland Avenue. I am the Pastor of Kehilat Sar Shalom Messianic Congregation located at 225 Cleveland Avenue S and I am writing you on behalf our entire congregation. We are a congregation that meets on Saturdays and Sundays for our church services and the three main entrances to our building are on Cleveland Avenue. We bought this building nine years ago and part of our decision was that there was parking in front of the main entrances on Cleveland. Our older and also our less mobile members park on Cleveland so that they may have easy access to the building. Without the parking on Cleveland it would mean that they would have to park on a side street and would be unable to make the uphill walk on Sargent particularly in the winter. The parking out front is also used by Metro Mobility to drop off members who are less mobile. Sadly these members will be unable to attend services because of the proposed bike lanes and the loss of these members would be a emotional hardship on the entire congregation. Inner city churches are vanishing at an alarming rate and the proposed bike lanes will certainly signal the beginning of the end of this historic church building. To keep our membership in tact we would be forced to move and what other

congregation would buy a building that seats 250 with no parking at its three main entrances. There are also several businesses on the proposed root that would more than likely disappear without parking.

I would ask that you consider an alternative root for the proposed bike lanes. Finn street one block west of Cleveland is just as wide or wider than Cleveland and it already has a no parking ban for most of the distance proposed. It is also less traveled than Cleveland and would be a much safer root for bikes. Thank you for your time and consideration in this matter.

Sincerely,

Stanley Farr
Kehilat Sar Shalom
225 Cleveland Ave S
Saint Paul, MN 55116
651-690-2941

From:	Stark, Russ (CI-StPaul)
To:	Collins, Reuben (CI-StPaul)
Subject:	FW: Cleveland Ave bike project
Date:	Thursday, April 30, 2015 9:52:39 AM

From: Caroline Nystrom [mailto:caroline.nystrom@gmail.com]
Sent: Thursday, April 30, 2015 12:21 AM
To: #CI-StPaul_Ward4; Bauer, Kelly (CI-StPaul); Henningson, Samantha (CI-StPaul)
Subject: Cleveland Ave bike project

Mr. Stark,

I was so disappointed to hear about the proposed bike plan along Cleveland Ave. Unfortunately, it seems that there is little consideration to the people that live along Cleveland and that do business along the road as well. Part of what makes St. Paul and our neighborhood fantastic is that sense of community. I always brag to others about how wonderful it is to know the people that run our businesses. I am concerned about what will happen to the Sportsman Barber Shop, Astound, and the other businesses at Cleveland and Randolph. This could severely hurt their business which has been a fixture in the neighborhood. If this project is extended into Highland Village it will be detrimental to additional business and rental properties along Clevelend and cause increased traffic in the already congested intersection of Ford Parkway and Cleveland.

The elimination of parking for the Temple/Church on Cleveland and Sargent is also concerning. The members of that church are already having difficulty finding parking near their church. The proposed plan will eliminate 11 parking spots between Sargent and Princeton alone.

Possibly the most concerning is the traffic on Cleveland. With the buses running along this corridor the addition of the bike lane will increase congestion and create an unsafe environment for buses, cars and bikers. Is there not an option to use a street without a bus line? What about Cretin where no parking would be eliminated? How about Finn or Prior where a possible shared lane with a much less busy street could decrease the negative effects on the small businesses, preserve our sense of community, allow residents to maintain their parking AND provide a safe bike route to expand the bike plan.

Sincerely,

Caroline Nystrom

:

Full Name: Angel Marie Chandler

Street Address: 805 Fairmount Avenue

City: Saint Paul

State: MN

Zip Code: 55105

Home Phone: 612-749-5029

Email Address: angelchandler@mac.com

Message Details:

Subject: Re: Cleveland Avenue Bike Lane Proposal

Your Comment:
My name is Angel Chandler and I own a couple of commercial properties in the Macalester Groveland community. I am writing to you in regards to one of our buildings located on the NorthEast corner of Randolph and Cleveland. It is a pretty iconic building in the neighborhood and many refer to it as " the building with the sportsman barber" or "the building with the original Luci". We purchased the building from an elderly farmer in November 2012 who had turned storefronts into "storage areas" for his hoarding and allowed the rundown apartments above to be rented to shady characters. When we first purchased it I was unable to bring my children there due to the concern of their safety. We have since cleaned up the building, made all the necessary repairs and put beyond wonderful tenants in all of the commercial spaces and apartments (I am blessed with WONDERFUL tenants).
A couple weeks ago we heard about the proposed bike lane on Cleveland Avenue, which was a huge surprise and disappointment to us and our commercial/residential tenants, as we do not have a parking lot and the plan would eliminate the 8 main parking spots that support these businesses and tenants directly in front of the building. I wrote for the Saint Paul open that describes in more detail how this plan effects us and the community around us.
After many conversations with the City of Saint Paul public works department it is clear that this area already has an issue with parking and there have been NO provisions made in this plan on how remedy the current parking issues or the additional parking problems this will create. With a neighborhood filled with permitted parking, Saint Kate's university utilizing the bulk of the parking on Randolph and Cleveland south of Randolph, and the reality of weather in Minnesota… these small business will NOT be able to survive if this plan goes through and our building will no longer be economically viable. As a young family that purchases these buildings in effort beautify our neighborhoods and keep small local businesses in Saint Paul this is freighting.
I have been told by many bikers and people involved in the planning process that this is no big deal and customers/tenants can walk a few blocks. But this is not just walking a few blocks once a week. This is parking a few blocks away, at 30 below, with 2 feet of accumulated snow to:
move in and out of your apartments

bring groceries home
an elderly woman helping her husband to get his hair cut at the barber he has seen for the last 40 years
bring your children to be tutored for dyslexia
meeting your family for dinner
run a furniture store
bring your child to a youth book store
having guests over

and during a snow emergency?!?!?!? Well those of us who are in the neighborhood realize that this is when the neighbors will finally find the time to call you.

I ask that you take careful consideration how this will effect the small businesses and our community at large. It would be a shame to limit the opportunities available in Macalester Groveland to those who live there and those who have the economic means to afford a winter bike and the time needed to use it to commute. As a mother of four children I know this means of transportation would not be an option for myself or well over 99% of those in the community around me.

Luckily there are still two wonderful streets just two blocks from Cleveland that could allow north/south routes with minimal disruption to local business and residents. Prior and Finn. In fact this will allow bikers to keep the same routes they have been using for years in this neighborhood.

I look forward to hearing your thoughts and where you stand on this project. I appreciate your time and consideration.
Angel Chandler

Additional Information:
Form Submitted on: 5/7/2015 10:43:12 PM
Submitted from IP Address: 66.41.79.210
Referrer Page: http://www.stpaul.gov/FormCenter/Mayor-Forms-2-2/Contact-Mayor-Coleman-37-37
Form Address: http://www.stpaul.gov/FormCenter/Mayor-Forms-2/Contact-Mayor-Coleman-37

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Cleveland Avenue Bike Lanes
Date: Tuesday, May 12, 2015 12:46:19 PM

This gentleman has also given his permission to submit for public comments. Thanks - Pattie

---

From: Ed Jambor [mailto:ejambor@lakeareabank.com]
Sent: Tuesday, May 12, 2015 12:18 PM
To: #CI-StPaul_Ward3; Kelley, Pattie (CI-StPaul)
Subject: Cleveland Avenue Bike Lanes

Councilmember Chris,

I have recently become aware of the discussion surrounding bike lanes on Cleveland Avenue in our Ward. My wife and I as resident of Highland and avid bikers do not agree of adding bike lanes and eliminating the parking on Cleveland Ave.

Parking for both residents and business is need on the street. Small business up and down Cleveland rely on street parking to serve their customers. Also, residents need to have the ability to park in front of their home.

Removing parking on Cleveland will cause additional stress on the residential street connecting to the street and cause traffic to speed up on the street. The speed of traffic and the width of the road does not provide a safe street for bikers.

Mississippi River Blvd and Fairview Ave have bike lanes and are wider roads to accommodate the bike traffic. Prior Avenue does not have the traffic level of Cleveland and is better suited to handle additional bike traffic.

My wife and I use many of the small businesses in Highland and believe they are a strong asset to the community. Adding more stress to their companies be eliminating parking will force many of the business to close.

Please do not allow the bike lane on Cleveland, there are alternatives that are safer and more appealing if an additional bike lane in Highland is decided to be needed.

I can be contacted at 651-341-9556 with questions or comments.

Thank you for your time.

Ed Jambor
Vice President Business Banking
Lake Area Bank
1400 East Highway 96

White Bear Lake, MN 55110
651-762-3586

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From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Cleveland Avenue Bike Lanes
Date: Monday, June 01, 2015 8:23:23 AM

Please add / public record. Thanks

From: David Macmillan
Sent: Saturday, May 30, 2015 3:33 PM
To: #CI-StPaul_Ward3
Subject: Cleveland Avenue Bike Lanes

The following has been sent to the St. Paul open page and Mayor Coleman. It will be sent to all of the City Council Members and the Ramsey County board as well.

We have lived at 2105 Scheffer Avenue in Highland Park for the past 23 years. We are writing this to state that we are strongly AGAINST the installation of bike lanes on Cleveland Avenue. The reasons for this are as follows: first, every day at lunch and on Saturdays, overflow parking from Cecil's Deli stretches from the corner of Cleveland and Scheffer to our house, which is four houses to the east of the corner of Finn and Scheffer. This gives us a good idea of what will happen if parking is removed from Cleveland Avenue. The residential blocks on either side of Cleveland will become parking lots, as is the case on Scheffer. Second, we believe that the businesses on Cleveland, particularly between Scheffer and Ford Parkway will lose customers due to lack of parking. As residents of Highland Park, we value these businesses and want them to succeed. Removing parking will impede that success. Third, removing parking from Cleveland will have an adverse impact on the people who rent apartments or live in houses along Cleveland, forcing them to rent elsewhere, where there is parking, or causing the residential streets to take the overflow, again becoming parking lots. The students and faculty of St. Catherine's will have and cause similar problems. Given the fact that that there are relatively few bicyclists (compared to the number of residents and businesses in the area), the installation of bike lanes will cause more harm to the neighborhood than the benefit the bike lanes will create. There are other options for bikers, including biking on other streets or continuing to bike on Cleveland as they have been. Neither the residents of Highland Park nor the businesses have such options. Accordingly, the bike lanes should not be installed.

Whether the bike lanes are installed or not, we have the following additional comment. We have observed bikers regularly disobeying or ignoring traffic laws; particularly running red lights and stop signs. We think that bikers should be required to take a licensing test, as is required for drivers of motor vehicles, and that bikes should be licensed in the same way that motorcycles and motor vehicles are. Further, an annual license fee should be charged. Bike lanes are not free to construct or maintain, and we think it unfair that bikers are not required to pay any portion (let

alone their fair share) of the cost. A license or other fee would force bikers to contribute to the amenity of a bike lane, of which they are the sole users.

David MacMillan and Judith Krow

krowmacmillan@gmail.com

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Cc: #CI-StPaul_Ward3
Subject: FW: Cleveland Avenue Bikeway
Date: Tuesday, May 26, 2015 7:44:31 AM

Reuben – Please add to public comment. Writer is 15 years old and the Councilman has assured the family we will not include the high school or address/email to public. Thank you. Pattie

From: Jak Kinsella
Sent: Wednesday, May 20, 2015 9:35 PM
To: #CI-StPaul_Ward3
Subject: Cleveland Avenue Bikeway

May 20, 2015

Dear Councilmember Tolbert:

Hello, my name is Jak Kinsella and I am 15 and live in Highland Park. I attend high school at ----------. Bicycling is my primary form of transportation.

Because I live near Highland Village I often go there to see movies, eat and shop. But one of the challenges to doing that is how difficult Cleveland Avenue is to bike on. I use Cleveland Avenue to get to my guitar lesions at Willie's, to go to Menchie's and to Punch Pizza. I do not at all feel safe riding on Cleveland Avenue. Anytime I want to use it I am forced to either go on the sidewalk, which makes me feel uncomfortable, or to try and ride on the street, which is very difficult because of traffic.

If there were a protected bike lane on Cleveland Avenue it would not only make me feel safer while riding there, I would spend more time on Cleveland Avenue visiting the places I like to go.

Thank you.

Jak Kinsella

St. Paul, MN 55116

From: Tolbert, Chris (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Cleveland Avenue
Date: Wednesday, May 06, 2015 2:24:49 PM

Can you add to the public comments?

Thanks

From: Bob Stupka [mailto:BStupka@davannis.com]
Sent: Monday, May 04, 2015 4:08 PM
To: Stark, Russ (CI-StPaul); Tolbert, Chris (CI-StPaul)
Subject: Cleveland Avenue

Russ and Chris,
Hope you don't mind that I'm writing one letter to both of you to address the proposed bike lanes on Cleveland. I attended the open house at Nativity last week, thanks Russ for connecting me with Samantha who has been a big help so far. We at Davanni's have been on our corner now for just shy of 40 years and I think during that time we have been good neighbors and a valuable part of the community. We employ about 75 people at the store, many of whom are full time and paid benefits including health insurance. Many kids from the area have had their first jobs with us before moving on to college and other occupations. When we were finally able to buy the building 12 years ago we put over $1,000,000 into the building which we feel improved the neighborhood. We try to be good neighbors offering our party room for meetings when local groups together. We have given away close to $10,000 in the last year to different organizations that hold fundraisers in our stores including Central High School, Highland ECFE, Homecroft, Holy Spirit, Macalester Plymouth Preschool and the Ramsey PTO to name a few.
Parking is, has been and will continue to be a problem in the area. We tried to purchase the old UST maintenance facility behind us, vacate a portion of the T shaped alley and add a parking lot which could have accommodated about 40 cars which the entire neighborhood could have used but the idea was soundly rejected by the neighbors. It seems like everyone knows that parking is a huge problem but no one wants a parking lot in their neighborhood. The parking situation has impacted our business where sales have been flat for years while expenses continue to increase all the time. Some of the last parking we have in the area is along Cleveland and the thought of all that parking going away "scares us to death". With almost the entire neighborhood subject to permit parking it is getting harder and harder for our customers and employees to find a place to park.
We ask that you consider other alternatives such as Prior or Finn or even Fairview or Cretin which seem much less dependent on parking than we are along Cleveland. If you have any questions I would be more than happy to sit down with you to discuss the situation in more detail. Thanks in advance for your consideration.
Bob

Bob Stupka
President/CFO
Davanni's, Inc.

1100 Xenium Lane North
Plymouth, Mn 55441-5200
(P) 952-927-2307
(F) 952-927-2323

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Cc: #CI-StPaul_Ward3
Subject: FW: Cleveland Bike Lane Proposal
Date: Thursday, May 21, 2015 11:56:05 AM

Please add for public record. Thanks, Reuben.

From: Nick Garrard [mailto:ngarrard7@gmail.com]
Sent: Thursday, May 21, 2015 11:34 AM
To: #CI-StPaul_Ward3
Subject: Cleveland Bike Lane Proposal

Councilman Tolbert,

The proposal to implement bicycle lanes on Cleveland Avenue is a bad idea. As a resident of Highland Park and a member of a large religious community located on Cleveland Avenue, I find the proposal to be not only an inconvenience to the residents who live on Cleveland Avenue, but also detrimental to the many businesses located on Cleveland Ave. as parking and access to these establishments are already limited.

From the stand point of a religious community, parking is crucial to our community as many members travel from places outside of the Highland Park/St. Paul area. Furthermore, many of our older members and less mobile members who travel here every Saturday will have even more difficulty attending services.

If bike lanes are to be installed, it would be essential for Kehilat Sar Shalom to be allowed parking between Princeton and St. Clair Ave. on Saturdays and Sundays between 10 am and 3 pm. I have noticed that in many instances, where parking is removed and bike lanes installed, parking is still allowed in the blocks before and after church hours, even though parking is not allowed at any other times.

It is my understanding after discussing the matter with many residents and business owners on Cleveland Avenue, that to approve this proposal will only diminish business and limit an already limited and congested street for resident parking and customer access. The residents of Cleveland Avenue and business owners alike are in agreement, and we want our voices heard and our concerns considered.

Nick Garrard

From: Kantner, Libby (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Cleveland Bike Lane
Date: Tuesday, April 28, 2015 9:59:13 AM

Hey Reuben--

Can you add this to the public input document?

Thanks!>

> Dear Chris,
>
> I am writing to express my opposition to the parking restrictions proposed as part of the Cleveland bike lane project. I emphasize several specific points.
>
> First of all, I ride a bike and even ride a bike to work once in a while. That being said.....
>
> There are two particular commercial blocks in which the proposed parking elimination would place potentially fatal burdens on successful businesses which are part of the very fiber of our neighborhood. The first of these is the east side of the block between Randolph and James. Here reside the Sportsman's barbershop and Luci. The parking data collected by the city is a quite limited snapshot, but I know from personal experience that almost all of their customers (present company included) park right in front of the shops. Ray Newton, the owner of Sportman's, lives in the neighborhood. The Smith family who owns Luci are also neighborhood people. Could recessed parking bays be constructed on this block to preserve the parking spots? If not, these businesses alone are more important to me than a bike lane. I would advocate abandoning the entire Cleveland bike lane concept rather than placing any stress on these two businesses. They are that important to me.
>
> The second commercial block is the west side of Cleveland south of Grand. Davanni's. What more need one say? The recessed parking bays are insufficient for the parking burden. Parking needs to be allowed for several blocks south of Grand on the west side. Again, I would advocate abandoning the entire Cleveland bike lane rather than taking a chance that Davanni's would lose business.
>
> There are numerous homes along Cleveland which will lose parking. I am sure these tax payers will be unhappy to lose parking in front of their homes. There are several other small businesses which would also suffer.
>
> For all of these reasons, I oppose the parking restrictions on Cleveland. Given that there are bike lanes on Fairview and on the Mississippi River Blvd, I think the whole concept of a bike lane on Cleveland is a waste of tax payer's money, but the potential stress on locally owned small business makes the concept worse than a waste of money. Totally the wrong direction for Highland and St. Paul.
>
> Finally, a note about methodology of parking studies. If one wished to understand the utilization of parking spaces on the block between Randolph and James, one would station an observer there for the entire business week and record the total number of cars which park there. One would also note how many of these parkers patronize the nearby businesses. The two hour snapshots on the St Paul website seem inadequate and misleading.
>
> Please focus on what you can do to help small local businesses succeed.
>
> Thank you for taking the time to read this.
>
> Sincerely,
>
> Joseph Goswitz
> 311 Woodlawn Avenue

From:	Kelley, Pattie (CI-StPaul)
To:	Collins, Reuben (CI-StPaul)
Subject:	FW: Cleveland Bike Lanes
Date:	Monday, June 01, 2015 8:27:33 AM
Attachments:	cleveland_bike_lanes_singer.ppt

For Public Record - THANKS

-----Original Message-----
From: Andy Singer
Sent: Friday, May 29, 2015 5:58 PM
To: #CI-StPaul_Ward3
Cc: Toni.Carter@co.ramsey.mn.us; #CI-StPaul_Ward4
Subject: Cleveland Bike Lanes

Dear Council Member Tolbert and Commissioner Carter,

Reading the Open Saint Paul Forum on the proposed Cleveland Avenue bike lanes is depressing. Advocates and opponents are talking past each other and many opponents are saying things that are untrue. Working out a compromise is going to require some leadership.

I attach a very brief powerpoint presentation I made for the Mac/Groveland community council offering some solutions to the impasse. I urge you both to look at it and get involved. If we got all the principle players in a room, I feel like we could negotiate a positive outcome.

Thanks for your time and attention,

Andy Singer

Some things to consider:

- My name is Andy Singer. My wife and I own a house on Berkeley Avenue a half block from Cleveland and this proposed project. I am a freelance illustrator. My wife teaches at the University of Saint Thomas.
- We eat dinner at Luci Ancora 4-6 times per year. We eat and drink at Davannis, Coffee Bene. Café 128, Snuffy's, The Chatterbox, Cecil's, Punch, the Highland Grill and Chipotle.
- We've shopped at Lunds, Erik's Bike Shop, Patina, Half-Price Books, Wild Birds Unlimited, and we use Pro Pharmacy for all our prescriptions.
- My wife gets her hair cut at Euphoria Salon, goes to church at Our Lady of Victory on the St. Catherine campus. I've had VHS tapes digitized (onto DVDs) at Astound Video and we both use the Highland Library.
- We don't own a car. So we get to all these places on foot or by bicycle, all year round, even in winter.
- We chose this neighborhood because it was within walking or biking distance of my wife's job, transit and many goods and services.

I support putting bike lanes on Cleveland Avenue because:

- They would connect Summit Avenue and UST with Highland Center.
- There are destinations along this route that cyclists wish to reach, including: Lunds; Highland library and Recreation Center; various bars, shops and restaurants; St. Catherine University; UST; and the Summit Ave bike lanes.
- UST and St. Cate students take courses on each others campuses. Both schools are part of the Associated Colleges of the Twin Cities and ran a shuttle bus to connect the campuses but that shuttle bus is ending due to budget and ridership issues. Many students on both campuses ride bicycles. Cleveland bike lanes would provide a direct connection between the schools.
- Finn Street doesn't go through the entire corridor but requires riders to cut over to Cleveland at Niles (going southbound) and Hartford (going northbound).
- Using Mississippi River Blvd to travel through the corridor requires that a cyclist go 1.5 miles out of their way, ascend a substantial hill and negotiate dangerous traffic and poor connections on the south end.
- Cleveland could eventually provide a north-south connection for cyclists between Highland and Como that currently does not exist.

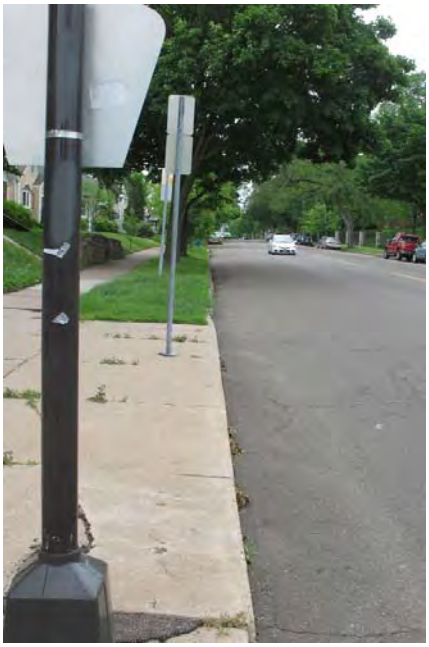
The portion of this project causing controversy is from Randolph to Grand where some parking would have be removed.

This map I made shows where parking and parking restrictions exist for one block on either side of Cleveland Ave.

The city's parking utilization study at http://stpaul.gov/DocumentCenter/View/78422 showed the only heavily used parking was the northern two blocks (largely by UST students who don't want to pay for on-campus parking), near Kehilat Sar Shalom Temple at Sargent for weekend Shabbat services, and the last block between James and Randolph.

Lost parking in all three of these areas can be mitigated or made up for entirely.

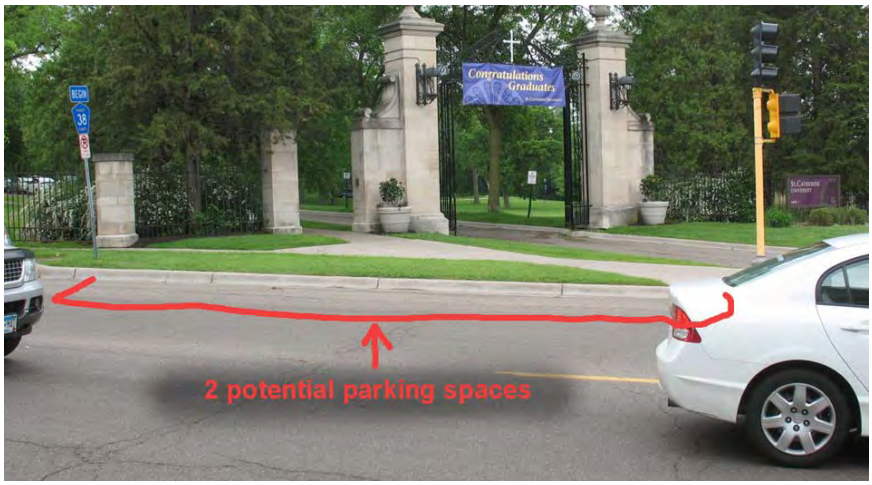
In order to stripe bike lanes at the south end, 9 parking spaces would have to be removed between Randolph and James Avenues. On this corner Luci and Luci Ancora have a 12-space parking lot. There is also on-street parking South of the bus stops on Cleveland that would not be removed.



There is also lots of non-permit parking on James and Randolph Avenues, both east and west of Cleveland.

Two spaces on Randolph already carry 30-minute parking restrictions to encourage turnover for businesses on that corner and additional spaces could be designated as 30-minute, 1-hour or even 2-hour spots at certain times. This would increase parking availability during the day or even in the evenings for restaurant-goers.

Across Cleveland from Luci Ancora, there is room for two on-street spaces on Randolph in front of St. Catherine University, if the city chose to allow parking there. This would make up for two of the lost nine parking spaces.

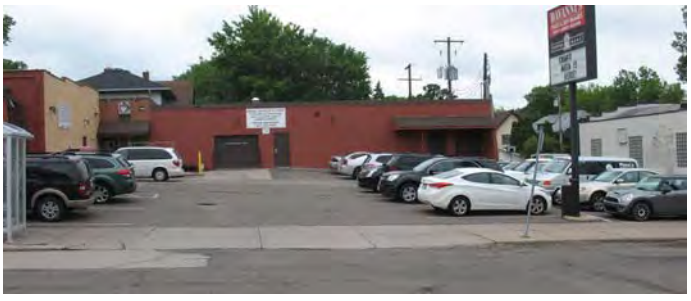


Next to the Accolades Spa 15-space parking lot, is an unused driveway that can provide an additional 2-space parking bay. It is currently useable as-is but could be officially signed and proper curb-cuts added at a later date. This would make up for an additional 2 of the 9 lost parking spaces.

Finally, the sidewalk in front of Kurt and Angela Chandler's building is wide enough for a 5-space parking bay. This would replace the remaining 5 of the 9 lost parking spaces. If the bay can't be constructed as part of this street repaving project, there could be sharrow pavement markings in lieu of bike lanes between Randolph and James, ***pending construction of this bay at some designated, future date***.

At the Kehilat Sar Shalom Temple, five (or more) parking spaces could be designated on Sargent Street for loading, handicap access or "temple only" use at designated service times, with permits given to the temple. This would make up for the five lost parking spaces on Cleveland in front of the building.

At the North end, Davannis/Coffee-Bene has a 23-space parking lot on Grand, a 5-space parking-bay on Cleveland (that is not going away) and permission to use 32 spaces across Grand at a University of St. Thomas lot after 5pm on weekdays and on weekends. Besides all this parking, many of their customers are UST students and staff who arrive on foot or bikes.



For the most part, the 6 parking spaces on Cleveland that would be lost (just north of Lincoln) are not used by Davannis Customers but by UST students who don't want to pay for on-campus parking.

If absolutely necessary to the survival of this bike lane project, there is room to create a 2-3-car parking bay across the street on Cleveland, by cutting into the boulevard.

There are ways to mitigate parking losses and enable the striping of bike lanes between Grand and Randolph.

Some have suggested permanently putting “sharrow” markings on Cleveland in lieu of bike lanes. This would be a mistake because Cleveland has high motor vehicle traffic volumes with people driving up to 40mph. Sharing a driving lane with bicyclists would put cyclists at risk (as they are now) and create conflicts between motorists and bicyclists (as exist now). The whole point of striping bike lanes is to improve conditions for cyclists not leave them the way they are now.

If necessary to the survival of the project, temporary sharrows could be put in at the south end between Randolph and James but these should be “pending construction of a parking bay” by some set date.

Putting in permanent sharrows for stretches of Cleveland or abandoning the bicycle portion of this repaving project entirely, would set a terrible precedent for the city and the Bike Plan. Unlike some other places in the city, there are solutions and ways to mitigate parking losses on this part of Cleveland Avenue. I urge the city, bike advocates and business owners to meet up and figure out a mutually beneficial way to get this project done.

From: Lizabeth Gee [mailto:lizabeth_gee@yahoo.com]
Sent: Wednesday, April 29, 2015 10:49 AM
To: #CI-StPaul_Ward3
Subject: Cleveland bike lanes

Mr. Tolbert,

I'm not going to go to this meeting tonight, as upset and yelling people give me a stomach-ache, but I wanted to weigh in.

I live at 2036 James and I work at St. Thomas.

First off, I want there to be more bike accessibility in the Cities. I know a lot of cyclists, and have heard their concerns about space and such. I also know that Cleveland Ave is far too narrow for the kinds of traffic it gets. Not safe.

But, I have a lot of concerns about the parking ban.

As a homeowner, I'm thinking of two of the businesses affected. If Luci and the barbershop can't have their parking on Cleveland, they will have customers park on James. Right now, permit parking on James east of Cleveland is unrestricted half way up the south side and mostly up the north side. If this all becomes a parking mess, neighbors will probably petition to have permit parking on the whole block. This means that the poor barbershop and Luci, two businesses that have been their decades, will be severely compromised. I don't want them to go out of business. Besides that being a really crummy thing to happen, very few other people are going to want to rent a business space with no parking. Please don't make this a dead corner, and please don't hurt my good business neighbors.

As an employee of St. Thomas for the last 28 years, I've seen parking go from bad to awful. Street parking has been diminished every year or so in the time that I've been there. I've seen "no parking" signs go up all over the place on parking we used to have. Yes, UST has ramps, but those cost a lot of money, money I don't have. Seriously, I make just over $26,000 a year; there's no way I can stretch that to cover a large charge for parking even if it were available. Right now, I walk to work in safe weather and when it's light out. When I drive, I get to work at 6:45 in the morning SIMPLY to get a spot on the street somewhere near Cleveland and Summit. I know that even fifteen minutes later means I have to hunt for a place up Grand (sometimes near Thomas Liquor on Prior) or down Cleveland (sometimes just a few blocks short of that church by Groveland). Again, in good weather, when it's light out, a hassle. In poor weather and in the dark, it's dangerous. I'm terrified that removing the parking on the five or six blocks on Cleveland will condense an impossible amount of cars into a space that shrinks every year.

I don't know what the solution is, and I understand the complexities of the situation. But wow, I think there are massive downsides to the parking ban.

Lizabeth Gockel
2036 James Avenue

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Cleveland Bike Project
Date: Wednesday, May 13, 2015 2:06:12 PM

Another for public comment - Thanks

From: Caroline Nystrom [mailto:caroline.nystrom@gmail.com]
Sent: Wednesday, May 13, 2015 1:59 PM
To: #CI-StPaul_Ward3
Subject: Cleveland Bike Project

Mr. Tolbert,

I apologize that I did not follow up with an email after our phone conversation last week. Can you please add my letter to the official record. My concerns about the Cleveland bike lane are as follows:

I was so disappointed to hear about the proposed bike plan along Cleveland Ave. Unfortunately, it seems that there is little consideration to the people that live along Cleveland and that do business along the road as well. Part of what makes St. Paul and our neighborhood fantastic is that sense of community. I always brag to others about how wonderful it is to know the people that run our businesses. I am concerned about what will happen to the Sportsman Barber Shop, Astound, and the other businesses at Cleveland and Randolph. This could severely hurt their business which has been a fixture in the neighborhood. If this project is extended into Highland Village it will be detrimental to additional business and rental properties along Clevelend and cause increased traffic in the already congested intersection of Ford Parkway and Cleveland.

The elimination of parking for the Temple/Church on Cleveland and Sargent is also concerning. The members of that church are already having difficulty finding parking near their church. The proposed plan will eliminate 11 parking spots between Sargent and Princeton alone.

Possibly the most concerning is the traffic on Cleveland. With the buses running along this corridor the addition of the bike lane will increase congestion and create an unsafe environment for buses, cars and bikers. Is there not an option to use a street without a bus line? What about Cretin where no parking would be eliminated? How about Finn or Prior where a possible shared lane with a much less busy street could decrease the negative effects on the small businesses, preserve our sense of community, allow residents to maintain their parking AND provide a safe bike route to expand the bike plan.

Also, please let me know when the community council meeting is being held so that I may come an testify.

Sincerely,

Caroline Nystrom

From:	Lantry, Kathy (CI-StPaul)
To:	Collins, Reuben (CI-StPaul)
Cc:	Hanson, Luke (CI-StPaul); St Martin, Paul (CI-StPaul)
Subject:	FW: Cleveland Parking Management Suggestions
Date:	Friday, May 22, 2015 3:10:37 PM
Attachments:	Cleveland Parking Suggestions.pdf image002.png image003.png image004.png

---

fyi

Kathy Lantry
Director
Department of Public Works
25 W. 4th St., 1500 CHA
Saint Paul, MN 55102
Office: 651-266-6099
Fax: 651-266-6222
kathy.lantry@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

From: Bicycle Coalition [mailto:saintpaulbike@gmail.com]
Sent: Friday, May 22, 2015 10:54 AM
To: Lantry, Kathy (CI-StPaul)
Cc: Stephanie Weir
Subject: Fwd: Cleveland Parking Management Suggestions

Kathy,

Please see our list of suggestions for parking management on the corner of Cleveland and Randolph.

With the recent unanimously adoption of the Bike Plan, we need to respect the process and work that went into that plan and implement it accordingly. The adopted Saint Paul Bike Plan calls for bike lanes the entire length of Cleveland. If anything, we should be discussing protected bike lanes, as Minneapolis is currently looking at a plan to expand their protected bike routes by 40+ miles in the coming years.

This is an excerpt from an email Women on Bikes received: "As a new resident of Saint Paul, and as a mother who uses a bike to transport my children, bike infrastructure is very important to me. I'm specifically interested in advocating for protected bike lanes/paths"

Keeping the parking between Randolph and James means that sharrows will be painted for this block. Sharrows will not attract the "interested but concerned" segment because it forces slower riders into fast moving Cleveland Ave traffic. Also northbound cyclists must deal with drivers speeding to either beat a light or jockey for position after waiting at a red light. Drivers will not cede right-of-way to a slow accelerating cyclist to give them their lawful position nor will they pass the cyclist with a distance of 3' as required by law.

Ward 3 has available 8-80 funds to put towards parking bays; but since this is a mill and overlay, that will be outside the scope of this project. We feel our suggestions more than compensate for the parking that will be removed from in-front of the businesses on Cleveland and keeps available parking within very short walking

distance of the store fronts.

Thank you,
Mike Sonn & Jeff Zaayer
Co-chairs Saint Paul Bicycle Coalition

Stephanie Weir
Saint Paul Women on Bikes

---------- Forwarded message ----------
From: **Bicycle Coalition** <saintpaulbike@gmail.com>
Date: Mon, May 4, 2015 at 11:04 AM
Subject: Cleveland Parking Management Suggestions
To: Reuben Collins <reuben.collins@ci.stpaul.mn.us>, Russ Stark <ward4@ci.stpaul.mn.us>, ward3@ci.stpaul.mn.us, Rafael.E.Ortega@co.ramsey.mn.us, Toni.Carter@co.ramsey.mn.us, paul.st.martin@ci.stpaul.mn.us, Erin.laberee@co.ramsey.mn.us
Cc: Stephanie Weir <stephanie@stpaulwomenonbikes.org>

City of Saint Paul Public Works, Ramsey County Public Works, et al., Saint Paul Bicycle Coalition and Saint Paul Women on Bikes have worked to compile a list of parking management suggestions for the Cleveland and Randolph Avenues intersection. Please see the attached letter. Thank you, Mike Sonn & Jeff Zaayer Co-chairs Saint Paul Bicycle Coalition Stephanie Weir Saint Paul Women on Bikes

To: City of Saint Paul Public Works
Ramsey County Public Works
Council Member Chris Tolbert
Council Member Russ Stark
County Commissioner Toni Carter
County Commissioner Rafael Ortega

Re: Cleveland Mill and Overlay

Ramsey County's Mill and Overlay project on Cleveland Avenue in conjunction with the City of Saint Paul's implementation of the Saint Paul Bike Plan will impact parking availability along Cleveland Avenue from Randolph Avenue to Summit Avenue. The Saint Paul Bicycle Coalition and Saint Paul Women on Bikes take the concerns of the building owners and businesses at this intersection seriously. While our organizations believe this limited parking loss will not negatively impact business, and the addition of bike lanes will actually help boost it, we also believe the city could do more to support these concerns. We'd like to work with Public Works to make sure people driving to these businesses have access to parking in the area through better management of the available spaces.

There are currently four parking spaces slated for removal on the east side of Cleveland Ave just north of Randolph that serve the business in the adjacent building. The goal of these solutions is to find nearby replacement to maintain access.

1) Expansion of 30 min parking spaces on Randolph Ave east of Cleveland. Two spaces are already available on the north side of Randolph. We suggest converting two additional spaces on the north side of Randolph to time-limited spaces, whether that be 30 minute, 1 hour, or 2 hour. We feel the businesses should decide which time-demarcation serves them best.

   In addition, there are currently two spaces on the south side of Randolph that are an appropriate distance away from the intersection that could be converted into 30 minute (or 1 hour / 2 hour) spaces.

   These four time-demarcated parking spaces would replace the parking removal one-to-one and still be in very close proximity to the building's entrances.

2) On the west side of Cleveland Avenue, across from the parking to be removed, is an old curb cut for the adjacent parking lot. This area could be used as a parking bay.

3) There are parking lots at both corners on the western side of the intersection of Randolph and Cleveland. Neither of these parking lots has signs specifying them as private lots or for use only by the adjacent businesses. We would suggest reaching out to either (or both) of these businesses and seeing if an agreement is possible to create a parking lot like the one on St Clair and Fairview in which the sign reads: “Neighborhood Parking Courtesy of Groveland Tap and Scusi”.

Thank you for your consideration. Please do not hesitate to contact us to discuss any of these suggestions if you require additional information.

Mike Sonn & Jeff Zaayer
Co-Chairs, Saint Paul Bicycle Coalition

Stephanie Weir
Saint Paul Women on Bikes

From:	Kelley, Pattie (CI-StPaul) on behalf of Tolbert, Chris (CI-StPaul)
To:	Collins, Reuben (CI-StPaul)
Subject:	FW: Elmininating Parking on Cleveland Ave for Bike Lanes
Date:	Monday, June 01, 2015 1:05:23 PM

Reuben - I understand you're adding comments for public record, is that correct? Please add Mr. Irmiter's below -
Thanks -
- Chris

-----Original Message-----
From: Richard Irmiter
Sent: Monday, June 01, 2015 11:21 AM
To: Tolbert, Chris (CI-StPaul)
Subject: Elmininating Parking on Cleveland Ave for Bike Lanes

Dear Mr.Tolbert,
Please respect the wishes of your constituents when you vote regarding the closure of traffic lanes on Cleveland.
WE DO NOY WANT ANYMORE CAR TRAFFIC LANES TAKEN AWAY FOR THE BENFIT OF A FEW PEDAL BIKERS.
I bike, but Cleveland is not the street to narrow and remove existing parking. It will kill small businesses along the avenue.
Respectfully summited,
Richard. J. Irmiter
Kings Maplewood resident.

From: Janne K. Flisrand [mailto:janne@flisrand.com]
Sent: Wednesday, April 22, 2015 8:09 AM
To: #CI-StPaul_Ward3
Subject: Lexington and Cleveland Avenues

Council Member Tolbert,

Most of my commuting and travel for errands and socializing happens on my bike. I started bike commuting when I was running an after-school drop-in program in Frogtown as a Wilder Foundation employee in 1996. One of the most difficult things to do on a bike is to travel north/south in Saint Paul.

I appreciate that the plans for the repaving on Lexington and Cleveland include the addition of dedicated bike lanes. AND, I do not think that this goes far enough. People who drive like to use Cleveland and Lexington for the same reasons I want to use them -- they are direct, have relatively few lights and stop signs, and go past my destinations.

On streets like Cleveland and Lexington, people drive fast, and even as an experienced person riding a bike in a narrow bike lane is nerve-wracking.

Please leave space for protected bikeways on these projects!

Protected bikeways address the nerve-wracking nature of riding on bigger streets in at least three ways. First, people driving are more aware of the bike space and attentive to people riding bikes in it because the plastic bollards are distinctive (unlike the paint). That matters especially at intersections where people driving are somewhat likely to unintentionally turn in front of people riding bikes, or not know how to turn when sharing a street with a bike lane.

Second, people driving tend to give more space to plastic bollards than to paint. (They don't like to drive their vehicles into the bollards, I guess.) That means they also give ME more space.

Third, one of the most intimidating experiences -- and common ones -- in painted lanes is people double parking for deliveries, to run quickly into a building, or while waiting to pick someone up. This is intimidating because I'm suddenly forced to merge out of the bike lane into the main, fast lane of traffic, and not all drivers are happy when I do that.

Thanks for considering this option -- it will be an important improvement to have these north/south lanes, and I hope that they can be accessible and SAFE with protected bikeways, too.

Warm regards,
Janne Flisrand

--

Flisrand Consulting
Connecting people, places, and ideas through smart process.

http://flisrand.com
612-816-2115 (cell)
2112 Dupont Avenue South
Minneapolis, MN 55405

-----Original Message-----
From: Mark T. Malone [mailto:mtmalone@aol.com]

Sent: Monday, May 11, 2015 5:28 AM
To: #CI-StPaul_Ward3
Subject: No bike lane on Cleveland!

Hi Councilman Tolbert!

I was not able to attend the open house on the issue of a bicycle lane that the City wants to put on Cleveland Ave. S. I have thought this a very dangerous idea since I first heard of it when the open house notice arrived. Not only is this dangerous, but would also eliminate parking for those of us who have Cleveland Ave. addresses.
Thank you,

Mark T. Malone
Cell: 612-414-5858

Sent from my BlackBerry(r)

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: No bike lane on Cleveland
Date: Friday, May 29, 2015 12:04:29 PM

Please add for public record - Thank you.

Sent: Friday, May 29, 2015 11:37 AM
To: Tolbert, Chris (CI-StPaul)
Subject: No bike lane on Cleveland

Putting a bike lane on Cleveland will harm the many small businesses on that street and will force business parking onto residential streets.
Just a bad idea.
Cretin would be better.

Larry and Mary McIntyre
XXX Mississippi River Boulevard South
Saint Paul

From: "Pattie Kelley (CI-StPaul)" <pattie.kelley@ci.stpaul.mn.us>
To: "Mary Speranza-Reeder" <dmmreeder@comcast.net>
Cc: "#CI-StPaul_Ward3" <Ward3@ci.stpaul.mn.us>
Sent: Friday, May 1, 2015 7:39:24 AM
Subject: RE: Proposed Bike Lanes on Cleveland Avenue

Pattie Kelley
Executive Assistant
Councilmember Tolbert – Ward 3
15 W Kellogg Blvd. – 310-C City Hall
Saint Paul, MN 55102
P: 651-266-8630
pattie.kelley@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

From: Mary Speranza-Reeder [mailto:dmmreeder@comcast.net]
Sent: Thursday, April 30, 2015 7:05 PM
To: #CI-StPaul_Ward3
Subject: Proposed Bike Lanes on Cleveland Avenue

Dear Councilmember Tolbert,

I am writing to express my concerns about the proposed bike lanes on Cleveland Avenue. I live on Stanford Avenue, three houses east of Cleveland.

The proposed plan includes the elimination of on-street parking on Cleveland, which presents an issue for homeowners like me who have garages that were not built to accommodate the size of today's vehicles. During snow emergencies, I park on Cleveland,

south of Stanford, as do many of my neighbors. Losing those parking spaces will create a significant parking issues in winter (ironically, when bicyclists won't be using the lane).

Those of us who live near Cleveland already contend with people who take the bus and treat our street as a Park and Ride lot. Eliminating parking spaces on Cleveland will only worsen the problem. Students who now park on Cleveland near St. Thomas will likely move south, as the streets near St. Thomas are permit parking only.

I am also concerned about how this will impact our neighborhood small businesses, such as Ristorante Luci and the Sportsmen's Barber Shop.

Thank you for your consideration of my concerns. I look forward to your response.

Mary Speranza-Reeder
2051 Stanford Avenue
Saint Paul Mn 55105

651-695-9850

dmmreeder@comcast.net

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Proposed Cleveland Ave. Bike Lanes
Date: Monday, June 01, 2015 9:35:02 AM

Another to please add ….

From: Rick Wilhoit
Sent: Monday, June 01, 2015 9:12 AM
Subject: Proposed Cleveland Ave. Bike Lanes

Gentlemen and Ladies;
I come a bit late to the party, however, I feel a strong need to address the City's pending proposal to add designated bike lanes to Cleveland Ave. from Summit to Highland Parkway and eliminate significant parking for many home owners and businesses. In this message I will be addressing only the proposal for bike lanes on Cleveland Ave. I would also note that I am an occasional pleasure biker, although I am not a commuter biker.

For seven years I lived on Cleveland Ave. in the proposed bike lane area. I currently live on Goodrich Ave. a block and a half from Cleveland. The amount of vehicle traffic, including city buses and trucks that serve local businesses in the area is significant. For the City to encourage bicycle traffic on this street would present an invitation for unnecessary injury to bikers and great inconvenience to impacted home owners. I offer the following comments:

1. Many home owners will be permanently deprived of the ability to park in front of their homes for themselves and their guests. This will be an all day and every day burden for them.

1.a. In addition, the bike lanes would continue through the winter months as well when there would be few bikers but continuing burdens on residents, businesses and their customers.

2. The same is true for numerous businesses on Cleveland. I believe if the City is not going to encourage small business it certainly should not discourage the development and retention of these businesses.

3. In exchange for the above burden on home owners and small businesses the occasional biker will have greater use of the road.

4. What is the daily traffic count of autos on Cleveland Ave.?

5. What is the daily traffic count of trucks and city buses on Cleveland Ave.?

6. What is the projected bike traffic count on Cleveland Ave.? Will this result in a reasonable exchange of benefits and burdens?

7. Bike lanes sound like a good idea on paper but some paint on the pavement will not protect the biker from undesired contact with moving vehicles. It will be no consolation to the injured biker that he may have been in the right and had the law on his side. The City should not take actions that give its citizens, in this case bikers, a false sense of security and their personal safety.

8. Many University of St. Thomas students currently park on Cleveland Ave. If that parking is no longer available to them these students will most likely not move to the University's parking ramps but to other streets where the parking is free. As a result I expect additional blocks of homes will need to be included as restricted parking areas. This will add an additional burden to other home owners who will be required to pay the City for the privilege of parking in front of their homes.

I believe that we all benefit if we have a healthy community, however, I also believe it is essential that before decisions are made by persons in authority (City Council) they must seriously consider the practical implications of those decisions. It is great to dream big ideas but at the same time citizens should neither be put at risk, which I believe the proposed Cleveland Ave. bike lane would do, nor should they be unnecessarily burdened for the benefit, in this case only a possible benefit, of others.

Thank you for your attention to my thoughts.

--
Rick Wilhoit

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Proposed Cleveland Ave.Bike Lane
Date: Monday, June 01, 2015 8:00:09 AM

Please add for public comment – Thank you

From: JESSE PEREZ **Sent:** Sunday, May 31, 2015 10:17 PM
To: #CI-StPaul_Ward3
Subject: Proposed Cleveland Ave.Bike Lane

To Chris Tolbert, I'm writing you today about the Proposed Cleveland Ave. Bike Lane. I attend a church on Cleveland and Saint Clair, right now their is not enought parking for our Senior citizens and adding a bike lane would take those parking spaces away! We were told a few years down the road that the city is going to widen Cleveland Ave. anyways, so I would think that it would be smart to wait until then. Please think about how it would affect the small businesses that are located in that area! Thank you for your time. Jessie Perez

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Regarding the proposed Cleveland Av. Bike Lane
Date: Monday, June 01, 2015 8:01:16 AM

Please add to public record. Thank you -

From: stuart_nancy
Sent: Sunday, May 31, 2015 2:50 PM
To: #CI-StPaul_Ward3
Subject: Regarding the proposed Cleveland Av. Bike Lane

Dear Councilman Tolbert, It would be beneficial to those who attend Kehilat Sar Shalom to be able to park on Cleveland Av. We have limited parking space in back of the building for handicap, older adults and those with young children. I know the other businesses down the street would not welcome the bike lane either as their customers will find a more accessable place to shop. Please consider an alternate plan. Thankyou, Nancy Stuart

Sent from my T-Mobile 4G LTE Device

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: FW: Street parking on Cleveland Avenue
Date: Wednesday, May 13, 2015 8:51:59 AM

Please add for public comment - Thank you.

-----Original Message-----
From: Busse, Steve [mailto:sbusse@bwbr.com]
Sent: Tuesday, May 12, 2015 8:06 PM
To: #CI-StPaul_Ward3
Subject: Street parking on Cleveland Avenue

Please vote against removing Cleveland Avenue street parking. As a resident who lives just three blocks west on James avenue, I can't see how the businesses will survive. I love bicycles, why not use a much less busy street like Prior?

Thank you!

Stephen M. Busse, AIA, LEED AP
BWBR Architects
Mobile: 612-968-3324
Sbusse@BWBR.com
Engage Empower Enhance

From:	Naomi Kritzer
To:	Collins, Reuben (CI-StPaul)
Subject:	Fwd: The Cleveland Ave parking situation
Date:	Monday, April 27, 2015 10:04:20 PM

I would have a lot fewer reservations about this if so much of the parking near St. Thomas weren't restricted to residents only. (Unless that's changed in the last few years?)

In Madison, Wisconsin, where I grew up, it is typical to sign one side of the street in high-demand areas as being permit (resident) only, while leaving the other side of the street open for whoever wants to park there. If St. Paul implemented a similar system, that would still allow people to park close to their houses while also providing adequate parking for visitors to the neighborhood.

(I find this mildly annoying near UST. I find it tooth-grindingly, hair-pullingly infuriating near Grand/Victoria, where I really think I should be able to park on the public streets that as a taxpayer I help to pay for, even if I don't happen to live in precisely that quadrant of St. Paul. I find this particularly infuriating because all those homeowners in the area bought houses near a cutesy little shopping area, and would see their home values plummet if that cutesy little shopping area went collectively belly-up, but they still insist that the on-street parking on the side streets needs to be reserved *for them*. I don't mind using a parking garage when I'm in one of the downtowns or some other genuinely really dense area, but there is no actual shortage of on-street parking in that neighborhood -- only on-street parking I'm allowed to use.)

Anyway. I would very much like to see improved north-south biking access in St. Paul so I support the goal here. I just feel like the concerns of the businesses on Cleveland also deserve attention. Please feel free to forward this message to the right person, if that's not you. I live in St. Paul, near Hamline and Montreal, so the Cleveland/Grand area is one where I drive and shop regularly but it's not where I live.

Thanks!
Naomi Kritzer

From:	Kelley, Pattie (CI-StPaul)
To:	#CI-StPaul_Ward3
Cc:	Collins, Reuben (CI-StPaul)
Subject:	Greg Lendway - Cleveland Bike Lane Proposal - Public Record
Date:	Friday, May 29, 2015 1:22:40 PM

Greg Lendway - Cleveland Bike Lane Proposal - Public Record

Greg would like his comments added for public record that he called CM Tolbert's office against any parking being removed – it will hurt small businesses. He's actually against the bike lane completely on Cleveland, feels it will be an accident waiting to happen. Both his adult daughters are bikers, he supports them and others – but Cleveland just isn't the place to have it.

Pattie Kelley
Executive Assistant
Councilmember Tolbert – Ward 3
15 W Kellogg Blvd. – 310-C City Hall
Saint Paul, MN 55102
P: 651-266-8630
pattie.kelley@ci.stpaul.mn.us

Making Saint Paul the Most Livable City in America

From:	David Rudolph
To:	Collins, Reuben (CI-StPaul); #CI-StPaul_Ward3; Rafael.E.Ortega@co.ramsey.mn.us; #CI-StPaul_Ward5; #CI-StPaul_Ward1; janice.rettman@co.ramsey.mn.us
Subject:	Lex, Cleveland and Front bikeways
Date:	Saturday, April 25, 2015 4:03:13 PM

I wanted to tell you that I fully support the proposed plans for the new bike lanes that St. Paul and Ramsey and proposing. I am a Hamline Midway resident, but me and my family regularly use our bikes to get around St. Paul. These new lanes will allow us to bike more frequently and feel safer. Thank you very much for moving forward with this initiative!

David

From: john nystrom
To: Collins, Reuben (CI-StPaul)
Subject: Opposed to addition of bike lanes on Cleveland Ave, St Paul
Date: Thursday, May 14, 2015 5:31:22 PM

Please be informed that my husband and I oppose the implementation of bike lanes on Cleveland Avenue in St Paul. Cleveland is too busy for safe bike travel alongside bikes, and there are other bike lanes already in place 4 blocks away on Fairview Avenue and 6 blocks away on Mississippi River Blvd. There are also other streets that are quieter and thus more safe for bicyclists and motorists to share the road. Parking is at a premium in the area already and a bike lane will eliminate on-street parking for residents. It will also impact many businesses and apartment dwellers who already compete for too few parking spaces. Businesses are taxpayers as well and some will be forced out of business. I understand the desire of bicyclists for roadways that allow them to travel in their daily lives, but we have these in place already. I do not understand why the VERY small minority of bicyclists interests should prevail over the majority interest.

Please vote against this implementation.

Jayne & John Nystrom

From:	Andy Singer
To:	Collins, Reuben (CI-StPaul); Toni.Carter@co.ramsey.mn.us; #CI-StPaul_Ward3; Rafael.E.Ortega@co.ramsey.mn.us
Subject:	Proposed Bike Lanes on Cleveland Avenue
Date:	Sunday, May 10, 2015 5:55:32 PM

Dear Councilman Tolbert, Mr. Collins, and Commissioners Carter and Ortega,

I support putting bike lanes on Cleveland Avenue from Highland Parkway to Summit Avenue as described at-- http://stpaul.gov/index.aspx?NID=5690

I live a half-block from Cleveland on Berkeley Avenue and am very familiar with the area that these bike lanes would serve.

The proposed bike lanes would connect Highland Center to the University of Saint Thomas and the Summit Avenue bike lanes. Currently the only way to safely get from Summit Avenue to Highland Center is either on Finn Street or Mississippi River Boulevard. Unfortunately, Finn doesn't go through the entire corridor but requires that riders cut over to Cleveland at Niles (going southbound) or West Hartford (going northbound). The River Road, while nice, requires that a rider bike an extra mile and a half and negotiate at least one good-sized hill. So striping bike lanes on Cleveland will make a direct connection and significantly cut travel times. Highland Center is a major neighborhood destination for myself and other folks to the north. It has a Lunds supermarket, a few bars and restaurants, lots of small shops and a library and recreation center.

The proposed lanes would also benefit students. Students at the universities of Saint Catherine and Saint Thomas (where my wife teaches) can and do take classes on each other's campuses. Both schools are part of the Associated Colleges of the Twin Cities or "ACTC" system. They allow cross-registration for courses and share library materials and other resources. For over a decade, there's been a shuttle bus to connect the campuses but, because of budget and ridership problems, the bus service is ending. This will make bicycle connections between the two campuses even more important.

To stripe the proposed Cleveland Avenue bike lanes, some parking will have to be removed between Randolph and Grand Avenues. Parking bays will remain for businesses near Saint Clair and Grand but much of the remaining parking on one side of Cleveland will have to be removed. There are ways to mitigate this and there are significant amounts of unused parking on the various side streets, particularly near Randolph and the Kehilat Sar Shalom Synagogue. Virtually all of the residents on this stretch of Cleveland have alley parking and some businesses have their own parking lots and/or access to nearby parking lots (like Davanni's agreement with the University of Saint Thomas to use their parking lot at Grand and Cleveland on nights and weekends). According to parking studies conducted by the city, much of the existing parking on Cleveland is under utilized, except near the north end and this is largely Saint Thomas students who are driving to campus and don't want to pay for on-campus parking. See-- http://stpaul.gov/DocumentCenter/View/78422
While there are a few building owners who want "Rock Star Parking" right in front of their homes or businesses, the reality is there is almost always parking less than a block away.

I urge you to support building these bike lanes. If you must make concessions to bike lane opponents, start with offering parking permits to

building residents for any nearby side streets that have permit parking. Then consider adding a couple parking spaces in areas that currently prohibit parking, like the two spaces on the southeast corner of Randolph at Cleveland (next to the St. Catherine's Gate), or consider adding additional 30-minute parking spaces on Randolph to encourage turnover for business customers. As a last resort, you can create a four or five space parking bay in the sidewalk in front of Sportsman Barber Shop. If you do this, I urge you to do it at the same time as this project or ASAP so we're not waiting years for it to happen. We have "8-80" money that was going to be used to acquire property at Lexington and Randolph but is no longer going to be used for that purpose (I hope). If it allows this project to go forward, creating a parking bay would be a good use of this money that would placate both bicyclists and business owners.

I recently rode all the side streets within a block of Cleveland Avenue (between Grand and Randolph) and created the attached map of where permit parking, parking restrictions and parking lots are located. I attach it so you can see where there is and is not permit parking, because some businesses and residents are making inaccurate or misleading claims about this. At Randolph and Cleveland, Luci and Accolades each have their own parking lots and Sportsman or other business customers have ample parking on James and Palace Streets, as well as Randolph, and Cleveland Avenue south of Randolph. The Synagogue has ample parking on Sargent Street. Several spaces could be designated for it on Sargent near Cleveland for loading/unloading.

Please support these bike lanes and the Saint Paul Bikeways Plan of which these lanes are a part.

Sincerely,

Andy Singer
2103 Berkeley Avenue
Saint Paul, MN 55105
651-917-3417
andy@andysinger.com

From: Kelley, Pattie (CI-StPaul)
To: Collins, Reuben (CI-StPaul)
Subject: Public Record
Date: Monday, June 01, 2015 8:13:56 AM

Please submit the following to public record:

-----Original Message-----
From: Daniel Revsbeck
Sent: Sunday, May 17, 2015 8:51 PM
To: #CI-StPaul_Ward3
Subject: Cleveland Ave Bikeway and Public Data

Hello Councilman Tolbert, I'm writing to ask your office to assist in acquiring public information regarding how much tax revenue bicycle riders contribute to roadways in the City of Saint Paul? Also, I would like acquire a record of traffic violation citations issued to bicycle riders in the City of Saint Paul on an annual basis?

I would like to offer you my position regarding adding Cleveland Ave as a bikeway thus restricting parking in front of the businesses on Cleveland Ave. This policy plan is just another example of Government overreach extending favors to the Bike lobby and putting long time business owners on Cleveland Ave in jeopardy of going out of business. During wither months, elderly patrons and citizens with disabilities NEED to park as close as possible to do business on Cleveland Ave. Bikers already have Fairview Ave as a Bikeway.

I am not anti bicycling, I rode a bicycle to the University of Minnesota as a student and to the MSP Airport to work for Northwest Airlines successfully and I never felt I needed an official designated "Bikeway" to succeed in my commute. I even rode at night sometimes. When I was a young boy growing up near Lake Nokomis in Minneapolis, I often rode my bike to my grand parents who lived near Longfellow Park. The key to my success was my father impressed upon me the importance of bicycle SAFETY and to stay off of heavily traveled streets as much as possible. He also stressed upon me to honor STOP SIGNS and STOP LIGHTS and cross at the corners. These lessons on SAFETY kept me safe and AWARE that a car could run a stop sing or light at any time and even if I was in the RIGHT, I and my bicycle would be the ones to sustain severe injury and probably death.

I live on Jefferson Ave which is now a Bikeway and I watch bicyclers ignore stop signs and SAFE riding PRACTICES everyday. We now have a Round About at Davern and Jefferson to accommodate the bicyclers and I hope and pray every winter now that we have minimal snow accumulation in the event EMERGENCY VEHICLES need to travel on Jefferson Ave.

It's simply amazing to me that City Policy Makers are so eager to accommodate a group of LOBBYISTS who make no financial contribution to the tax revenue base and are the largest segment of the population that violate traffic laws and safety.

A while back the Park Depts of Mpls and St. Paul made designated bike paths along the River Roads, Parkways and Lakes and Bike Riders never use them. What a waste of money that was!

I await your reply.
Respectfully,
Daniel Revsbeck - XXXX Jefferson Ave - St. Paul, MN 55105

On Friday, May 22, 2015 12:27 PM, "Kelley, Pattie (CI-StPaul)" <pattie.kelley@ci.stpaul.mn.us> wrote:
Daniel –

CM Tolbert asked me to let you know he's heard back from our Police Department regarding tickets issued to bicyclists, and in the last twelve months there were six (6) violations relating to three (3) incidents. Thank you.
Best,
Pattie Kelley

From: Daniel Revsbeck
Sent: Sunday, May 31, 2015 6:52 AM
To: Kelley, Pattie (CI-StPaul)
Subject: Re: Cleveland Ave Bikeway and Public Data

Thank you Pattie and Councilman Tolbert for helping get this information. Now that I know this, I would like to share and experience with you relevant to this data, of what its like to live on a St. Paul designated "Bikeway."

Last Thursday on May 28th, I was driving east on Jefferson Ave at approximately 445pm following behind another automobile when we approached the intersection of Macalister Street and Jefferson which is a 4-way stop. The car in front of me made a complete stop and signaled to make a left turn to head north on Macalister Street. As the car in front of me stopped, signaled and began to proceed, a Bicyclist heading west on Jefferson, wearing a helmet and ear buds in his ears, approached the intersection and a fast clip and with complete negligence just ran through the stop sign never slowing down or attempting to stop while in no way whatsoever acknowledging the car (who was in the intersection with left turn signal on with the right of way and obeying the law) and just rode through as if none of us were there and that he owned the road.

This is an example of a typical situation I witness everyday. Once the politicians in the Twin Cities and State accommodate the powerful and influential Bicycle Lobby by granting all of their requests to designate our roadways with bicycle paths, the bicycle riders act like they feel they own the road and automobile drivers better just give them right of way all the time. Funny how they should feel so empowered to disregard traffic laws and automobile drivers who actually do obey traffic laws so blatantly when bike riders contribute absolutely nothing in terms of revenue the way homeowners, businesses and automobile drivers do to pay for maintenance of our city streets.

I'm hoping this example sheds some light for you on how your decisions impact law abiding homeowners, car drivers and business owners when you accommodate the powerful Bicycle Lobby while they manipulate the media in making Minnesota "Bike Friendly" at the expense of Safety, access for Seniors and Persons with Disabilities and Small Business who have been apart of our communities for Decades.

Thank you for your time and concern,

Daniel Revsbeck
XXXX Jefferson Ave
St. Paul, MN

Pattie Kelley
Executive Assistant
Councilmember Tolbert – Ward 3
15 W Kellogg Blvd. – 310-C City Hall
Saint Paul, MN 55102
P: 651-266-8630
pattie.kelley@ci.stpaul.mn.us

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From: John Freeman [mailto:johnfreemanesq@gmail.com]
Sent: Friday, May 01, 2015 2:30 PM
To: #CI-StPaul_Ward4
Cc: Bauer, Kelly (CI-StPaul)
Subject: Cleveland Ave Bike Lane Proposal

Dear Councilmember Stark:

My family was unable to attend the recent Open House on the proposed Cleveland Avenue Bicycle Lane, so I am writing to express our enthusiastic support for this proposal.

My wife and I live with our son near Cleveland Avenue, and have been frustrated with the difficulty of safely bicycling South between Snelling and the river. We moved here from Minneapolis and love our new neighborhood and the city of Saint Paul. However, there really is a noticeable difference between Minneapolis and Saint Paul in terms of the ability to bicycle safely and extensively. We do not bike

every day, but do use it for exercise, entertainment, and sometimes getting to and from work. There seems not to be a great southbound option in our part of the city. We'd be terrified to have our son bike along Snelling, Fairview or Cretin. Cleveland Avenue is a great option, and also connects with Highland (unlike Prior, which ends at Saint Kate's).

Also, as a small business owner, we think our local businesses would benefit from the bike lane. There is plenty of alternative parking, and many bikers (including those from other cities) will be drawn to Cleveland Avenue.

We want our young son to be an avid biker, and we think his generation will embrace bicycling. Unfortunately, there are not enough safe options now. The Cleveland Avenue bike lane would go a long way toward changing that. We would be so grateful for your support of it.

Sincerely,

John Freeman and Alison Sample

2176 Goodrich Ave

Saint Paul, MN 55105

(612) 568-6568

From: ksshalom@comcast.net
To: Collins, Reuben (CI-StPaul)
Subject: Re: Cleveland Ave Bike Lanes
Date: Wednesday, May 06, 2015 12:46:59 PM

Mr. Reuben Collins,

Since the striping for bike lanes and the removal of parking on Cleveland Ave has come to my attention, I have devoted much time hopes of finding a solution. I would like to see the bike lanes to accommodate bikers, however as you know it presents a problem for our church. What I have found in my search is that parking is not always removed for bike lanes. As an example, Montreal by the golf course has bike lanes and parking as they have the space for both, but the last quarter mile before 7th street does not have room for both and yet they allow parking in the bike lane. I have also noticed that often, where parking was removed and bike lanes installed, they still allow parking in the blocks before and after a church during church hours of church services and ban parking at all other times.
I am asking if that would be possible in our situation. Would it be possible to allow parking between Princeton and St Clair on Saturday and Sunday between 10AM and 3PM. If you think this would be possible, perhaps you could tell me who would be the best people to contact with this information.

Thank You,
Stanley Farr
Kehilat Sar Shalom
225 Cleveland Ave. S
Saint Paul, MN 55105
651-325-8014

From: Kantner, Libby (CI-StPaul)
To: Karen Laird; Tolbert, Chris (CI-StPaul)
Subject: RE: Cleveland Ave. bike lane
Date: Monday, June 01, 2015 3:57:05 PM

Libby Kantner
Legislative Aide to
Councilmember Chris Tolbert
Ward 3, Saint Paul
(651) 266-8631
Libby.kantner@ci.stpaul.mn.us

From: Karen Laird [mailto:karenlaird@comcast.net]
Sent: Monday, June 01, 2015 3:46 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Cleveland Ave. bike lane

Dear Mr. Tolbert,

I write today in support of the local businesses on Cleveland Avenue, in particular Astound Video and Luci and Luci Ancora restaurants. The proposal to include bike lanes and eliminate parking spaces in this area is not good business for St. Paul. We already live in a very bike friendly area. We need to make sure that our businesses, who pay city taxes, are supported as well. Please do not support the elimination of these important spaces for business owners. Bikers will adapt, as they already do all over our metro area. Please focus on the condition of our roads instead. That would make driving to these businesses to spend our money for their services a more pleasant experience for drivers and bikers.

Thank you for your consideration.

Karen Laird
79 Otis Avenue
St. Paul, MN 55104

From: Curt Chandler
To: Collins, Reuben (CI-StPaul)
Subject: Re: Cleveland Bike Route Alternatives
Date: Monday, May 11, 2015 5:05:26 PM

Reuben,

Thank you for getting back to me. I understand there are a lot moving parts here, but to me Cleveland is open to biking right now and people can chose the straight shot of Cleveland or the safer routes of Finn or Prior. I see no need to remove our much needed parking, for once again something that will be used at best 1/2 a year.

If we would try to build this building now with no off or on street parking we would never receive city approval. I can not understand how the city can now strip our parking away and not see how it will negatively effect the building and surrounding neighborhood.

Plus if the City thinks this is such an important need it should fund the indented parking. Maybe bike tabs are in order to help pay for them.

I do thank you for letting us know about the meeting tonight, my wife and some other businesses owners are attending.

Curt

PS I do understand you have a difficult job and most likely feeling pressure from both sides. We just feel as passionate about keeping are parking as others feel they need a bike lane.

From: Curt Chandler [mailto:CChandler@ChandlerInc.Com]
Sent: Friday, May 08, 2015 12:29 PM
To: Collins, Reuben (CI-StPaul)
Subject: Cleveland Bike Route Alternatives

Hello Reuben,

My wife and I own the building on the corner of Cleveland and Randolph. We talked at the open house and I know you've talked with my wife Angel too. The Bicycle Coalition and along with others have suggested we park on the side streets. If they feel its okay for our tenants and our commercial tenants customers to walk one or two blocks to get to their homes and shops I feel they can bike that far to save our parking.

I have attached my ideas on what can be done as an alternative route. This would only be temporary until a complete reconstruction of Cleveland is done and the parking is properly indented.

I'm sure there are issues with each of these plans, but I feel these are safer routes that would not need the removal of parking.

I want to run these by you to see if these could gain any traction as a temporary plan until Cleveland can be done right.

Curt

PS I was planning on sending these to the City Council members and the Bicycle Coalition, but wanted to send to you first.

From:	Amy Schwarz
To:	#CI-StPaul_Ward4; #CI-StPaul_Ward3; Coleman, Chris (CI-StPaul); Rafael.E.Ortega@co.ramsey.mn.us; Collins, Reuben (CI-StPaul); Toni.Carter@co.ramsey.mn.us; #CI-StPaul_Ward5
Subject:	Support of Cleveland Avenue Bike Lanes
Date:	Thursday, May 14, 2015 5:10:24 PM

Good Afternoon,

I am writing in support of the bike lanes, as proposed, on Cleveland, Lexington and Front Avenues. I believe these are essential steps in creating a safe and connected bike network in St. Paul. The current plans are good, but should allow space for protected bikeways. Though building out a full protected bikeway is likely outside the scope of these repaving projects, this is an opportunity now to get the space that would be needed for a future protected lane.

Because I live right off Cleveland Avenue (south of where the lanes are proposed) and attended the public meeting on this project, I want to address Cleveland specifically. While I understand the concerns of business owners on Cleveland, I believe the consequences from the loss of parking are being greatly exaggerated. For example, the owners of Luci and Luci Ancora already have a parking lot and many of their customers use the parking lot at Accolades Salon after hours for parking. Yet, at the public meeting, the owner compared claimed that losing parking would impact job. I strongly doubt this is accurate.

Unfortunately it seems that some individuals in Highland Park and Mac Groveland oppose any change to our neighborhoods, regardless of the benefit to the community and to future generations. I encourage you to show leadership and move this project forward instead of listening to the loudest complainers. There is a quiet majority who supports the project and is often overshadowed by the noise that the opposition generates. I am in my 30's and plan to live and vote in St. Paul far into the future. I have been disappointed by the opposition to change, especially to change that makes our roads, which are public space, more safe and multi-modal. We live in a city that will only grow more dense and parking directly in front of your location should not be expected or protected for the few loudest complainers.

Thank you for your time and leadership. If you have any questions, please do not hesitate to contact me.

Thank you,

Amy Schwarz, J.D.
(651) 699-6796,

From:	Gary Fifield
To:	Collins, Reuben (CI-StPaul); Tolbert, Chris (CI-StPaul)
Subject:	Support street improvements for cycling
Date:	Tuesday, May 12, 2015 4:32:43 PM

Gentlemen,

I want to express my strong support for the addition of cycling designations and facilities for street improvements on Cleveland, Lexington and Front St.

Thank you for your work.

Gary Fifield

From:	Christenson, Jeff
To:	Collins, Reuben (CI-StPaul)
Cc:	#CI-StPaul_Ward1; "Toni.Carter@co.ramsey.mn.us"
Subject:	Writing in Support of the Three Planned Bikeways
Date:	Monday, May 04, 2015 2:51:19 PM

Good afternoon, Messrs. Collins and Thao and Mrs. Carter,

I am writing to show my support for the three potential bikeway projects on Cleveland, Lexington, and Front Avenues.

The first reason I am supportive of these proposed projects is that I am a resident of Lex-Ham, living on Marshall Ave., and I use the Marshall Ave. bike lane every weekday to commute into downtown Minneapolis (and often on weekends, too). Although a line of paint doesn't physically separate me from car traffic, it does set an expectation that drivers and cyclists are supposed to share the road. I feel more confident riding in the bike lane than on the right side of a car lane (although frankly I have no issues riding in the car lane either). More lanes like these would encourage more people to get out and ride, and that is undoubtedly a positive thing for the city of St. Paul.

The second and more important reason I am supportive of these proposed bikeways is that I just bought my wife a bike and she is less confident riding in car lanes than I am, so I have to be more conscious of choosing routes with bike lanes and paths when we ride together. I also have three children, ages 5, 4, and 1, and am hopeful that with the full implementation of the St. Paul Bike Plan, they will be able to confidently navigate throughout our city without having to worry about riding amongst fast-traveling cars on roads designed to move vehicles at speeds of 30+ miles per hour. One of the reasons we like living in the city, versus in a suburb, is that we have the ability to walk and bike to places rather than pile into a car for every trip. We're planning on moving soon, and will be 1 to 1.5 miles from my daughters' schools (and son's school when he's old enough). Once they're older, I would like them to be able to feel safe riding their bikes to school. You may be aware, but there are studies showing that physical activity before school increases students' ability to focus and improves test scores.

I am hopeful that you, likewise, are supportive of these proposed bikeways. Thank you for your consideration and please let me know if there is anything I can do to help with their implementation.

Best,

Jeff Christenson
1204 Marshall Ave.
St. Paul, MN 55104

From:	Rick Wilhoit
To:	#CI-StPaul_Ward1; #CI-StPaul_Ward2; #CI-StPaul_Ward3; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7; Collins, Reuben (CI-StPaul)
Subject:	Cleveland Avenue Proposed Bike Lanes
Date:	Tuesday, June 02, 2015 10:29:41 AM

Gentlemen:
Last evening I attended the information session regarding the remill and proposed bike lanes on Cleveland Ave. held at the Macalester Groveland Community Center. In this email I wish to make only very brief follow up additions to my email to you of yesterday.

1. The proposed bike lanes is new information to most area residents, namely only since March of this year. Because such lane designation only requires stripping of lanes, although convenient to do so when the county remills the road,it could easily be done at any later date after it has been given more careful thought.

2. You propose to reduce traffic lanes from 12' to 11'. Several MTC bus routes use Cleveland Ave. daily. I was informed by the MTC this morning that buses are 8 1/2 feet in width, plus mirrors. With significant bus and truck traffic the 11 foot width will leave little room for error, particularly since motor vehicles will not be permitted to cross into the bike lane. Remember, we are dealing with several thousand drivers a day on this stretch of road.

3. I do not believe you have considered the potential for significant adverse impact to home owners and businesses during snow emergencies when zero parking will be allowed on Cleveland during the plowing of east/west streets.

4. I reviewed the parking studies that are on your website. The parking reviews were done on several Tuesdays and Thursdays, plus a Saturday. This limited information is misleading by its incompletness. The heavier class schedule, and thus parking use days, are typically on Mondays, Wednesdays and Fridays.

I earnest request the City Council postpone its decision regarding the creation of bike lanes until a more thorough study has been made and greater input can be provided by the impacted home owners and businesses. Approximately 90% of the attendees at last night's meeting were opposed to the proposed bike lanes. I have a conflict so I will be unable to attend the June 17 Council meeting.

--
Rick Wilhoit
Home-651-698-0525
Cell----651-492-3593

From: Bob Stupka
Sent: Tuesday, June 02, 2015 9:17 AM
To: 'Hanson, Luke (CI-StPaul)'; 'reuben.collins@ci.st.paul.mn.us'
Subject: RE: Luke Hanson - Contact Information

Luke and Reuben,
Thank you for listening to our concerns last night. Similar to the open house you conducted at Nativity on April 29 I think that I can conclude that virtually all of the businesses on Cleveland between Summit and Randolph are against the proposed bike lanes. I also think that 90% of our neighbors are against the proposal as well. Please try to understand our frustration that all of our input seems to be falling on "deaf ears" since you and our city leaders seem to have already made up your minds on this project. As I said last night this project is so different than other bike lane projects in that it doesn't alter or reduce parking but eliminates it all together. Please continue to listen and pass on the opinions of all of us that live and work in this neighborhood.
Bob

Bob Stupka
President/CFO
Davanni's, Inc.
1100 Xenium Lane North
Plymouth, Mn 55441-5200
(P) 952-927-2307
(F) 952-927-2323

From:	Robert Stryker
To:	Collins, Reuben (CI-StPaul)
Subject:	Fwd: Cleveland Avenue Bike Lane
Date:	Tuesday, June 02, 2015 10:18:35 AM

I am a bike commuter and Nice Ride key holder who lives on Cretin Avenue near Juno.

I am writing in opposition to the proposed bike lane on Cleveland Avenue because of the negative impacts it will have on the small businesses (including Sportsman Barbers and Luci restaurants) and the apartment residents who live in this area.

Prior Avenue is a much quieter street and makes a better pathway through the area than Cleveland and does not need any special bike accommodations.

In addition, the River Road bikeway is approximately 2000 feet (less in many places) from Cleveland Avenue and provides a traffic-free bike experience.

The city of Saint Paul has attempted to alter Cleveland Avenue in the past with center curbs at major intersections. The road simply wasn't wide enough to support whatever was the goal of that effort and the center curbs were quickly removed. I believe that issue remains true for the addition of bike lanes to this already congested (and about to get more congested with the advent of the Ford Plant development) street.

--
Bob Stryker

Contraption LLC
contraptionlearning.com
contact@contraptionlearning.com

--
Bob Stryker

Contraption LLC
contraptionlearning.com
contact@contraptionlearning.com

From:	Mary Phelps
To:	Collins, Reuben (CI-StPaul)
Subject:	Cleveland Avenue Bike Lanes
Date:	Wednesday, June 03, 2015 4:11:11 PM

Hi Reuben,

I am writing to express my strong support for the bike lanes to happen on Cleveland Ave. As a resident on Randolph & Fairview, and as a frequent biking. I think our priority should be to keep people safe. Currently, there are VERY few connected north/south biking opportunities. Cretin is a death trap, as is Snelling. Cleveland has enormous potential. Judging by some of the feedback I've seen online, it sounds as though you are battling a lot of resistance with parking. I would hope that business' could see this an an opportunity instead of an inconvenience. I also hope that everyone can recognize, these areas are neighborhoods with AMPLE parking on every street. We are not in an area full of time restrictions or permit restrictions. It is incredibly easy for me as a customer of Luci Amore or Astound video to turn a corner and park one half a block away.

I really hope this measure goes through and wanted to send my support.

Mary

Mary Phelps
c. 612-810-8775
phelps.mary@gmail.com

Cleveland Avenue Bicycle Lanes:

Open Saint Paul Statements Received

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

All On Forum Statements sorted chronologically

As of June 2, 2015, 1:19 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.

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

As of June 2, 2015, 1:19 PM, this forum had:

Attendees:	338
On Forum Statements:	104
All Statements:	135
Hours of Public Comment:	6.8

This topic started on April 28, 2015, 3:13 PM.

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

Chris Stommes inside Ward 4 June 1, 2015, 4:16 PM

To the members of the Saint Paul City Council,

I live on Cleveland Avenue and oppose the current plan to remove parking on Cleveland to add bike lanes. As a resident of the Macalester-Groveland neighborhood the removal of parking along Cleveland Avenue will negatively impact me beyond losing parking in front of my house. Far beyond inconveniencing my guests and disabled farther in-law when they come to visit, I fear the removal of parking will have a negative impact on the value of my home when it comes time to move to a larger home.

In addition to my personal impact there will be negative impacts to businesses and the community as a whole. Several businesses on Cleveland will have all convenient customer parking removed while others will see available parking seriously decrease for their patrons. Businesses scattered throughout the neighborhood allows it to be envied for how livable it is. A decrease of neighborhood businesses decrease the livability of it and forces residents to travel farther out for the services they need. The increased travel encourages people to drive farther out which is the exact opposite of the goal to increase transportation options in Saint Paul. Parking on already utilized residential cross streets will increase when parking is removed from Cleveland. This will impact residents who do not have property directly abutting to the proposed changes. Additionally Cleveland Avenue is a Truck and bus route. Adding bike lanes will affect commercial vehicles hauling goods to the many shops that dot Saint Paul. In the proposed changes bus traffic will be forced to cross the bike lanes increasing the chance that a cyclist will be struck on a busy road.

The previous two studies on cyclist counts did not examine the impacted area of Cleveland Avenue where the proposed changes are to take place. It is difficult to see how the known negative impacts to residents compares to an unknown number of cyclists that would benefit. Moving a North South bike route to a street with fewer businesses and less traffic is the only sensible choice.

Respectfully,

Chris Stommes

1 Supporter

Stephen Maas inside Ward 3 June 1, 2015, 3:16 PM

“History doesn't repeat itself, but it does rhyme."
_ Mark Twain

The year was 1955 and as the Public Roads Administration worked out the details of the Interstate Highway System, they proposed a plan for two freeways that would cut through the city of St. Paul. Roads we know today as 35E and 94. The early plan was intentionally left vague, and the actual routing of these roads, constructed in various phases over the course of several decades, underwent several changes due to various neighborhood concerns. The segment of 35E from the Mississippi River to downtown being the most contentious, it generated multiple and varied statements of support and opposition from the Saint Paul City

Council over the years. Its interchange with westbound 94 and the fate of Ayd Mill Road are still unresolved nearly 60 years after being first proposed.

These then-innovative transportation corridors that we now call freeways did not come without a cost. My mother grew up in the Dayton's Bluff neighborhood. Her childhood home was taken to make way for the interstate and as a teenager she was forced to leave her neighborhood and her friends to make 94 possible. Hers was not an isolated incident. Neighborhoods and communities were carved in two throughout the city. Homes were taken, friends and neighbors separated, businesses closed, roads rerouted, communities changed forever.

I would be remiss if I didn't mention the devastating impact that the construction of 94 had on the Rondo Neighborhood and the African American community in St. Paul. Merriam Park suffered a similar fate, its commercial district cut in half by Highway 94 never recovered from the shock and this once thriving commercial district is hardly recognizable today, save a few dilapidated buildings that now look oddly out of place.

At the present time we find ourselves in a similar situation. Much like the Public Roads Administration in the 50s, the City of St. Paul has identified bicycles as a transportation solution for the 21st century, and has offered a plan to move the city forward in this area. But just as in the 1950s, the details of the plan still need to be sorted out. Obviously we are not talking about building freeways down the middle of neighborhoods, but nonetheless the repercussions of the bicycle plan will bring change to our neighborhoods that will be with us for decades to come.

Today we are discussing one segment of that plan, Cleveland Avenue. If one were to take out a street map of the City of St. Paul and begin plotting bicycle routes, Cleveland is a natural choice. It is a major arterial road, it goes from Mississippi River Boulevard at the south, all the way to University Ave at the north, providing a long uninterrupted north/south route. It passes alongside two college campuses, the exciting redevelopment opportunities of the Ford Plant and provides numerous interconnection options with existing transit infrastructure.

But as the experiences of the Rondo and Merriam Park neighborhoods with the freeway system have taught us, neighborhoods are more than just points on a map, and new transit corridors do more than just add new lines or change map colors to reflect new transit options. They transform the character of neighborhoods, sometimes for the better and sometimes for the worse.

I believe the City of St. Paul recognized this important fact when they drafted their Bike Plan. That is why it was presented as a plan to be implemented in stages over time; adapted, molded and shaped to local realities. Surely it was not intended to be an all-or-nothing rigid set of routes to be imposed without neighborhood input. For no one could have adequately foreseen the impacts of adding 193 miles of bike facilities in their entirety, immediately, without local input or adjustment.

Regrettably the implementation process thus far for the Cleveland Avenue portion of the Bike Plan has largely discouraged neighborhood involvement. Rather than soliciting input from local stakeholders the plan has been presented as "this is what we intend to do. Do you have any questions?" Residents were not notified of plans until mid April, allowing a mere six weeks for public comment before a planned decision by the City Council and many property owners were not notified at all.

While public comment has been solicited, the project has been moving forward from committee to committee without any consideration of that public comment. When Public Works presented the plan to the City of St. Paul Transportation Committee on May 11th, the presenter acknowledged he had not had a chance to review public feedback, but nonetheless sought approval from the Transportation Committee and received it. This despite the fact that the Public Works presentation given at that meeting indicated that public comment and plan revisions were supposed to happen prior to presenting the plan to the Transportation Committee. Even now, over a month after the proposal was made public, I meet many people who live in the neighborhood who have no idea of the changes planned for Cleveland. Thus those who know the neighborhood best and are best equipped to make suggestions that would benefit bicyclists, businesses and residents are being left out of the conversation.

As a resident who has lived in the Macalester Groveland neighborhood for the last 19 years, an owner of a home that adjoins Cleveland, and an owner of a business on Cleveland, I am deeply concerned about the impact that the proposed bike lanes will have on the neighborhood for years to come.

As a resident, I am concerned that Cleveland just isn't wide enough to devote 31% of the roadway to bicyclists. My kids love watching the fire trucks and police cars race by out our living room window and the buses and trucks too, but the reality is Cleveland is a bus route and a busy road that carries a disproportionate number of large vehicles relative to its width and traffic volumes.

Advocates say that narrowing traffic lanes will have a traffic-calming effect, but as a resident I am more concerned with narrower traffic lanes than by the current speed of traffic on Cleveland. This coming from someone who both lives on Cleveland and drives on Cleveland several times a day every day. I know of what I speak.

I also fear more backups and idling cars as rush hour becomes more chaotic. With narrower traffic lanes it will no longer be possible for cars to navigate around stopped buses and cars waiting to make left turns. This will mean a more interrupted flow of traffic during rush hour, more idling cars, more exhaust, more noise. One need only look at what has happened to Marshall Ave during rush hour over the last few years with the traffic calming measures on that road to get a sense of what will happen to Cleveland. These are the sorts of details that aren't necessarily apparent when one looks at a map, but are quite evident to those who live in the neighborhood. Details that need to be taken into consideration both for those who live in the neighborhood and those who are traveling through it.

As a property owner I'm concerned that the loss of on-street parking on Cleveland will result in more cars crowded in front of my house, and more traffic on side streets in the area. The cars aren't going away. If we push them off Cleveland, they will end up in the neighborhood.

I live a block from a major commercial node on Cleveland and I already get some overflow parking in front of my house from patrons of the local businesses on occasion. It can be inconvenient when you or a guest can't park in front of your house but I know it's a public street and I shouldn't expect reserved parking in front of my house. It comes with the territory when you live in the city. We have limited space and need to share limited resources like parking. My concern is that parking will become an ongoing problem rather than an occasional one as all the cars that currently park on Cleveland (hundreds over the course of a day in my estimation) are forced onto the side streets.

As a business owner I'm scared. I've been in business long enough to know that ease of access can make or break a business. The location of a curb cut, easy access to parking, these may seem like minor issues to most but thriving businesses go out of business with changes like these. Most of my customers are 50+ and while many of them are quite fit, there is a significant portion that aren't going to be walking a block or two to come to my business. They'll go somewhere else instead. Those from outside the neighborhood who are driving by on Cleveland and have historically been able to spontaneously pull over, come in and learn more about my business won't do so because there is nowhere to park. I won't lose all my customers overnight, many will still come. But some won't. And those some may be the difference between remaining profitable and having to close up shop.

The worst part is that there will be no benefit for most of us who live and work in the neighborhood. While a small cadre of bicycle commuters may be able to make use of the lanes, most of us dealing with the fallout from this proposal never will. Ours is a neighborhood of families with children. You don't put 2 kids in a bike trailer and ride down Cleveland to Lunds, buy groceries for a family of four and ride back home. And you don't have your six-year-old ride on Cleveland Avenue, even if the bike lane were eight feet wide.

Bike lanes are not for families with young children. They are not for families with hectic schedules who need to get kids to football practice, music lessons and the library all before dinner. In discussing this proposal with my neighbors, many have commented they would never ride on bike lanes on Cleveland or let their children do so. It is too busy and too crowded to allow for safe riding.

Fortunately, there are family-friendly alternatives if the city is willing to explore them. Finn and Prior both provide direct routes from Summit Avenue to Randolph Avenue. They have minimal traffic and provide ample room for cyclists and cars to coexist. Whenever my family wants to ride to the University of St. Thomas we ride comfortably on Finn, with no concern about the safety of even our youngest riders. These are the sorts of routes that make bicycling a joy, encourage infrequent bikers to give it a try, and enable us to teach our children that biking can be a viable form of transportation.

It is true, long-haul cyclists may need to ride an extra block or two to Prior or Finn but such is the nature of transportation for all of us. Some roads don't go through, some streets only have sidewalks on one side, some freeways have speed limits of 45mph and don't directly connect with westbound 94. But these are the sorts of compromises we make living in a city. If we want to make bicycling a viable form of transportation, weather permitting, we need to make it viable for everyone, not just long-range bicycle commuters. If we want to encourage biking in our neighborhood, indeed in all neighborhoods in St. Paul, we need to select routes that make sense for cyclists of all levels and abilities, not just those willing to risk their lives next to cars, buses and semi-trailers.

While many have expressed their opinions on this plan, the greatest amount of consideration needs to be given to those who live and work along Cleveland Avenue and in the surrounding neighborhood. Similar to those who live along 35E, they are the ones who will be most directly affected.

As a concerned citizen, I believe bike lanes on Cleveland are a public safety hazard, an accident waiting to happen. They try to do too much with too little space at the expense of all users of the road. As a resident in the neighborhood, I'm deeply concerned that parking issues, which have been a perennial issue in an area of the

city home to two universities, will only get worse and will have a negative impact on our quality of life. As a business owner, I'm worried the elimination of parking on Cleveland will have a negative impact on my business and may force me to close or relocate. Not only that I may lose my barber, a good Italian restaurant in the neighborhood, and several other little shops that have recently opened.

The good news is that there are excellent alternatives if only we are willing to take a little extra time for planning and discussion to make them a reality. I can speak from experience that Finn and Prior are a joy to bike on compared to Cleveland Avenue. I hope that the City Council embraces the true nature of the Bike Plan as just that, a plan, and takes the time to start working with those in the neighborhood to find a solution that benefits home owners, business owners and bikers in the Macalester/Groveland area and throughout the city!

1 Supporter

Kim Anderson outside Saint Paul June 1, 2015, 2:31 PM

I personally love the idea of fresh air and exercise. However, given the limited number of days that our climate begs its residents to enjoy the outdoors is, of course, quite limited. Outdoors enthusiasts already have a nice array of options given the Mississippi River routes and Como Park. Commuter bike traffic seems to be an ideal that would be utilized by a very limited demographic. Business owners, on the other hand, are left with the limited availability of parking. Their business are open to the public, rain and shine, seven days a week, 365 days a year. The best decision would have to be the one that benefits the greatest number of people for the greatest amount of time. I am against this bike lane proposal.

Keith Goetzman inside Ward 2 June 1, 2015, 11:39 AM

I fully support the installation of bike lanes on this stretch of Cleveland Avenue as part of the St. Paul Bicycle Plan. While I see there is some vehement and apparently organized opposition from a religious congregation on the street, I also perceive a certain degree of hysteria and resistance to change in many of these comments. Relying heavily on street parking for a once-a-week event was bound to run into limits at some point anyway. For many worshipers, perhaps adding a short walk, or even a bike ride, to one's weekly spiritual ritual would be a net positive.

Tim Morehead inside Ward 3 June 1, 2015, 10:28 AM

I am opposed to the bike lane that will eliminate parking along Cleveland. The impact to the businesses, customers of those businesses and residences on Cleveland would be devastating. I am one of those customers. I understand the issue of getting more bike routes to help the environment, but this is not equitable. The penalty to the businesses, their customers and the residences would not be offset by the benefit of a few bikes traveling along Cleveland. Unfortunately Cleveland was not designed to accommodate this change. Another plan must be developed to add bike routes, but Cleveland is not the answer.
Sincerely,
Tim Morehead

1932 Bayard Ave.
St. Paul, MN 55116

Nancy Veeder outside Saint Paul June 1, 2015, 9:04 AM

I go to Synagogue on Cleveland Avenue. We have several older people who will find it difficult to walk one or two blocks to to get to our building. Is it possible to make provisions for parking on Saturdays and Jewish Holidays. Nancy Veeder

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Ian Marquez outside Saint Paul June 1, 2015, 12:00 AM

As a Member of Kehilat Sar Shalom, I am strongly against the new resurfacing project on Cleveland Ave.

Resurfacing and adding new bike lanes will drastically reduce the amount of parking that can be done around the building which is rather limited as it stands. Any further reduction would not only create more of a hassle for regular members, this would also discourage new attendees. Please reconsider this project as it would just cost more money and cause more trouble than help the people affected in this area.

Mark Schneider inside Ward 3 May 31, 2015, 8:24 PM

Here we go again!!! Parking spaces are being given to the weekend bike rider. When are the City Council going to realize the car is our main means of transportation. The bike is s means of weekend recreation. The bike should be allowed only one foot of space next to the curb.Their is little parking space along Cleveland and taking parking away will only drive people to go where it is easier PARK!

1 Supporter

Amy Delbecq inside Ward 4 May 31, 2015, 5:39 PM

As a female cyclist that frequently uses Cleveland Avenue to travel from my house in St. Anthony Park to businesses, friends, and family in the Mac/Groveland area, I would like to strongly support the addition of in-street bike lanes on this section of Cleveland Ave. I already bike this road weekly, and I believe that the addition of in street lanes would make it safer for bikers using this road.

While some parking will be lost, it is minimal compared to what the community will be gaining with the addition of these bike lanes. Traffic on the street will slow when the vehicle lanes are narrowed and the bike lanes are added. This will make travel around the community safer, especially for pedestrians and cyclists. We need to stop planning for cars rather than people in St Paul.

Diann Engle outside Saint Paul May 31, 2015, 4:56 PM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

Dear St. Paul,
I attend Kehilat Sar Shalom on Cleveland Ave. weekly. I am 69 years old and there are others 69 and older that attend, so it is difficult to walk many blocks to get to service. Cleveland Ave. is a very busy street with stores and restaurants (and churches) needing parking spots for their customers, I think it would make more sense to but the bike section on a parallel street (not so busy) for the safety of the bikers, pedestrians and the motor vehicles.

Jason Quiroga inside Ward 5 May 31, 2015, 3:13 PM

I strongly oppose the bike lane proposal.
I am a member of Kehilat Sar Shalom located in Cleveland and our parking is limited.
Our elderly members use parking right up front of our building which unfortunately is located on Cleveland.
Eliminating On street parking will Not only be an inconvenience -it becomes unsafe for our elderly. Forcing them to park a distance from the congregation.
Please reconsider!

Jason Quiroga

2 Supporters

Perlita Vindel-Calix outside Saint Paul May 31, 2015, 2:56 PM

1. Cleveland Ave. is a busy two-way street. Adding bike lanes, would increase congestion and potentially make driving and riding unsafe.
2. The street is also narrow. Bad weather days, having rain or snow, would risk cyclists to being side-swipped.
3. Long-time and growing businesses would have great difficulty finding a place for customers to park.
4. Car debris and trash from stores and restaurants would be swept unto the bicycle lane and could bother or hurt cyclists.
I personally attend a messianic congregation on Cleveland Ave. We have services sometimes more than once a week. It would be difficult for those with children, the elderly, and those must carry things(food, instruments) every week. Please consider an alternative.

2 Supporters

Robin Debronsky outside Saint Paul May 31, 2015, 2:32 PM

I am currently a participant at Kehilat Sar Shalom and oppose the proposed bike lane on Cleveland Avenue. Many of the individuals that attend the temple need the parking spaces in the front due to disabilities and advancing age. They need to have little walking and not have to walk up hill. In addition, the small businesses will definitely suffer because all of the parking that will be taken from the business itself. This will negatively affect income. Individuals that are able to bike can use streets that already have bike lanes versus the people that are attending the temple and those who are shopping on Cleveland Avenue. This will ultimately affect the commerce of St. Paul. I appreciate your help in no allowing this proposal to pass.

Galina Popov outside Saint Paul May 31, 2015, 12:38 PM

Hello,
This statement is presented by an individual attending on regular bases the Messianic synagogue on Cleveland Ave: Kehilat Sar Shalom.
I would like to raise my voice in opposition to the current plan for creating a bike lane at the expense of the parking on Cleveland Ave. Removing parking from the street will definitely harm the businesses that contribute greatly to the livability of the neighborhood. It takes a long time for a business to be established and to grow to its maximum potential whereas a short time and unnecessary changes can quickly devastate a business. Creating a bike line on Cleveland when many bike lanes exist and are available in the vicinity makes no sense considering the high necessity of parking on the street. The parking is most convenient to local businesses, multitude of individuals who come to worship on the weekend, the local residents, and so many students and school staff, all benefiting greatly from the parking. Please, do not remove the parking from Cleveland Ave!

Ms. Popov

1 Supporter

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nancy guilbeault inside Ward 3 May 31, 2015, 10:12 AM

I live very near the corner of palace and Cleveland Avenue. Years ago, the residents of our neighborhood went to the St. paul City Council to oppose a business on the NW corner of Cleveland and palace that wanted to create a parking lot in the backyard of their business. The St. paul City Council ruled the that six parking spaces for the business on the N.W. corner of palace and cleveland included three parking spaces on Cleveland and three spaces on palace Avenue and adding a parking lot was unsafe.
Currently, there are two business on the corner of palace and Cleveland. The daycare on palace and cleveland also has a daycare adjacent to it on Cleveland. The mornings and evenings crowd the limited parking on palace with parents picking up infants and young children. In addition, both of the existing businesses On the NW and SW of Cleveland have rental units with renters needing parking. The parking on palace ave/Cleveland is already congested and especially so, for the adjacent homeowners. The businesses need the parking on Cleveland! Some bus routes were moved from Cretin to Cleveland, which make it more congested, and there are long growing lines of traffic between Randolph and Jefferson during rush hour traffic on Cleveland. Cleveland does not seem to be a safe street for bicycles or pedestrians trying to cross the street. There are already options for bicycles on quieter streets, such as prior Avenue.

We have not even seen what will happen with traffic on Cleveland Avenue with the new Target opening in Highland Village and with Cleveland Avenue being the most likely North/South street for access to Target on Ford parkway. The amount of traffic will likely soar on Cleveland. I am sure that removal of Cleveland parking for the businesses would result in increased parking on the West side and East side of palace Avenue. Adding a bike lane on Cleveland, such a busy street, would jeopardize everyone's safety and add further congestion on palace avenue. The businesses need their existing parking on Cleveland and palace Avenue!

JoAnn Conrad outside Saint Paul May 31, 2015, 7:33 AM

As a member of the Kehilat Sar Shalom congregation, I am AGAINST putting bike lanes on Cleveland. Parking

is already limited, so eliminating parking will result in church members walking much longer distances to attend services. Also, I don't understand why a city would want to implement something that would so negatively impact local, neighborhood friendly businesses.

1 Supporter

Roxanne Nelson inside Ward 3 May 30, 2015, 7:57 PM

I fully support the proposed bike lanes on Cleveland Avenue. Building infrastructure to support alternative means of transportation is crucial to the future livelihood of St Paul. We need to put the emphasis on walking, biking and mass transportation - and our city will thrive in the future. Continuing to emphasize cars over people will be detrimental to St Paul's future and our ability to continue to attract new residents. It's really quite a simple question----- In the next decades, what will be the biggest draw for potential St Paul residents? On street parking for a few businesses, or a series of connected bikeways that indicate St Paul is a vibrant, progressive city?

1 Supporter

Steve Conlin inside Ward 3 May 30, 2015, 6:09 PM

Hello.
We are Steve and Jane Conlin, longtime residents of Macalester/Groveland and co-owners of Learn to Learn, a small, neighborhood tutoring center.
We wish to add our voices to the growing and concerned list of residents and business owners who oppose the current plan to remove parking from Cleveland Avenue and replace it with a bike lane as part of the long-term area transit plan. This move, while it may sound idyllic and a way to promote a more livable and bike-friendly area would in fact, harm both the property values of the residents and kill the business who have enhanced the livability of the neighborhood. We expressed these concerns at the public forum held at Nativity school but want to make sure that the comments we made there and reiterate here become part of the permanent and public record on this project.
For years this area has successful balanced the parking needs of both business owners, renters, college-commuters and homeowners. As anyone who lives in the area can tell you that is not always an easy task given the density of population and the sometime fickle nature of our weather. The current proposal to remove this balance will pose an undue burden on those who work, do business and study by forcing an already dwindling resource into extinction. The long-term result will be declining property values, decreased, if not a complete absence of any business and ultimately a loss of tax revenue generated by the diverse mix of commercial tenants and residential owners.
Many of our clients for example either travel a great distance to get to our business and are also traveling with their children which makes bus and bike options impossible. The businesses in the area cannot stay afloat by relying merely on the people of the neighborhood. We need those who are willing to come to our site and as a result need a place nearby while they wait for their child to complete tutoring.
We believe the bigger concern for this area is not to change to the transit method by which people arrive but to focus instead on traffic calming methods (starting with but not restricted to a traffic signal with a turn-arrow at the Cleveland/Randolph intersection). Until you deal with this aspect, biking will remain a risky endeavor on Cleveland Avenue.

Sincerely,

Steve and Jane Conlin

3 Supporters

Jess Cabak inside Ward 4 May 30, 2015, 4:19 PM

As a homeowner in the neighborhood, I do not support adding bike lanes on Cleveland at this time. The impact on local businesses, including places of worship, could be devastating. In addition, with a multitude of bike lanes available in the vicinity, it does not make sense to eliminate much needed parking on Cleveland.

2 Supporters

Elaine Weber Nelson inside Ward 4 May 30, 2015, 3:43 PM

Please DO NOT put bike lanes on Cleveland south of Randolph. The bike lane could turn east on Randolph to Prior, which is a quieter street and already designated bike route north of Summit. The small businesses along Cleveland need their parking and you just can NOT take away MORE parking from UST without inflicting more damage to the Merriam Park neighborhood. The City allowed UST to grow without planning for parking and the neighborhoods are suffering for it. Cupcake couldn't get onto Grand ave. because they couldn't get enough parking, yet UST was allowed to grow without accommodating for parking. Hundreds of students part on Cleveland every day - where will they go? If you really want to make St. Paul the "most livable city" you need to pay attention to those of us who actually live here.

1 Supporter

Judith Krow inside Ward 3 May 30, 2015, 3:22 PM

We have lived at 2105 Scheffer Avenue in Highland Park for the past 23 years. We are writing this to state that we are strongly AGAINST the installation of bike lanes on Cleveland Avenue. The reasons for this are as follows: first, every day at lunch and on Saturdays, overflow parking from Cecil’s Deli stretches from the corner of Cleveland and Scheffer to our house, which is four houses to the east of the corner of Finn and Scheffer. This gives us a good idea of what will happen if parking is removed from Cleveland Avenue. The residential blocks on either side of Cleveland will become parking lots, as is the case on Scheffer. Second, we believe that the businesses on Cleveland, particularly between Scheffer and Ford Parkway will lose customers due to lack of parking. As residents of Highland Park, we value these businesses and want them to succeed. Removing parking will impede that success. Third, removing parking from Cleveland will have an adverse impact on the people who rent apartments or live in houses along Cleveland, forcing them to rent elsewhere, where there is parking, or causing the residential streets to take the overflow, again becoming parking lots. The students and faculty of St. Catherine’s will have and cause similar problems. Given the fact that that there are relatively few bicyclists (compared to the number of residents and businesses in the area), the installation of bike lanes will cause more harm to the neighborhood than the benefit the bike lanes will create. There are other options for

bikers, including biking on other streets or continuing to bike on Cleveland as they have been. Neither the residents of Highland Park nor the businesses have such options. Accordingly, the bike lanes should not be installed.
Whether the bike lanes are installed or not, we have the following additional comment. We have observed bikers regularly disobeying or ignoring traffic laws; particularly running red lights and stop signs. We think that bikers should be required to take a licensing test, as is required for drivers of motor vehicles, and that bikes should be licensed in the same way that motorcycles and motor vehicles are. Further, an annual license fee should be charged. Bike lanes are not free to construct or maintain, and we think it unfair that bikers are not required to pay any portion (let alone their fair share) of the cost. A license or other fee would force bikers to contribute to the amenity of a bike lane, of which they are the sole users.

David MacMillan and Judith Krow
krowmacmillan@gmail.com

2 Supporters

Jess Quiroga inside Ward 5 May 30, 2015, 2:26 PM

I am opposed to the bike lane proposal.
Our congregation is Kehilat Sar Shalom located right on Cleveland. Our parking is limited as it is already. By having a bike lane will eliminate a big portion of our congregation's parking space. We have elderly members that need up close parking.
It would be easier for able- bodied bicyclist to use bike lanes already available to them close by- than to have the elderly park a distance from their destinations.
Please reconsider this proposal.

Thank you for your time.

-Jessica Quiroga

2 Supporters

Sarah Larson inside Ward 3 May 29, 2015, 6:04 PM

I do not support adding bike lanes to Cleveland Avenue. As a resident of the neighborhood and a customer at many proprietors on Cleveland, I am worried that taking away parking will have an adverse effect on businesses, households, places of worship, etc. Because there are adequate bike lanes and trails in very near proximity (River Road, Fairview Ave, etc) I believe that it is reasonable to leave the street without adding bike lanes.

2 Supporters

Jayne Nystrom inside Ward 3 May 28, 2015, 11:02 PM

I am opposed to the addition of bike lanes to Cleveland Avenue for many reasons. The street has too high a volume of traffic for safety with bikes traveling along with cars,
Traf and buses making stops. Established businesses will suffer with the lack of parking in front of, or even nearby, their establishments. Residents of rental properties will not be able to park near their properties. Homeowners will not have the ability to park in front of their homes. There are established bike lanes within 4 blocks east and 5 blocks west of Cleveland Avenue so why would it be necessary to complicate the already very busy travel on Cleveland? Wouldn't it make more sense to create a bike lane on quieter streets, where parking is not a premium and travel would be safer for bicyclists and vehicles alike? Traffic is ever-increasing and adding a bicycle lane to an already too busy traffic street for a few bicyclists to travel alongside cars jeopardizes the safety of all. It would be better if the bike lanes could be set aside on less busy streets. Please do not legislate for the few bicyclists that will be using the bike lanes compared to the many vehicles that use Cleveland Avenue.

4 Supporters

John Wolfe inside Ward 4 May 28, 2015, 12:49 PM

I am a life-long resident of St. Paul. For the past 15 years or so, local government no longer seems interested in the safety or convenience of its residents or the interests of its small businesses.

This project will cause loss of dozens if not hundreds of parking spaces in my UST neighborhood. This will cause my block (the 18xx block of Portland Avenue) to become permit parking only. Permit now starts one block to the west. Permit parking means I can not have visitors park near my home. I can't have a relative stay at my house. My property value will decrease, at the critical time when I might want to sell the home to fund mt retirement.

I will no longer be able to patronize my barbershop, a few of my favorite restaurants, even my dentist, because of this capitulation to the interests of a very few at the convenience of the many.

Please stop any plans to make my neighborhood unusable to its residents for the convenience of a few passing through.

Please think of the people who elected you rather than the strident lobby of those who care nothing for how their whims affect lives.

3 Supporters

Jeff Christenson inside Ward 1 May 28, 2015, 11:37 AM

I fully support the addition of this bike lane, as it represents a critical north-south route through St. Paul. It will also calm traffic and make it easier for everyone to navigate.

2 Supporters

Kyle Luebke outside Saint Paul May 28, 2015, 9:30 AM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

My name is Kyle Luebke and though I do not live in St. Paul, I weekly bike from where I live in Minneapolis (near Minnehaha Falls) into St. Paul - and because of this often choose to spend my money in St. Paul as opposed to Minneapolis.

I have often mentioned to people in my circle how I wish there were more options for biking in St. Paul. Where I live in Minneapolis, I have easy access to countless bike lanes, bike trails, and the like. Coming into St. Paul from Minneapolis is great, but at the same time, it is often frustrating, because I have to figure out how to get around safely or bike amongst cars. Adding bike lanes on Cleveland is not only an important first step in understanding that the share of people who don't want to drive - such as myself - is increasing, but it will also lead me to spend even more of my money in the city, as I will now have a safe way to get around. I don't want to have to drive to an area, instead I want the freedom to walk, bike, or take transit. Bike lanes on Cleveland will further allow me to choose how I want to get around - as opposed to having other people choose it for me. Please add them!

4 Supporters

Ray Newton inside Ward 3 May 27, 2015, 8:21 PM

My name is Ray Newton and I have owned the Sportsman Barber Shop for 45 years. I oppose the parking ban on Cleveland Avenue (Randolph to Summit Ave). We have over 200 clients per week. Many have mobility problems and we have to help them out of their cars and into the shop. They need sidewalks to get out of their cars and not grass, as you offer on Randolph and James. We need parking on Cleveland to serve our customers that are not able to physically walk a couple blocks to get to us.

Jim Masters inside Ward 3 May 27, 2015, 4:10 PM

My name is Jim Masters and I am the owner and director of A Child's View child care center on Cleveland Avenue. Our program has served children ages 1 ½ to 5 at this location for the past 27 years. My wife and I own the building. I am writing to register and explain my opposition to the proposed bike lane on Cleveland Avenue.

Three weeks ago, we were notified that the City of Saint Paul is considering a plan to convert all street parking in front of our building to a bike lane this summer. If implemented, this plan would pose a severe burden for our parents and young children, hinder the operation and success of the child care center, drastically reduce our property value, and impose on the parking available to our neighbors on the adjoining residential streets. Having occupied this building for almost three decades and having frequently biked to it, I can also attest that the volume of car, truck and bus traffic on Cleveland make it a poor candidate for a dedicated bike lane.

I understand that thoughtfully sited bike lanes add valuable recreational and commuting opportunities in our city. Small neighborhood businesses also add to the strength and character of Saint Paul - a city that is known for its appreciation of its historical buildings and the warm welcome it extends to small businesses. This plan is being implemented on a fast track, with limited opportunity for public comment and insufficient consideration of the impact that it has on the small neighborhood businesses in its path. Please locate the bike lanes on more suitable non-commercial corridors, or extend the timeline for this project to allow the City to work with the affected small businesses. A successful plan should incorporate provisions to address the legitimate parking

needs of the small businesses (their owners, patrons, service providers, and staff), their neighbors, and the public at large.

Many of the commercial buildings located on the Cleveland Avenue business corridor were built nearly a century ago. They complement the residences that were built in that same era. However, commercial buildings constructed at that time were often sited in a way that makes it very difficult to replace the on- street parking that would be eliminated if the bike plan goes through as proposed. Our building is characteristic of others on this stretch of Cleveland. It was built in the early 1900's on a 40x126 foot lot at the corner of Palace and Cleveland. According to our research, it was originally a neighborhood grocery store. The building was constructed so that it faces Cleveland Avenue and sits directly on the sidewalk and the alley. This leaves us no place to construct off-street parking on the alley side of the building, and city setback requirements prohibit parking on the rest of our lot.

Our lot has 126 feet of frontage on Cleveland Avenue. That frontage has provided our parents with parking in front of the center, so that they do not have to carry or escort small children for long distances to access the building. This is especially important during Minnesota's harsh winter months. Biking or walking is simply not an option for the consistent, daily, year-round access to the center that our families require. The availability of adjacent street parking was taken into account when the City approved our occupancy of the building.

Some have expressed the sentiment that the businesses do not own the parking spaces and are therefore not entitled to consideration on the parking issue. It is true that we do not own the spaces, but they serve a valuable purpose for our patrons and the public. Without adequate access, we cannot provide services, support jobs, and make our small (but collectively, strong) contributions to the economic viability and historic character of Saint Paul.

The businesses along Cleveland Avenue also contribute directly to the maintenance of the streets adjoining their properties. Higher street maintenance assessments are due for frontage on Cleveland Avenue than on neighboring residential streets because it is a "Commercial/Arterial" street. This designation recognizes the commercial character of the street and the validity of the businesses adjoining it. Businesses located on Cleveland Avenue pay more than double the right-of-way maintenance rates of residential owners on the street. There is a logic to this because Cleveland Avenue has a higher traffic use and because businesses in the Cleveland Avenue neighborhood should do their share to help maintain streets that benefit them and their customers. But where is the benefit to our neighborhood businesses if we cannot use this commercial street to access our properties?

While walkers and bikers can provide some traffic to our neighborhood businesses, it is nonsensical to think that they alone can provide sufficient commerce to keep our neighborhood businesses alive. These means of transportation should be options, not mandates imposed by exclusionary planning. In the case of our center, the vast majority of our parents transport their children to the center on a daily basis by car, with some walking or biking on occasion as weather or other conditions allow. Access is a daily need, and consistent parking options are essential to meeting that need.

If our only viable access is taken under the City's proposed bike lane plan, the value of our property will be compromised, if not destroyed. The building had fallen into disrepair when we purchased it. True to Saint Paul and its traditions, we saw potential and have invested in restoring and improving it over our 27 years of

ownership. What was once an eyesore is now a pretty little building with window boxes on the street-side and children playing in the yard. The child care center is an asset to the neighborhood.

The needs of small businesses should be taken into account in any plan to install a dedicated bike lane in this historic commercial artery. If the lanes cannot be placed on more bike-friendly non-commercial corridors, viable options might include use of sharrows (such as is used on neighboring Jefferson Avenue) that allows for bikes and cars to share the parking lane, short-term parking in front of businesses, street widening, parking cut-outs, and/or variances of city building requirements to allow us to construct parking spaces on unimproved portions of our lots.

Please take the time to explore these options with the small business stakeholders on Cleveland Avenue and to arrive at a reasonable solution that accommodates the needs of all members of the public. A July implementation schedule for a plan announced in May is a disservice to all.

Thank you for your consideration.

Jim Masters

1 Supporter

Shannon Lees outside Saint Paul May 27, 2015, 1:12 PM

Please do not install bike lanes on Cleveland Avenue. I attend church at 225 S Cleveland Ave and by removing parking in front of the building, the elderly attendees who need those spaces to be dropped off would not be able to attend. There is already limited parking in the residential area and it is difficult to find a spot close enough with our young children. There are many young families and crossing the street can be dangerous. Please reconsider adding bike lanes after the road has been widened. Thank you.

2 Supporters

Philip Moody inside Ward 5 May 26, 2015, 10:09 PM

I am an avid motor vehicle driver and even I think bicycle lanes on Cleveland Avenue are a GREAT idea! Saint Paul is a family city, and we need safe routes for cyclists for pedestrians far more than we need parking spaces within two feet of a business's front door. Once again Saint Paul is a FAMILY CITY and we need to stop pandering to handful of business owners and start paying attention to the thousands of homeowners/taxpayers in the city. We need to keep in mind that public commentary shouldn't be derailed by a couple of anti cycling buisness owners who really only care out their bottom line. Saving parking spaces over safe transit routes seems to go directly against the city's 8 to 80 initiative.

4 Supporters

Roberta Avidor inside Ward 2 May 26, 2015, 9:55 PM

Bike lanes are needed here. I'll usually opt for biking on the next parallel street to the busy one, but in this case, Finn St. doesn't go all the way through and on the other side is St. Kate's campus. And bikes mean business!

3 Supporters

Roger Meyer inside Ward 4 May 26, 2015, 9:52 PM

I support adding bike lanes to Cleveland Avenue. St. Paul needs to fulfill it's obligation to implement the recently passed bikeways plan to provide the type of infrastructure that cities will need to attract and retain residents now and in the future.

3 Supporters

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steve hirsh inside Ward 2 May 26, 2015, 9:20 PM

I live and work in St Paul and bike for transportation and recreation year-round. When Cleveland Avenue is the best way for me to reach my destination, I will ride on it, whether or not there is a bike lane. With Cleveland as currently configured, when I ride on it I occupy the lane, for my safety, as permitted by MN law. Drivers are often hostile to my presence, and it is not unusual for them to drive dangerously, jeopardizing my safety. A bike lane would reduce or eliminate this conflict. I have seen no data evaluating how many customers local businesses might lose if there were less parking on Cleveland; nor have I seen any data on how many customers might be gained if the neighborhood were safer to access by bike. In the absence of data showing a net loss to local businesses, the city should act in the interest of safety and paint the lane. I am a father, grandfather, husband, community member, taxpayer and a driver. I have the same right to infrastructure designed to make my travels safe as those who choose to travel only by car.

5 Supporters

John Faughnan inside Ward 3 May 26, 2015, 6:36 PM

I strongly support bring bicycle lanes to Cleveland. It will be a pleasure to have safer and faster access to the Ford/Highland shopping area and the Highland Library.

New bike lanes will calm traffic and make Cleveland safer for pedestrians and cyclists alike. Home values will rise along the route.

2 Supporters

Nathaniel Hood inside Ward 3 May 26, 2015, 4:57 PM

I support the Cleveland Avenue resurfacing and support the addition of bike lanes. I think it is an important corridor for biking and adding lanes would make it safer for cyclists. -Nathaniel Hood, Highland Park resident

1 Supporter

Tim Harwig inside Ward 4 May 26, 2015, 4:26 PM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

I favor putting bike lanes on Cleveland Ave. and will be disappointed should the city choose not to include this simple upgrade during repaving. I think the businesses fighting this are being short sighted and ultimately self destructive by opposing it.

1 Supporter

Dana DeMaster inside Ward 4 May 26, 2015, 3:52 PM

I strongly support bike lanes on Cleveland. We live in Hamline-Midway, but rarely shop or visit businesses in Highland. We would, but it is currently too difficult to get there on a bicycle compared to Seward and Longfellow in Minneapolis. We spend our money in Minneapolis more often than not because it is easier to bike there than other parts of Saint Paul. We would be more likely to go to all of these businesses if we could safely bike there.

I regularly hear from neighbors who would like to bike more for trips of up to four or five miles, but they feel unsafe. These are the improvements that would bring those people out on bicycles. When we think of vibrant, fun, interesting parts of cities they are often the most walkable, bikeable areas. Studies consistently show increased economic activity in areas with bicycle and pedestrian facilities. Saint Paul can continue to use its streets to subsidize free parking at all costs or can really develop neighborhoods into fun, vibrant centers of small business and community.

3 Supporters

Kate Leisses inside Ward 4 May 26, 2015, 3:38 PM

Please put bike lanes on Cleveland Avenue.

My husband and I live just off Fairview and Summit and have been here nearly 25 years. We frequently ride our bikes to patronize restaurants and retail shops in the neighborhood. Along Cleveland, our favorites include Luci and Luci Ancora, and then further down to the restaurants and retail shops at Cleveland and Ford Parkway. The absence of a bike lane on Cleveland Avenue means that we have to go many blocks out of our way in order to get to these restaurants and shops. If we decide to try Cleveland, we are aware of the congestion and anger from drivers that occurs when bikes take their place on the road and drivers are concerned about "being stuck" behind a bike, so they drive around us -- even though we are fully to the right. This likelihood means that I really, really have to be sure that I want to patronize the shops along Cleveland and I'll admit that I'll choose another destination because I don't feel safe.

Please help me spread even more of my money around the neighborhood by allowing me the safety and certainty that I will get from home and back on my bike and that I am allowed to take the most direct route to my destination.

Thank you for considering this request and I hope to use an upgraded Cleveland Avenue soon.

2 Supporters

Lori Julia inside Ward 4 May 26, 2015, 3:38 PM

Totally opposed to this idea. there is a bike lane on fairview and river road for bikers!!. where are people who shop the stores, restaurants ,etc to park? not to mention the st. thomas students...no bike lane on cleveland ave. just NO

Andrew Singer inside Ward 3 May 26, 2015, 2:40 PM

I strongly support striping these bike lanes. They will provide a much needed, direct connection between Summit/UST and Highland Village. To make up for any lost parking, here is ample under-utilized parking on side streets, in parking bays (at Saint Clair and Grand), in numerous parking lots, and (for residential buildings) in alley garages. Most objections to this project seem to center on Curt and Angela Chandler's building on the corner of Randolph and Cleveland. The city could easily create a 4-5 car parking bay in the extra-wide sidewalk in front of their property (on Cleveland), plus they could add two new parking spots where parking is currently prohibited on Randolph (near the St. Catherine's Gate), and another one or two where the driveway curb-cut currently exists across the street from the building. I can accept sharrows for this one block as an INTERM measure until such time as the city can create a parking bay and add the additional spaces but I can't accept permanent sharrows because it sets a terrible precedent for the rest of the bike plan-- that every time a building owner objects to something we're gonna throw the plan (and bicyclists) out the window.

3 Supporters

Renee Ellerman inside Ward 4 May 25, 2015, 5:23 PM

The first of many high traffic urban arterial bike lanes has been introduced with hostility and aggressive campaigning. The proposed Cleveland Bike lane is instrumental in the respect it has brought to light the need for better community friendly designs, significant safety and legal measure, education and the need to get more data to insure commuter bicycle lanes that everyone will be utilizing and not just a select few. Please keep in mind the residents and businesses who will invariably be bearing the brunt of this proposal. Expectations are high on both ends so it is sometimes hard to keep perspective. Just because it’s a plan, doesn't make it the right plan. Both sides have compelling argument. Does this plan safely work with the needs of the many at this point in time for the infrastructure? You, our City Council, and then ultimately Ramsey County will make that final decision. But I hope you will hear me out and weigh and measure this alongside the old statistics, old formulas and old models you have been presented with to get to this point…
There is enormous need for more data. Current data. Most bicycle infrastructures in the United States are at their infancy, at best. There simply is not enough information out there to compare one city to another or one Country to another. I have found, in my research, these infrastructures take decades to be realized. That is not to say the same will hold true for St. Paul. The task at hand is daunting and will take more than just a few years. So why not get it right when St. Paul is at the dawn of a progressive infrastructure design? What a perfect time to implement a practical, safe and fair way to share the road. Let St. Paul be one of the models in which other cities can learn from and adapt.
The Cleveland Bicycle Lane supporters have a huge collective strength and an amazing multi city network that rallies with them. Often repeating stats and models like a mantra and not allowing open, candid and concerned talks about safety and the residents and businesses that will be affected. The Jefferson Lane folks who were in opposition are still reeling. I have seen the results this kind of campaigning can issue. There is great power in numbers. No one is disputing the eminent future rewards a bicycle infrastructure will do for St. Paul. I see

nothing but benefit and look forward to a positive future. The dispute lies solely in the safety and need of the proposed lane/lanes as this project moves forward.
Though Cleveland is a narrow strip of high traffic, the Bicycle Lobbyists and supporters have proposed the width of the street can support bike lanes as part of their argument, removing parking from both sides of the avenue at various locations leaving businesses and residents along the Avenue to be without vital street parking. Width is not the only engineering variable to throw out there as an argument. Cars are not the only motorized vehicles on that road taking into consideration busses (school and MTC), Grocery Delivery, furniture/appliance delivery vehicles or a Metro Mobility transport vehicle bearing down on you. The list goes on. Painted lanes will not make Cleveland safe to ride on the lane. If there were raised buffered/protected lanes, that would be a different story. It is my understanding, the city has denied this request. Because the Cleveland lanes are being proposed with paint, only a select few will be utilizing this lane. Putting out residents and businesses in a neighborhood that has huge roots and in a community they built.
Another leading point drawn by the Cleveland Lane supporters was the Cleveland Avenue parking counts which stand solely on minimal data taken on select days with limited hours of observation. This data is incomplete and by no means encompasses all the variables and, as such, must be discounted as it can sway decisions when comparing one day to the next with little to no merit let alone concise, accurate data. According to Minnesota statute, A person may park a bicycle on a sidewalk unless prohibited or restricted by local authorities. A bicycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic. Minn. Stat. § 169.222, subd. 9”(a). If the bike lanes are implemented, has there been any thought given to where the bicycle racks are going to be placed for the cyclists that will purportedly be flooding these businesses?
The folks on Jefferson will tell you, there is only a handful of users that bike the Jefferson lane on any given day. If it is true, then it was implemented for a select few who had the ability to galvanize their forces. But, again, no data and no counts have been established to determine if this is a fact. At the informational meeting at Nativity of our Lord School earlier this month, a man was present that claimed to have crept up and down the alleys along the proposed lane, checking garages and relaying contents and criticizing specific personal property items he was privy to while peeping through windows. Are you kidding me? Aside from the lack of, yet more study for vital data, this also does not take into account the families with multiple cars and customers to the businesses, including a Church, being affected. Focus seems to be directed on the Randolph and Cleveland intersection but there are many more businesses and residents in the intended path that will ultimately be sacrificing. It is safe to say hundreds will be affected. These well established businesses and longtime residents have been integral to make this Community the gem it is. It almost seems criminal this movement is being pushed through with little, to no regard for that. This forceful implementation process is not sitting so well for the Downtown loop either, which is where focus of the infrastructure initiative should be trained. Pioneer Press, Fred Melco (February 2015) describes the Downtown situation appropriately titled: St. Paul Bike Loop Draws Ire Over Parking Loss, “On Wabasha Street in downtown, St. Paul, there’s been quite a defection…”. “Unhappy with their leadership’s embrace of a proposed bicycle loop that could cost them parking spots, several members of businesses and residents’ association, Wabasha Partners, have set off on their own”. “Cutting ties to Wabasha Partners…”. They have dedicated themselves to opposition. Defection! People, the vision is getting lost. Is this really how you want to lay the foundation cornerstones of the infrastructure? These people made these communities what they are!
Students from both St. Catherine’s and St. Thomas take up a striking amount of street parking and traffic in and around Cleveland Avenue. So when the residents revolt and insist on permit parking, what will then become of the businesses? Minnesota is rated number #2 in their Bicycle friendly state ranking. That is to say Minnesota received 63 of a possible 100 points. Two Universities were cited as variables in the #2 ranking. The University

of Minnesota with a Gold rating and Gustavus Adolphus in St. Peter, with a Bronze. I have great hope the City, the lobbyists and the Coalitions are finding a way to work with these potentially valuable partners in the community to make it four, as this seems rather fundamental for the future infrastructure in the area. Prior Avenue is an existing, user friendly north/south route. And by working with the College of St. Catherine, the route could be extended through the campus, ideally making it easier for students to commute to both St. Catherine's and St. Thomas utilizing the existing north/ south lane that goes through to University Avenue. Activists may argue Prior Avenue will need to be retrofit to fill safety requirements but I believe it would be met with community willingness to meet the needs of everyone sharing the road if there is a willingness to make it so. A four way stop and bike path (though there is an existing walk already) across the green on Summit would alleviate the contentious jag at that intersection which also seems to be an argument for bicycle activists. As it stands, now, it is a viable north/south route without the adjustments and is already in place and utilized by cyclists.
Neighborhoods are going to have to move fast, learn fast and organize fast if they want to have a future voice in the penciled in bike lanes. Input and discussion with the community is essential to move forward. Safety is the only single agreeing point. Studies need to be made, data needs to be collected. Do all bike lanes need to be raised buffered/protected? No. But high traffic routes, most certainly do. Should Cleveland be a raised buffer/protected lane? Yes. Is it going to be cheap? No. Will it be worth the expense of doing it once and doing it right? Absolutely. I am urging you to invest in a Bicycle Friendly City that has an emphasis on safety first. These proposed lanes (Cleveland and all future high traffic arterial lanes) need to accommodate everyone sharing the road and must be designed right the first time so the City won't have to backtrack and retrofit. There are ways to include businesses and high traffic areas that will be utilized in the future vision of this project during the design process, if need be. Designs including lanes with buffered parking for businesses, seasonal closures, pocket lanes, share time lanes, signage and stop lights. The possibilities and potentials of working together with communities are endless. All of this is going to take time. The mission of the Bicycle activists is to hit hard and don't stop moving. Aggressive momentum is essential to their mission. This particular group seemingly takes any opposition as an opportunity to quote misleading, outdated information, dismissing genuine options for discussion as red herring. A partial piece from the Highland Villager in regard to the Jefferson Lane, Erich Mische (Former Aide to the former Mayor, Norm Coleman) writes in an op-ed, "I object to this organization's ends-justify-the-means mentality, its methods and tactics, and the process that has led to a neighborhood being forced to accept a project it never requested- a process that has our own tax dollars being used against us by an organization that is unelected". Force is not met with hugs and cookies in this Community, as we have witnessed with the like-minded, Tangle Town Community. These Neighbors on the proposed Cleveland lane are not against biking or a bikeway. And just because they are concerned this proposed lane only caters to a select few, at such great cost to the residents and businesses on Cleveland, they are met with accusations of impeding progress, being sedentary prone to sedentary disease, a sideshow and distraction to the implementation of the bicycle infrastructure and the inability to enjoy the beauty and spirit of the neighborhood unless they are biking. The forceful and often bullying demeanor in the name of progress needs to be put into perspective. Not used as a weight to wear down community leaders or unorganized communities. This is not anti-bike/pro car (or vice versa) yet the ongoing discussion, or rather, ongoing attempts at discussion continues to get pulled into this vein. Poking the bear is counterproductive. According to Melissa Turtinen, in her article titled, Bicycle Deaths on the Rise Nationally, But Not in Minnesota (November 3rd, 2014/ Originally published October 28th, 2014 on Rick Kupchella's Bring Me The News), "MNDot says crash statistics show cyclists and motorists are equally at fault in bicycle-vehicle crashes". So that "us vs. them" attitude needs to be shelved. Everyone has horror stories supporting each side of the argument. By allowing these extreme tactics and unreasonable demands that deeply impact Cleveland Avenue businesses and residents to lend credibility

without supporting ALL cyclists on these roads, you are losing sight of the vision before it even appears.
If the proposed Cleveland lane is not going to be a raised buffered/protected lane, only a select few will be utilizing it. If the needs of the many are thrown over by the needs of the few, that's a deal breaker. Martha Rokowski, Director of the Green Lane Project stated in Rise of the North American Protected Bike Lane: July 2013, "You cannot convince a person who is not comfortable riding the road to be comfortable riding the road. " she said, "You cannot market them into it. You really have to change how the streets work". So why, in your right mind, would anyone take high traffic lanes like Cleveland Avenue and turn them into commuter bike lanes without using raised buffered/protected lanes? If you take the time to make it safe you will open it up to a more diverse group. The article goes on to say, "Another reason vehicular cycling has fallen out of favor with many top advocates and planners is that it has become clear that the whole philosophy is an obstacle to increasing diversity in the cycling community. There is evidence that women in particular are less likely to get involved in cycling in the absence of dedicated infrastructure. The same sort of concern applies to anyone who isn't at the height of their physical fitness – children, the elderly, and novices." The article further states, "An important study by the Portland Bureau of Transportation (PBT) looked at the public's attitude toward cycling. Researchers found there are four types of cyclists. The first type – "strong and fearless" – is the daredevil who is comfortable riding with motorized traffic on the busiest roads, no special protection needed. This hardy group, however, represents only about 1 percent of the total population of potential cyclists, the study found. Meanwhile, about 7 percent of the total population, researchers found, are "enthused and confident." These are the folks who have been attracted to cycling in Portland by the improvements the city has made. The study found that an additional 60 percent of the population is "interested and concerned," – so, potentially winnable – followed by an unmovable 33 percent, classified by PBT as "no way no how." If Cleveland cannot be buffered/protected and used by everyone, it must be taken off the plate as an implemented route.
Who will be utilizing the proposed Cleveland bike lane and what modifications and modes of transportation will be allowed in the lane as it is being proposed? 21st Century cycling is a whole new animal. Some cyclists refer to themselves as Urban Warriors. These Bicycles are streamlined and flawlessly designed for urban commuter touring as well as rugged terrains and per Minnesota statute, 169.222, subd. 9 (d) A bicycle may equipped with tires having studs, spikes, or other protuberances designed to increase traction. Some bicycles can be upwards of $1,500 and some Cargo bikes have upper weight limits of 440 lbs of rear cargo with rider, often times using Electronic assist upgrades. One of many key 2012 Legislative changes significantly altered the classification and regulatory structure for these e-bikes. The general effect was to establish electric-assisted bicycles as a subset of bicycles and regulate e-bikes in Minnesota Statute as it relates to bicycling, "Minnesota allows Electric-assisted bicycles, also referred to as "e-bikes," are a subset of bicycles that are equipped with a small attached motor. To be classified as an "electric-assisted bicycle" in Minnesota, the bicycle must have a saddle and operable pedals, two or three wheels, and an electric motor of up to 1,000 watts,(Federal law cites 750 watts) as well as meet certain federal motor vehicle safety standards. The motor must disengage during braking and have a maximum speed of 20 miles per hour (whether assisted by human power or not)". I have not seen any distinction in the language whether this statute regarding e-bikes is for both pedal assisted e-bikes and throttle based e-bikes. But it is clear the statement, "whether assisted by human power or not." is relatively leading. Throttle assisted e-bikes are banned in many countries and there needs to be a clear definition of Minnesota statute defining e-bikes. This extreme and highly experienced cyclist possesses nerves of steel and 21st Century cycling is understandably referred as swimming with the sharks. (The Myth of the Cyclist as Urban Warrior: Jake Tobin Garrett, March 25, 2011) Cyclists are competing with 2000 (and up) pound vehicles for a piece of the road. As voiced by many cycle activists, lack of a defined, protected path is not going to keep this group of cyclists off the road. These polished commuters, right here, right now, are notably a minority in the definition of "everyone" and it is this specific group that will be utilizing Cleveland Avenue.

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

According to The American League of Cyclists, Minnesota has seen a growth in bicycle commuting of 103% since 2000, ranking 15th overall for National bike commuting. I was hard pressed to find any significant data on current commuter growth specific to St. Paul. MNdot has a survey on their site trying to get ballpark numbers. There simply is no data out there. And attaining this data is imperative. As these proposed bike lanes are put into place, it is safe to say, the numbers of commuters will rise exponentially. These Urban Arterial routes being proposed will be inundated with bicycle traffic, breathing much anticipated life into St. Paul's future cycling infrastructure. But without proper safety initiative, these urban arterial lanes will also raise exponentially, the potential for increase in injuries and fatalities. According to the League of American Bicyclists, urban arterial lanes have the greatest numbers of bicycle fatalities.

This is a staggering number and, by no means, includes serious injury or non-serious injury with emergency room/ clinic visits. Again, St. Paul has no data in relation to actual numbers of what is considered, non- serious injury sustained to cyclists by motorized vehicles. Rising injury and rising death numbers simply must be factored in as the numbers of cyclists increase as the information collected from The League of American Bicyclists suggests. The Monash Accident Research Centre study of Car/Bicycle Crashes Resulting in Serious Injury to the Cyclist study in 2014, found that that in the samples they used for the model, the cyclists involved in crashes tended to be highly experienced. 85% said they'd cycled regularly. 60% were riding a road/ racing bike at the time of the accident and almost 70% were wearing cleated shoes. What will happen to those numbers when you factor in inexperience along with all the other variables that go along with everyone else? NHTSA's National Center for Statistics and Analysis Traffic Safety Facts 2013 states: "The majority of the pedalcyclists killed (87%) or injured (83%) in 2013 were males. The highest number of male fatalities were 55 to 59 years old (91), and the most males injured were between 20 to 24 years old (7,000). In 2013, the pedalcycist fatality rate per capita was almost 7 times higher for males than for females, and the injury rate per capita was over 5 times higher for males."
By current standards, and I emphasize current, everything points to implementing raised buffered/protected commuter lanes in high traffic areas. On May 19, 2015, Michael Andersen, (Green Lane Project staff writer) writes, The Feds Jump on Board: Protected Bike Lanes are Now Official Federal Policy "Protected bike lanes are now officially star-spangled". "Eight years after New York City created a Netherlands-inspired bikeway on 9th Avenue by putting it on the curb side of a car parking lane, the physically separated designs once perceived as outlandish haven't just become increasingly common from coast to coast — they've been detailed in a new design guide by the Federal Highway Adminstration". This is the photo he used for the article: (Oak Street, San Francisco. Photo: SFMTA)

If you want to include the groups of people being left out of these proposed lanes, in high traffic areas, you're going to have to make it safe for cylists with varying skill levels. That's the plan, right? With more people riding their bikes, the numbers of cars commuting will be reduced. Also the plan, right? All of the riches and rewards of a safe bicycle infrastructure will be realized and will actually be used by everyone, not just a select few. Also stated by Jake Tobin Garrett, The Myth of the Cyclist as Urban Warrior, "Cyclists, let's tone down the environmental angle. Arguments about the environmental and economic benefits of cycling are all well and good, but by over-focusing on these elements we run the risk of alienating a lot of people while missing out on the greater point. Increased bicycle infrastructure should ultimately be about safety and allowing everyone to feel comfortable riding their bike, including the timid". Painting lines on Cleveland Avenue isn't going to make everyone else feel safe.
In peeling off just one layer of the onion, I have found a great need to find better design solutions for safety that

work with the community, not slice them into factions. Don’t be flexed into this fast pitched frenzy to lay down lanes with paint and call them protected. Additional data is needed for regulation and enforcement. Legal and accountability measures absolutely need to be put into place and will be addressed in an addendum to this body of research and opinion. In conclusion, it is my hope you will deny the proposed bicycle path on Cleveland Avenue. This proposal does not support the cyclists on the road as a representation of everyone. And the cost to residents and businesses is too great for any justification of a hostile takeover. Work on the severed relationships with the downtown community and create working designs to connect the 60% of the winnable cyclists to Lowertown. See this vision to fruition. If you build it they will ride. Downtown should be your crowning jewel. Recognize the impact your decisions are making in the communities where these future arterial lanes are being proposed. Make criteria for safety based on current data. Data that remains to be collected and analyzed. The streets in St Paul were designed for motorized vehicles, not to sustain a cycle infrastructure of the proportions being proposed on these specific high traffic roads. Maybe it’s not always about fixing something broken. Maybe it’s about starting over and creating something better (unknown). Do not leave this wake of resentment in your path when you have the ability and the means to make this infrastructure great. An infrastructure, a model, created for the good and benefit of all.

1 Supporter

Lynne Cole inside Ward 1 May 25, 2015, 2:54 PM

I oppose this proposal to place bike lanes and eliminate parking on Cleveland Avenue. I am a member of Kehilat Sar Shalom Messianic Congregation and this proposed action would make it very difficult for our congregation members to continue attending services, as parking is already a challenge without a parking lot. Others have mentioned the many reasons why this is an issue, including our older members needing close parking to overcrowding of the residential streets. In turn, this would create a great hardship for our congregation if we were to lose members due to a lack of parking. Able-bodied bikers are better able to go a couple streets down, even if it is a little out of their way, than many of our older congregation members.
As a resident of St. Paul, I also use this street for parking when I go to Davanni's, Coffee Bene, and Snuffy's. Anyone who frequents these places can attest to the fact that parking is already quite difficult without bike lanes.
I strongly urge you to consider the effect this will have on the local businesses and churches. I suggest that the city either place bike lanes on other North/South streets with less business traffic or wait until Cleveland is widened, so that we can have both parking and bike lanes. I greatly appreciate your consideration in the matter.

Sincerely,

Lynne Cole, Ward 1

2 Supporters

Sandra Smith outside Saint Paul May 25, 2015, 9:46 AM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

Although I am not a resident of St Paul, I attend church at Kehilat Sar Shalom on Cleveland Av and am concerned about the possibility of removing parking in front of the church. If this were to happen, some of our members may be unable to attend because they need closer parking due to their inability to walk far and/or uphill. It seems there are plenty of bike lanes on nearby streets parallel to Cleveland, so I don't think someone athletic enough to be biking would really be inconvenienced by riding a block or two off course to use one of these lanes. Even if it were a bit inconvenient, their sacrifice would allow some church members, who have been attending church for years, to continue to attend their home church. Besides this, it seems that local businesses need parking on Cleveland for their clients. If they didn't have this, it would certainly affect income for the city of St Paul, beginning with these businesses. Since I understand that plans are being made to widen Cleveland anyway, it just doesn't seem reasonable to add bike lanes at this time when there is so much to lose. Thanks for your kind consideration!

3 Supporters

Peter Boisclair inside Ward 3 May 22, 2015, 11:24 PM

I am strongly urging the City of Saint Paul to make these bike lanes protected bike lanes. We need these types of lanes so that the people who are more hesitant to bike on the streets of a city will feel safer and be, as the title states, more protected. As far as cost-effective and safe methods, I like what Minneapolis has installed in many locations; Delineator posts. They can have reflective material on them, and you could install them right on the painted line which separates the bike lane from car traffic. When placed close enough together, they can discourage cars even more from swerving into the bike lane. This gives a much more distinct and visible method of separation between the two lanes, while not being as cost prohibitive as some options that many bikers would likely prefer, such as planters being used to beautify our city street scape and divide the lanes, or utilizing the options of a cast-in-place curb, a precast curb or a raised bike lane to bring it closer to the height of the curb/ adjacent sidewalk, essentially making it blend in more with the sidewalk. Those options however, I will say are much more cost prohibitive and I can see from the city's perspective that we should only do a cheaper method, and why not one which has already been implemented in our neighboring "Twin City" already? I've attached a link to this infographic which aided my opinion besides my experience of biking on protected bike lanes and strongly preferring them to a simple white line which I've witnessed many drivers straddling that line they shouldn't be crossing while driving. Also if it isn't in the plan already, simply add the painted bike-shaped symbol every however-many-feet the city standards recommend. They would add reflection for bikers on dark nights with their lights when pointed at an angle downwards to see what's in front of them, and that's another reason I like the delineator posts; they are reflective "guide posts" for both the bikers and the car drivers so that not just in broad sunny daylight, but also in rainy storms or snowy weather or dark nights, people will be able to see the boundary better yet. Another reason I support some delineator posts is for when in the winter there is a significant amount of slush and ice on the ground, causing portions or entire blocks of the painted lines to be covered, there would still be upright posts to define the boundary better. Thank you for considering my comment and I urge all city councilors to support some increased protections for the bike lanes if they truly hope to significantly increase bike ridership! http://www.peopleforbikes.org/blog/entry/14-ways-to-make-bike-lanes-better-the-infographic

2 Supporters

Victoria Sandberg inside Ward 3 May 22, 2015, 11:57 AM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

I oppose the proposed bike lanes on Cleveland. Cleveland is one of only a few north/south commuter routes south on this side of town, so it is already very busy with auto and bus traffic. Encouraging more bikes on Cleveland will only make it more dangerous for all involved. Besides, Fairview is an excellent existing north/south bike route and plenty close (as a former bicyclist, I can attest that it's no big deal to ride over to Fairview from Cleveland). I also worry about local businesses along Cleveland which will surely suffer if they lose their parking. Just today my family had dinner at a bustling Snuffy's and parking spots nearby on Cleveland were totally occupied; also down by Davanni's and Coffee Bene. There really is no other place to park because of the college students and permit parking. Please remember that many of us who live, work and shop in this area have small children, disabilities, and/or complex transportation needs that make it necessary to continue to rely on auto transport.

2 Supporters

Terrence Pitts outside Saint Paul — May 22, 2015, 10:08 AM

Thank you for hearing my concerns as I do not live in St. Paul but do worship on Shabbat - Saturday - at Kehilat Sar Shalom on Cleveland Ave.
They have no parking lot and parking is already tight there.
Besides there are many people who are physically unable to walk any distance at all from the synagogue - and thus - the few parking spaces right out side the front door are very important to those in the Congregation who actually NEED them.
Therefore, I am asking you to find some way for these people to be able to park there during Service hours.
There is yet another problem because we worship weekly on the Sabbath - Saturday.
But throughout the year there are other ‘Sabbaths’ that fall outside of Saturday - on the other days of the week.
So maybe an exemption to the no parking band could be posted on a sign to allow for parking there during Worship Service times.
Thank you for hearing these concerns
I hope a suitable solution can be found for all
Shalom

3 Supporters

Jayne Ahrens outside Saint Paul — May 21, 2015, 5:29 PM

I am very much opposed to the Cleveland Avenue resurfacing project to remove parking and install bike lanes on both sides of the street. This neighborhood holds many thriving small local business that would be negatively affected by this change in an area that is already short of parking spaces. This would cause problems with over crowding in residential housing areas within the neighborhoods, and/or cause patrons to simply take their business elsewhere, as there will be no convenient place to park. Local Church's in the area bring a sense of community and it would be sad to see church's having to relocate and/or perhaps even fold, due to inadequate parking in this neighborhood. Parking is already constrained the way it is. Adding bike lanes and removing parking on Cleveland Ave hurts consumers, local home owners and local business owners.
Please reconsider this decision I beg you.
Sincerely,
Jayne Ahrens

jyahrens@yahoo.com
952 237 6178

3 Supporters

Sarah Perdue inside Ward 4 May 21, 2015, 2:37 PM

I cycle on Cleveland sometimes, and right now my only safe option is to ride just-right-of-center in the lane, as I'm supposed to. But, that backs up cars who can't pass me when there is oncoming traffic, and sometimes those delayed cars get verbally (and nearly physically) angry with me. If there were a bike lane, I would be able to ride without impeding traffic. Prior Ave, which is often suggested as an alternative, cannot be the only answer because a) there's no straight way across Summit when heading north, b) too many stop signs = not good for biking and c) why should I have to go out of my way when I'm legally allowed on Cleveland, bike lane or no? Cretin has also been proposed as an alternative, but a) why should I have to go out of my way to then climb a hill when I want to head back east and b) (same as c above) why should I have to go out of my way when I'm legally allowed on Cleveland, bike lane or no?

Bottom line, I'm going to continue biking on Cleveland. If that means temporarily impeding traffic because there is no designated bike lane, then that's what I'll do. If there's a bike lane, I'll use it -- and so will other people who are currently too scared to bike on Cleveland.

4 Supporters

Francisca Belmares inside Ward 4 May 21, 2015, 1:59 PM

As the General Manager of Coffee Bene on Cleveland and Grand I oppose the decision to add bike lanes and remove parking. We are a small establishment that shares our parking lot with Davanni's. We currently provide 16 parking spots in our lot and depend on the available parking on Cleveland for our customers. We take pride in being the neighborhood coffee shop, offering an opportunity to our community to patron local businesses. However, with the addition of bike lanes we will lose considerable business. Also, our employees can not park in the lot so they use Cleveland to park their vehicles. Where will our employees park once the parking options are gone? How far will they have to walk to park? Will they have to park on the residence streets? I feel this project did not consider the local businesses and the harsh impact it will have if/when it goes through. Please reconsider the addition of bike lanes to Cleveland and Grand!

Ericka Belmares
General Manager of Coffee Bene

2 Supporters

Stanley Farr inside Ward 4 May 21, 2015, 11:44 AM

I oppose the proposed bike lanes on Cleveland Avenue. I am the Pastor of Kehilat Sar Shalom Messianic Congregation located at 225 Cleveland Avenue S and I am writing you on behalf our entire congregation. We

are a congregation that meets on Saturdays and Sundays for our church services and the three main entrances to our building are on Cleveland Avenue.

We bought this building nine years ago and part of our decision was that there was parking in front of the main entrances on Cleveland. Our older and also our less mobile members park on Cleveland so that they may have easy access to the building. Without the parking on Cleveland it would mean that they would have to park on a side street and would be unable to make the uphill walk on Sargent particularly in the winter. The parking out front is also used by Metro Mobility to drop off members who are less mobile. Sadly these members will be unable to attend services because of the proposed bike lanes. It would mean that they would lose being able to attend the only congregation of their faith in St. Paul, also the loss of these members would be an emotional hardship on the entire congregation.

Inner city churches are vanishing at an alarming rate and the proposed bike lanes will certainly signal the beginning of the end of this historic church building. To keep our membership in tact we would be forced to move and what other congregation would buy a building that seats 250 with no parking at its three main entrances. There are also several businesses on the proposed route that would more than likely disappear and many others who would suffer hardship without parking.

I understand that bike lanes are considered progress on the part of the city planners, but true progress does not come at the expense of one group for another. Why impose a year round hardship on the residents, business owners, and our church, for bike lanes that will be used primarily in the summer, when there are alternative plans.
The street could and should be widened, to accommodate parking and bike lanes, as it is between Randolph and Highland parkway. It is my understanding from speaking with public works that such a widening is in the planning stages already. Why impose this hardship when true progress is already in the planning stages. This would mean waiting for bike lanes but there are already alternate routes, Prior has bike lanes, Fairview has bike lanes, the River road has bike lanes.

Thank you for your time and consideration in this matter.

Stan Farr

1 Supporter

Bob Stupka inside Ward 3 May 21, 2015, 12:05 AM

My name is Bob Stupka and I am a life long resident of this neighborhood and the President of Davannis, one of the businesses that will be impacted if the Cleveland bike lanes are approved. We strive to be good neighbors and think we have done a good job of that the 40 years we have been located on corner of Cleveland and Grand. Most of our parking has already been lost because of the permit parking on the blocks surrounding our store. One of the last places our customers and employees can park is along Cleveland and it will be a real hardship if we lose these precious few parking spots. The other day I biked from Cleveland to Fairview, where there are already bike lanes, in just over two minutes. Using these bike lanes seems to be a much simpler solution than disrupting all of the residences and businesses along this section of Cleveland.

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

1 Supporter

Joe Newton inside Ward 3 May 20, 2015, 7:55 PM

I do not support putting bike lanes on Cleveland Ave.
Our elderly and physically challenged customers need easy access to our businesses.
Please do not trade our elderly customers that struggle with mobility issues on a daily basis for able bodied bicyclists and their own personal bike lanes!
Cleveland Ave. will never be bicycle friendly because of the commercial vehicle traffic.

1 Supporter

James Dougherty inside Ward 3 May 20, 2015, 3:22 PM

I don't support this bike lane. As a year round bike commuter who lives one block off cleveland - I already have multiple options available. River Road and Fairview both have dedicated north south bike lanes that more than meet my needs.

On extremely snowy days - Finn and/or Prior serve as a slower artery without traffic.

Even with construction of a new bike lane less than a block from my house - I don't believe Cleveland will be my best option. With buses, traffic, and kids crossing the street for school at Nativity - it just isn't a good fit.

For these reasons - it isn't worth disadvantaging businesses and residents for parking with such minimal benefits for the community.

3 Supporters

J Pelletier inside Ward 3 May 19, 2015, 12:16 PM

I do not support this plan. The plan may have been unanimously approved by the city council, but it did not have the comments or statements of the small business owners at the corner of Randolph and Cleveland. There are also residents in the apartments of that building. Where are they to park James and Randolph are permit parking only? with no parking on Cleveland, that leaves no place for residents and visitors of the business to park. People say "just walk around the corner." well, what corner. With permit parking all around, there is no where for resident/business parking.
Ridiculous that we need to disrupt more street traffic in the name of bikers.

2 Supporters

Anne Schneider inside Ward 3 May 18, 2015, 6:52 PM

Please reconsider the elimination of parking on Cleveland Ave for the bike lane. Cleveland Ave is home to

many small locally owned businesses. I am proud to be a business owner in this neighborhood that is so supportive of small business. It is a struggle keeping up with large chains and reducing parking will only hurt us even more. Please let us keep our parking so we can keep serving this neighborhood for years to come.

2 Supporters

Maria Gans inside Ward 3 May 18, 2015, 7:49 AM

My name is Maria Smith Gans. My family owns the 2 restaurants kitty corner of one another on Cleveland Ave S and Randolph Ave, Ristorante Luci and Luci Ancora. I am General Manager of both of these businesses, which have been open since 1988 and 1997, respectively. I grew up on St. Clair Avenue and when the time came to determine a location for our family business, it was a natural choice for us to remain in a community in which our family loves.

I am greatly disturbed by the number of assumptions made with regard to the effect the proposed bike lane on Cleveland Avenue will have on local businesses. The most recent idea (Cleveland Avenue Bike Lanes Open Letter) that the 5 'new' parking spaces with time limitations will accommodate parking for the needs of a 35+ seat restaurant, barber shop, multiple retail shops, 8 apartments with 1-2 occupants each, along with their associated employees, customers, and visitors, is only one of many misguided assumptions. In the most recent letter, it stated that only 4 spots would be eliminated. This does not take into account 4-5 spaces located north between the alley entrance and James Avenue which would also be removed. The math does not add up.

In attending the open house on April 29th, it became apparent that the interest of the greater community and associated businesses was not taken into full consideration. In my and my family's view, the bike lane project's proposed parking adjustments fail to adequately replace the needs of our customers, vendors, and staff, not to mention our neighbors. As a business owner who depends on parking amenities for repeat and return business, it is of paramount importance for our guests to be able to access our services without difficulty, especially in the Minnesota winter months. To remove parking would hinder our ability to offer our services my family currently provides. With the thought of removing already limited parking in mind, we recall the process of initial licensure in which our location at 2060 Randolph Ave was required by the City of Saint Paul to have parking set aside on the street for 20+ vehicles in addition to our 12 stall parking lot. To designate our small parking lot for public parking (http://www.saintpaulbicyclecoalition.org/ and http://www.saintpaulbicyclecoalition.org/cleveland_parking_suggestions.pdf) would have implications for our operating license as well as hinder any future growth, improvements, or developments to our property at 2060 Randolph. The same would be true of Accolades Salon and the building in which Ristorante Luci is located, 470-478 Cleveland Ave S. The question of long term implications of this proposal is at the top of our minds as business owners and the idea that our 12 car parking lot could accommodate public parking reveals a clear lack of understanding of business licensure mandates.

In closing, we believe that biking should be part of a thriving community, but not at the expense of safety and access to established amenities that provide economic, social, and educational value to our community. We appreciate the council's efforts in developing alternative solutions to provide safe biking routes without removing parking in already parking congested neighborhoods. We are currently considering adding bike racks to our location at 2060 Randolph partly due to our inability to expand our parking offerings per our licensure requirements. I wish that those making this decision had vision of the longer term impacts this projects will

have on established small businesses and community development in Highland Park and Mac/Groveland area. Perhaps this is intentional, and the vision is with the absence of small businesses like ours on Cleveland Avenue.

Please, do not go forward with the elimination of parking on Cleveland Avenue. There must be another way to support both.

2 Supporters

Kevin Gallatin inside Ward 3 May 15, 2015, 5:19 PM

I support the installation of bike lanes on Cleveland as planned. The Saint Paul bike plan was just unanimously approved by the City Council, and it would be extremely unwise to gut the plan at the first opportunity to build it out. Cleveland connects a thriving Highland Village, a strong residential community with useful commercial nodes, and 2 large universities. There is no better alignment in the vicinity. Numerous academic studies demonstrate that bicycling infrastructure is necessary to expand cycling mode share thereby reducing auto use. Saint Paul will not be able to achieve significant bicycle mode share if bike lanes are aligned only to the quietest streets that have no commercial activity.
I regret that this will impact small businesses which will lose free publicly-funded parking outside their front doors. Fortunately many of these are excellent long-term businesses whose clients will most certainly not abandon them. I urge the city council to approve the lane without gaps or sharrows, and to work with impacted businesses to implement alternative parking solutions such as permit parking, meters, parking bays, or private off-street parking.

3 Supporters

Lisa Austin inside Ward 3 May 15, 2015, 1:04 PM

Please please please put bike lanes on Cleveland! This is a no brainer. My husband and I own our home on Highland Parkway and try to ride as much as we can in the neighborhood. Riding and walking on, along and crossing Cleveland is a very unpleasant experience. Last week we tried to ride our bikes to 128 Cafe. We stayed on neighborhood streets most of the way, but had to be on Cleveland part of the time. It was scary. We also like to ride to the Luci Ancora restaurants. When we go for walks along the river we often climb the hill and try to cross Cleveland at a residential street. The cars are going so fast we take our lives in our hands to cross the street. If the lanes are narrowed with bike lanes it will be a lot safer for bikes crossing. There are not many cars parked along Cleveland, so when you do bike down it the occasional car that is parked forces you to go into the traffic lane and again the cars are going so fast it is scary. If these work and bicyclists use them they should be converted to protected bikeways. the good thing about paint is you can see if it helps make things better for everyone. If the cars are going slower there will be fewer crashes too - and they will be less severe. If the businesses are concerned, what the loose in people parking to go to their businesses they will more than gain in people biking and walking to their businesses. This has been proven over and over again in locations all across the country. And for able bodied people that do still drive to these restaurants the half block they have to walk will help them get some of the physical activity they need. We do need to make sure there is enough ADA parking. There are at least two Nice Ride stations along Cleveland. If we want the Nice Ride stations to actually be used we need to have these bike lanes.

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

2 Supporters

Caroline Stommes inside Ward 4 May 15, 2015, 10:32 AM

I do not support this plan. It really only benefits the bicyclist while being detrimental to businesses, residents, cars, buses and trucks. It is not realistic to think that all business patrons will want to or be able to bike to the businesses, especially in the dead of winter. As a physical therapist, I am concerned for many of my patients and how they would get to businesses, their homes, and the homes of loved ones with the elimination of parking. Also, with the transformation of the bus pick up lane into space for a bike lane, all cars and bikes will have to stop when transit users are loading/unloading the bus. This will increase congestion on an already busy road. Please consider the people that actually live and work in this area and do not put in bike lanes at this time.

Mike Kruzel inside Ward 4 May 14, 2015, 7:00 PM

I don't support this plan. As a longtime resident of the Macalaster-Groveland neighborhood the residents that live on Cleveland Ave. should be able to park in front of their homes. We already face a parking shortage for those of us that live along Cleveland between Sargent Ave. and Lincoln ave. Parking is also very limited up near the Highland theater, Vina's & the Highland Grill. Taking away the street parking would probably kill some of the businesses that are currently up there. I think once the Ford development starts in the next few years the traffic on Ford parkway will only increase.

Dana Schneider outside Saint Paul May 14, 2015, 4:04 PM

I'm opposed to the bike lane being added. I'm an Electrical contractor and do a lot of construction and electrical repair at 474 Cleavland building and others in area. Parking in this area is extremely difficult as it is. Hauling my equipment and materials to these location would be difficult and costly for my customers.

Alice Tibbetts inside Ward 4 May 14, 2015, 3:51 PM

With the University of Saint Thomas and St. Cate's both on this street, along with the major business hubs along it, I am very supportive of safer options for bicycling. Bicyclists should be able to bike to the businesses to shop and dine. I am just sorry you are not also considering changes north of Summit. The Cleveland intersection is very congested and slow and needs review to make it safer. Not everyone wants or needs to drive to every business so parking demand is not the only argument for how we can support our local businesses. I prefer to bike or take the bus to shop along Cleveland Ave.

2 Supporters

Kate Lockhart inside Ward 1 May 14, 2015, 11:21 AM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

I strongly support the planned bike lanes on Cleveland Avenue and find it disheartening to hear that these bike lanes, the plans for which were contained in the Saint Paul bike plan unanimously passed by city council, are now being reconsidered.

To the people who claim there are bike lanes on Prior, there are not. There are "sharrows" on Prior north of Summit, but no bike lanes or other bike infrastructure exists on Prior (which does end abruptly at St Kate's) south of Summit.

Also, to those who claim that businesses will lose customers if bike lanes are implemented. I'd like to assert that those businesses have already lost me as a customer, because I can't safely and comfortably bike to their business. People who ride bikes are also your customers, but if we can't get to your business safely, we won't spend our money there.

Increased and improved bike infrastructure, will only serve to make Saint Paul a more liveable city, which is why our city councilmemebers unanimously supported the bike plan. We don't need more studies to see how bike lanes will impact businesses. Those studies have been done and they have shown time and time again that improved bike infrastructure benefits a city, it's citizens and it's businesses. Please continue with the plan to add bike lanes to Cleveland Avenue.

2 Supporters

Jim McKenzie inside Ward 4 May 14, 2015, 6:41 AM

Our family attends Kehilat Sar Shalom at 225 S Cleveland Ave, St Paul, MN 55105. We are opposed to a bike lane here because of the lack of parking we already contend with, as well as the safety issues with this. Prior already has bike lanes and is a far less traveled road just blocks away. Cleveland is a street that is already designated for truck and bus routes. Most business located on Cleveland are also concerned with safety and parking issues for their customers. With these facts I am strongly opposed to bike lanes on Cleveland.

Martha Endrizzi inside Ward 4 May 13, 2015, 10:20 PM

The street is not wide enough to safely accommodate a bike lane. Parking is already too limited. If the street was made wider there could be a bike lane and parking.

1 Supporter

Julie Drew inside Ward 4 May 13, 2015, 5:22 PM

I attend a church on Cleveland Avenue and I just heard about these plans for a bike lanes on Cleveland. I am opposed to the plan because we have approximately 250 people attending our services on Saturday mornings including elderly people that park on Cleveland to be close to the building. We really need these parking spots. Also, local businesses would loose parking which would be very devistating for them. I think the needs of local

businesses and elderly people should be considered much over a few bikers, especially since there seems to be much better (and safer) options for a bike route on nearby streets.

2 Supporters

Derek Ellis inside Ward 3 May 12, 2015, 5:35 PM

I support the bike lanes on Cleveland.

I have been going to the barber shop for years and will continue to do so as I walk there year round. So a loss of a couple of parking spots is no big deal to me. I'm not sure why there seems to be such an uproar over parking. I don't have a dedicated parking spot and can always find a spot within a block of where I live in the neighborhood, year-round, during St. Kate's graduations, snow emergencies, and all the other days and nights.

Having a bike lane will make it much, much more likely for me to go to the stores farther down cleveland (e.g. Snuffy's, Davanni's) as Cleveland is currently not safe for bicycling. With a dedicated lane, cycling will be safer on Cleveland.

I agree with others that re-routing this bike lane to Prior doesn't make sense due to it intersecting with Summit and St. Kate's so it can't connect farther north or south.

1 Supporter

David Redmond inside Ward 4 May 12, 2015, 4:07 PM

Provision should be made to allow parking in the Cleveland Avenue bike lanes while E-W streets are being plowed during snow emergencies.

Matt Frank inside Ward 3 May 12, 2015, 3:32 PM

I strongly support adding bicycle lanes to Cleveland Avenue between Highland Pkwy and Summit Ave. This street reconstruction plan maintains on-street parking at intersections within existing parking bays near businesses. Prior Avenue is not a viable alternative option as it does not continue in a straight path north of Summit Avenue or south of Randolph. Cleveland has been chosen as a dedicated bicycle facility in the City of St. Paul's comprehensive bicycle plan and should be fully implemented despite the concerns of a handful of homeowners wishing to have access to immediate on-street parking directly in front of their homes. Streets are publicly owned and highly subsidized - homeowners do not have a legal right to park their private vehicle on public streets directly in front of their properties, despite popular perceptions. Bicycle lanes will be beneficial for the greater good, providing infrastructure that improves multi-modal transportation access, calms vehicular traffic, and improves both pedestrian and bicyclist safety. Adding bicycle lanes to Cleveland will improve the street tremendously for all modes of transit, all ages and those with disabilities. Please don't let the voice of a few angry homeowners who have access to alley and side street parking take precedence over implementing

bicycle infrastructure that will benefit a far greater number of residents and visitors of the neighborhood.

Jeff slagle inside Ward 3 May 11, 2015, 11:14 PM

Please rethink the purposes bike lane on Cleavland ave. I support the local businesses that make our community great and I believe the bike lanes effect on parking will negatively impact more than it will help. I strongly urge you to look at prior ace as an option lest traveled by vehicle this safer for all. Thank you

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Michelle Doyle inside Ward 3 May 11, 2015, 8:21 PM

I'm a resident of Highland Park and commute daily on Cleveland Ave. I oppose the implementation of dedicated bike lanes on Cleveland Ave. Cleveland has a high density of vehicle and bus traffic and is currently unsafe for bicyclists. I do not believe the addition of bicycle lanes on such a busy thoroughfare will significantly improve the safety. Instead it will further compromise vehicle traffic and access to small businesses along Cleveland, particularly the stretch between Randolph and James. I regularly park on Cleveland when picking up my child at the day care on Cleveland and Palace. Further, the current parking study is inadequate and only surveyed parking in the area on two week days. I support dedicated bike lanes but believe there are better options within a few blocks of Cleveland. Regularly commuting by bike is not an option for many individuals in the Highland Park/Mac-Groveland neighborhoods. We must find sensible solutions that fit the needs of the majority of the community. Adding dedicated bicycle lanes on Cleveland Ave does not do this.

3 Supporters

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joan pasiuk inside Ward 3 May 11, 2015, 7:13 PM

Thank you to SP for moving forward with a vision of a city more attuned to sustainable and healthy transportation. Bicycling will become more realized as transportation for more SP residents when a safe network is completed. Important routes for motorists are also important routes for bicyclists. These segments of Cleveland, Front and Lexington provide access to many destinations and should be completed as part of the SP bike plan.

I call attention to several facts:
• Cleveland, Lexington, and Front are all collector streets; residents on many collectors do not have parking on at least one side of the street.
• There are more transportation options than ever, creating opportunity to reduce reliance on a private vehicle for multiple trips/day. There is expanded transit service, Zipcar, more HourCars. The segments of Cleveland and Front involved in this discussion are both served by one or more bus routes. Residents of Lexington south of Randolph expressed much resistance to service of new route 83 on their street, so access to transit for this segment of the city will not be as robust as it might have been.
• There is no right to free parking in front of any residence.
The proposal for parking bays submitted by SP Bicycle Coalition and Women on Bikes is a good way to address parking concerns of businesses at Randolph and Cleveland. There may be similar strategies for other

businesses.

Anger will dissipate. Most people will adapt and adjust. There is much anecdotal evidence of this from projects in Minneapolis, other US cities, and around the world. And there is opportunity. For example, research has shown that life transition is the time people are most amenable to incorporating other lifestyle changes. Could the city and Metro Transit establish a partnership -- when parking is removed on a street, residents can enroll in a 3-mo reduced rate transit pass?

1 Supporter

Andrew Nelson inside Ward 3 May 11, 2015, 5:06 PM

I am a resident of Highland Park who commutes on Cleveland Avenue and uses businesses on the stretch of Cleveland between Randolph and Summit on a daily basis. I am strongly opposed to the proposal to eliminate parking in this area to create dedicate bicycle lanes. The primary reason is that this proposal will harm far more citizens than it will benefit. There are existing routes for bicycle traffic within several blocks both east and west of this busy thoroughfare. Eliminating parking in this area will make it far more difficult for the vast majority of individuals who use businesses in this area via car, it will create more spill over car traffic into the adjacent neighborhoods, and it will further clog effective car traffic through this area by subtracting two feet from the automobile lanes. Furthermore,a realistic analysis of the likelihood for increased bicycle-car accidents should be made prior to promoting the increased bicycle utilization of a heavily traveled automobile thoroughfare.

4 Supporters

Yvonne Leick inside Ward 3 May 11, 2015, 10:20 AM

Since there are alternate streets with bike access, I think eliminating parking space on Cleveland is foolish and unnecessary. Why get into a battle between the public need and the minority group of bikers?

5 Supporters

Carole Heimdahl inside Ward 3 May 8, 2015, 3:33 PM

My name is Carole Heimdahl and my husband and I have been living at Palace and Cleveland for over 30 years. During that time the vehicle traffic on Cleveland has steadily increased. Also, 2 additional bus routes have been added. The street is too narrow and too busy for bike traffic and bike lanes will not make a difference. They will only slow down traffic since traffic will back up behind a bus whenever it stops since there will be no way to go around without going into the oncoming traffic. As a result traffic will turn off into the side streets. Across from our home there are 3 family owned business which need to be able to offer parking in front of their stores. This is especially important for the day care center with parents dropping off and picking up. Crossing Cleveland at rush hour with a small child in tow is extremely dangerous. Also, these businesses are an asset to the neighborhood. Plus, parking in front of our home is often not an option due to people who park for the day to take the bus to Minneapolis. While our address is Palace there are a lot of homes with a Cleveland address who need to be able to park in front of their homes. Small city lots and single car garages

mean on street parking is a must for some families. The other side of St Clair sees bumper to bumper parking by St Thomas students from Grand almost to St Clair. Where are they to go? I also think you cannot compare Cleveland to Summit or Jefferson. Summit is a parkway and Jefferson is a residential street. Neither has buses or businesses. What about Finn if you want a north south route? I think input from the neighborhood should have happened sooner rather than right before the paving starts.

8 Supporters

Dawn Ellerd inside Ward 3 May 6, 2015, 10:47 PM

As a resident of Macalester-Groveland living 2 houses east of Cleveland, I feel I must speak up opposing the bike lane plan as it currently stands. I will be the first to agree that biking on Cleveland is currently unwise and unsafe. Adding dedicated bike lanes may seem like a simple fix, but with the density of traffic and the number and frequency of busses I strongly question the safety of this plan. The poor decisions we see drivers of cars, busses and trucks make daily are mind-numbing. Throwing bikes in the mix without significantly shifting traffic is just insane! I can't imagine why the proposal isn't to run bike lanes down calmer Fairview or Cretin instead.

I will also attest to the density of parking in affected areas. The west side of Cleveland is parked solid from Grand almost to Saint Clair every day St. Thomas is in session. Pushing parking off of Cleveland isn't going to all of a sudden make these people use university ramps...but it will impact area residents and add to the dozen or so bus commuters that park on our streets every day as well.

Parking adjacent to retail at the intersections of St Clair and Randolph are vigorously used throughout the day and their loss will most certainly impact those business owners.

I also question where they think people will park in a snow emergency. While most home owners do have some alley parking, all do not and those that do certainly can't accomodate visitors. The north/south streets are bumper to bumper in a snow emergency, with visitors often parking blocks away. Loss of any parking on Cleveland will make this magnitudes worse. I'm supposed to tell my sister and in-laws not to come from out of town between November and March because it might snow and there's nowhere for them to park if it does??

I also question why we are only informed of the scope of this project when it is already imminent. Construction is scheduled for this summer and we're invited to give feedback in May? When the job is likely already been put out for bid and planned out? Sorry if I don't believe this request for feedback is genuine. I think the decision realistically has already been made. If not, please delay implementation so the community can truly be engaged to work on issues of safety and accessibility for our residences and local businesses.

7 Supporters

Eric Saathoff inside Ward 6 May 6, 2015, 3:53 PM

I strongly support protected bike lanes on Cleveland Avenue. This will make it more comfortable for citizens and visitors alike to traverse our great city without the need of a car in relative safety and comfort.

3 Supporters

Michael Kimball inside Ward 2 May 6, 2015, 10:39 AM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

I strongly support the inclusion of dedicated bicycle lanes on Cleveland Avenue. People of all ages and abilities deserve to have safe routes for biking in the city, and half measures like sharrows don't provide anything close to the safety needed for most people to feel secure while biking on the road.

4 Supporters

Daniel Choma inside Ward 6 May 5, 2015, 2:40 PM

I support the implementation of bicycle lanes on Cleveland because according to many studies it is the best thing to do for local businesses.

Although many businesses believe that on street parking is key to their business, it has been proven in study after study that in direct comparisons between in-street bike lanes and in-street parking there is a much greater return on investment from in-street bike lanes.

Many people theorize the reasoning behind this is because cyclists are much more likely to stop at a local business due to the speed at which they view the world as opposed to car users who generally find a surface parking lot to be the most effective way to engage in business. For businesses in urban areas like Cleveland Ave, the clear choice for business growth is bike lanes as it is not fiscally viable for a small business to have a parking lot the size of a box retailer, nor is it a good idea for the city as a whole to treat our valuable neighborhoods as if they are box retailers.

Personally speaking, even though I commute right next to Cleveland, I never stop there because it does not have a safe viable bike lane. I would absolutely love to stop on Cleveland, as it is right after a *gigantic hill* on my commute. But due to the lack of infrastructure, I stop for a snack in a different place 3-4 times a week. Perhaps instead of fighting against me spending money at Cleveland Ave shops, Cleveland Avenue shop owners would be well-served to listen to the ample research and enable me as the consumer to give them money.

Here are my citations:

Study from Toronto that indicates bike lanes increase local business more than on street Parking:

http://www.torontocycling.org/uploads/1/3/1/3/13138411/daniel_arancibia_ce_report_bike_lanes_december_10.pdf

Article on how Memphis has been able to increase local business profits by implementing bicycle lanes on Broad Avenue, a street that reminded me of Cleveland Ave when I was there last year:

http://momentummag.com/how-bicycles-bring-business/

Articles indicating how bikers spend more money locally than motorists:

http://bicyclecoalition.org/facts-biking-improves-business/#sthash.pItNQaHs.diwTMf0

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

https://www.sfbike.org/wp-content/uploads/2014/04/Protected_Bike_Lanes_Mean_Business.pdf

http://www.marinbike.org/Resources/EconomicBenefitsOfBicycling.pdf

4 Supporters

Joseph Totten inside Ward 3 May 5, 2015, 12:31 PM

I support the bike lanes on Cleveland, my brother has Down Syndrome and having him bike on the road with sharrows will get him killed from an impatient driver, and having him ride on sidewalks will ensure that no one else is on them (it's a wide tricycle). If you wish for him to remain in his apartment, never leave and be out of sight and out of mind, please oppose this plan. But if you are committed to equality, accessibility, and persons with disability's basic ability to live in this city, please join me in supporting these bike lanes.

4 Supporters

Madison Knapp inside Ward 3 May 5, 2015, 10:30 AM

I strongly oppose removing the street parking on the east side of Cleveland between Randolph and James.

I am a resident of 476 Cleveland Ave S, which sits on the corner of Cleveland and Randolph, and above iconic businesses such as Luci and Sportsmen's Barbers. The residents who live here do not have off-street parking, and the parking that sits in front of our building and before James is the ONLY safe and convenient parking option. It is also the only parking option for customers of the small businesses.

The parking spaces are filled Tuesday-Sunday with loyal, long-time customers of the Barbers; Thursday-Saturday cars are lined up to eat at the infamous Luci. Removing this parking area would be devastating for these businesses and residents of the building. As a young, single female, I am not willing to walk more than a block to my apartment late at night when I return from school, or in 10 below weather during the winter months. I am not willing to risk being ticketed daily by the City of Saint Paul because I have to find parking elsewhere.

Additionally, since I have lived here, I have not once seen someone biking down the street. I believe the project can be executed without removing the east side parking between Randolph and James, which is the only east side area affected by this project. If it continues as plans, I will no longer look forward to coming home to my beautiful, quiet Saint Paul apartment, but await the day my lease ends so that I can find another place to live.

This is my home, and many long-time business owners' livelihood. Please take this into consideration.

6 Supporters

Zach Lockner inside Ward 4 May 4, 2015, 12:16 PM

I fully support this project.

The amount of actual parking that will be removed seems to be exaggerated. From Randolph to Ford Parkway, the right-of-way is large enough to accomodate 5' bike lanes, 7' parking lanes, and 11' drive lanes. For the half block just north or Randolph and Cleveland, no parking needs to be removed; rather, the bike lane can go up on the very wide sidewalk, so long as the curb cut on either side of the block is extended, and the bike lane is painted green (or whatever St. Paul chooses to use for bike lanes from now on). This would be more expensive than just removing the parking, but less expensive than removing part of the sidewalk for parking and on-street bike lanes. For the commercial node at the intersection of St. Clair and Cleveland, there also is plenty room for parking, drive lanes, and bike lanes. Finally, for all of the residential areas north of Randolph where there is currently only space for two drive lanes and one parking lane, there are very few residences that don't have access to either a side street or an alleyway, and for those that don't, they are rarely more than 1/16th of a mile from the nearest side street, generally even less. In addition, there are very few cars ever parked alongside the street on those stretches.

My request to make it safer would be to paint the bike lanes green, including when crossing intersections, to make them highly visible both to drivers and potential cyclists, and where ever there is parking, to place the bike lanes on the sidewalk side of the parking. Also, plastic bollards, removable potted plants, or a painted buffer are worth considering in the areas where the drive lanes remain directly adjacent to the new bike lanes, to increase safety.

4 Supporters

Roxanne Young inside Ward 2 May 4, 2015, 7:38 AM

I've lived in Saint Paul for 10 years and use many methods of transit to get from destination to destination, including cars, light rail, bikes, walking, busses, and Car2go. I strongly support the Cleveland Avenue resurfacing project and the addition of bike lanes to the street. I believe that the improvements will help more residents of Saint Paul get to the businesses on Cleveland Street, and that it will make the experience of walking to businesses on Cleveland street more enjoyable. Not everyone in our city can drive a car (or owns a car) - therefore increasing the transit options to core Saint Paul business districts is a win for everyone.

4 Supporters

Laura Demarest inside Ward 4 May 2, 2015, 11:45 AM

I strongly support the implementation of a bike lane on Cleveland Avenue. As a former Minneapolitan, the one thing I miss in Saint Paul is a more dedicated bicycle infrastructure. I think this bike lane is a simple, safe and logical addition to Cleveland Avenue. I also believe that having a safer bike path will be very valuable to the community, especially in an area heavily concentrated with students and families.

In terms of parking space loss, I really don't think that it will be as dire of a situation. While we were dating my now fiancé lived right on Cleveland at Saint Claire. I never parked right on Cleveland simply because no one did. I was afraid my car would be hit since drivers aren't used to seeing cars parked there, and the fact that Cleveland is very high traffic and high speed road for the neighborhood. Instead I always opted to park on the much quieter Berkeley Avenue as did the other neighborhood residents. Even a strong business intersection nearby at Saint Claire and Cleveland didn't drive up parking demand in the area. During business hours, no one

seemed to utilized Cleveland avenue parking more than normal, opting instead to use the building lots, Saint Claire, and Berkeley Avenue for their parking needs.

3 Supporters

Michael Kuchta inside Ward 5 May 1, 2015, 11:16 PM

As someone who bikes Cleveland regularly, I support the addition of bike lanes on this stretch of Cleveland (and farther north in the future). The city/county proposal is amazingly well thought out; based on counts, most of the "parking" being eliminated is rarely utilized, and most of the parking closest to key business intersections is preserved. The bike lane should enhance what is, after all, a residential neighborhood -- and make the street safer and more pleasant for both cyclists and pedestrians. It makes biking a more viable option for getting to the river, to Shepard Road, and to the Highland business district; that should help offset the growing parking and traffic congestion there. All these changes should be welcomed, not feared.

4 Supporters

Stephen Smith inside Ward 3 May 1, 2015, 2:48 PM

I feel that the level of personal and financial risk small business owners and property investors take on is being grossly underestimated in the bike path proposal. We put everything on the line and in return we make a living, pay taxes, offer employment and add something unique to the community. Our restaurants have helped raise many families and put people through school. The removal of parking in front of these businesses may or may not doom them but the fact that it could is deeply frightening. Particularly in light of how few will benefit and especially when solutions abound. I live on Finn and can attest to the sparsely parked cars. Indeed cyclists have already adopted Finn over Cleveland as I see many more of them there. The risk/reward equation for a Cleveland bike path is unreasonable.

4 Supporters

Steve Johnson inside Ward 2 May 1, 2015, 11:25 AM

I oppose the creation of a bike lane on Cleveland Avenue. I work with many small businesses and I can say first hand that this is a process that we've seen play out too often in connection with the St. Paul Bicycle Plan. Businesses are not made aware of the plan until it is well underway. The process seems skewed toward getting the bicycle activists what they want at the expense of small businesses and neighborhood residents, who are arguably the majority. While St. Paul has an interest in creating a comprehensive bicycle plan, it has a greater interest in having vibrant neighborhood businesses that pay taxes and exist in harmony with local residents. Forcing traffic off of commercial streets and into residential neighborhoods is bad policy that results in conflict. It is the bicycle traffic that should be sent on to residential streets. Cleveland Avenue is too narrow and busy for bicycle traffic, even without parking. A better solution is to use Prior Avenue or Finn Avenue for the bike path. These streets have very few homes facing them and the traffic is minimal compared to Cleveland. If Finn Avenue were used, bike traffic could be diverted to both St. Kates and Cleveland Avenue at Niles Ave. as the bicyclist enters Highland Village.

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

4 Supporters

Jim Thill inside Ward 2 May 1, 2015, 10:57 AM

I use a bike for transportation on a daily basis, all year. I live just over the hill off West 7th, but I lived in Minneapolis for 15 years before moving to my current location. When I moved to Saint Paul, the incomplete bike networks were a constant source of both laughs and frustration. I support the bike lanes on Cleveland as part of a larger city network of connected city bike infrastructure. Saint Paul needs to catch up to Minneapolis in bike access to be competitive in future decades. It's clear that younger generations value bike access more than they value extensive street parking. The future favors bike access.

6 Supporters

Johnna Pugh inside Ward 5 May 1, 2015, 9:25 AM

I regularly bike to Cleveland/Randolph from north of Como Park. From Pierce Butler, I take Prior south because traffic is too crazy on Cleveland. I prefer bike lanes on Prior and on Randolph. To get to businesses on Cleveland, I do occasionally bike on Cleveland. For safe routes to occur, cooperation must exist with businesses, neighbors, drivers and cyclists.

2 Supporters

Rachelle Roeckeman inside Ward 3 May 1, 2015, 8:43 AM

I am a new business owner opening my repurposed furniture shop on Cleveland/Randolph. Parking is essential to my business, which is one of the reasons why I signed a lease at that location. It is important to have easy access to the building to move furniture in and out of the space for me and my customers. It's unfortunate that the businesses and landlord were not notified of this plan earlier, which would have influenced my decision to take that space.

According to the people I talked to at the open house, the plan for parking is to park on the next residential street. This is not a plan. If this happens, my option is to block the alley for deliveries/pick ups, or to park on the sidewalk in the front on the building. It would be nice to know if there was thought put into what the businesses would do if their parking was removed. Customer parking is also essential for me and for the businesses next to me.

In the amount of time that I have spent at the space moving in, I have noticed an incredible amount of traffic that does not seem safe for bikers. I would be interested in knowing how many bikers would use a lane on a street that has so many vehicles.

While I support the concept of bike lanes, I do not support a plan that does not allow for compromise and takes away from the businesses who are also making a difference in the community.

4 Supporters

Paul Barthol inside Ward 3 April 30, 2015, 4:43 PM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

I live on Bayard just west of Cleveland and have been a resident of Highland for over 35 years. I strongly oppose the addition of bicycle lanes and elimination of parking. Those businesses and apartments along Cleveland are having a hard enough time trying to provide safe access to their doors and eliminating more parking isn't going to help. I can see the city requiring them to provide more spaces and that will only come at additional cost eventually flowing to their customers. If there "has" to be a lane to support the St. Thomas to St. Catherine bicycle traffic; make it on Prior. This would affect less traffic (of course, the residents along Prior might not be so happy!). In other words, I'll wager the majority of the businesses and residents (affected by this change) will be against it.

6 Supporters

Curtis Chandler inside Ward 2 April 30, 2015, 4:40 PM

I oppose this.

My wife and I own a mixed use building on the corner of Randolph and Cleveland with six commercial and eight residential units. It is critical that we keep our parking in front of our building. Expecting tenants and customers to walk one or two blocks to get to the shops and apartments is unacceptable. Especially in the winter time.

I grow tired of hearing, from people who do not live there or own business there, how those spaces are not critical to the residence of our building. I ask anyone who wants to remove the parking and add a bike lane to think about this. In the months of November through March park your car one to two blocks away from your house. Not just one night but every night. Even when you have groceries, moving furniture and if you have kids. Plus all of your friends even the elderly ones all have to park one to two blocks away to visit you. This even has to be done when temps are –15_ below and wind chills are –30_ and lets not forget heavy snow falls. Now ask people whom you don't know to come over and pay for hair cuts, buy furniture, dinners and to bring their child with dyslexia to be helped. Oh and remember this is for a bike lane that will barely be used in the winter months. Now lets think about forcing this upon somebody else just so you can have your bike path. Doesn't sound like building community to me.

Oh wait I forgot to tell you. You will need to park three to four blocks away during a snow emergency. I hope you do not get towed, but I'm sure the people wanting the bike path will pay your fine.

7 Supporters

Stacy Gianino inside Ward 3 April 30, 2015, 3:10 PM

I am opposed to a bike lane on Cleveland Ave. I'm all for being a bike friendly city - many people bike to work, school, etc and it's a green, healthy alternative...but my dad was also a small local business owner for years and this would have severely hurt his business. I understand why the business owners are so upset - most have been there for years and faithfully paid taxes. Now the convenient parking in front of their businesses will be taken away? Why are we continually making it harder for small businesses to survive? If the project continues, please at least consider adding parking bays in front of the businesses so bikers and customers who may need to drive have equal access.

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

4 Supporters

Elissa Schufman outside Saint Paul — April 30, 2015, 12:44 PM

I support the addition of a bike lane on Cleveland Avenue — I grew up near this neighborhood and though I live in Minneapolis, regularly bike to Saint Paul and through these neighborhoods. There is definitely a need for more north-south routes connecting the east-west routes that already exist in Saint Paul. Much of the parking is often used by University students who are trying to avoid parking in University lots, and I would love it if the remaining parking near intersections clustered with local businesses had business-friendly time limits on it during the day (1-hour or 90-minute restrictions to discourage student parking).

The addition of a bike lane will calm traffic, encourage more university students to cycle (and thus use less parking needed by other residents) and bring more cyclist commuters past these local businesses. I would also love to see the City give businesses along new cyclist-friendly corridors preference when implementing the 2015 Neighborhood Bike Rack program, or have a program to help offset the cost of bike racks.

4 Supporters

John Romano inside Ward 3 — April 30, 2015, 12:09 PM

As a resident of MacGroveland (near Cleveland) I am opposed to bike lanes on Cleveland Ave. 1. I dislike parking restrictions to several small neighborhood businesses that will be impacted. 2. Safety. Please restrict bike lanes to less traveled roads. See Jefferson Ave, which has bike lane and it is almost impossible to have smooth traffic flow (the bike lane is in the middle area of the street). I am a bike rider myself, and it is a mistake to place a bike land on Cleveland when there are other alternatives, less traveled streets (e. g. Finn, Kenneth).

7 Supporters

Craig Hassell inside Ward 3 — April 30, 2015, 9:55 AM

I live in the apartments above the businesses at 476 Cleveland. I do not support the bike lane as it takes away most of the only parking the tenants have because of the permit parking in the area as well. Not to mention the businesses there will have no parking for their customers. I also believe having lived there for over 20 years and seeing the traffic on Cleveland that there has got to be a safer choice the industrial traffic along Cleveland from semis, busses and garbage trucks to name a few would make this dangerous. I bike and when I use Cleveland I use the sidewalk as it is safer. After having gone to the meeting last night and asking my questions it seems that no one has given this as much thought as would be expected the answers I got were I don't know and you will just have to find another spot to park further away to the point I will need to bike to the car with a wagon when I have groceries. There seems to be very little concern for the impact on the residents and businesses along this route.

6 Supporters

Debi Smith inside Ward 3 — April 30, 2015, 8:29 AM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

We live on Juliet and Cleveland. We are supportive of the addition of bike lanes on Cleveland with 2 caveats. We do not believe the bike lane goes far enough. It should at the very least go all the way to Marshall Ave. But possibly as far as University Ave. The section of Cleveland between Summit and Marshall, is currently unsafe for bike riders that want to connect to the bike lanes on Marshall Ave. Because of the parking allowed on both sides of the streets. There has been many times when it is unsafe even in a car, especially in winter, because the street is so narrow.

Also, why are there not parking bays planned for the Randolph and Cleveland businesses? There is plenty of room to create them. It would mean a narrower sidewalk, but it would be much safer for the people that live and work there.

3 Supporters

Angel Chandler inside Ward 2 April 30, 2015, 8:12 AM

We own the property known as 470-478 Cleveland Avenue South, otherwise known as the Northeast corner of Cleveland and Randolph. Recently we became aware of the City of Saint Paul's proposed bike lane for Cleveland Avenue. Along with the elimination of all of our parking on Cleveland. After much research on the upcoming project we would like to make you aware of adverse effects this project would have on not only us, but the community around this project.
The building 470-478 Cleveland is located on the proposed bike lane project. This building has six commercial tenants on the main floor and 8 residential units upstairs. When the building was built in in 1924 there was no off street parking set aside for its use, so the only parking is on street.
Currently our building houses the following businesses:
Luci Restaurant: A Italian restaurant owned by the Smith family whom live in Highland Park. They have been operating in the building for over 30 years and are a destination for many people.
Sportsman Barber: A father and son run barber shop who take care of their clients like family. They have been operating in our building for 40 years. Many of their clients have been coming to the shop since it opened.
Belle Junque: A woman owned and operated antique furniture and handmade items boutique. She choose our building because of the amount of traffic and the 30 min parking in front of our building.
Click it: A woman owned and operated photography studio. Living in Highland park, the bulk of her business comes from local families and Minneapolis Saint Paul Magazine.
Evolution Realty: A local Highland Park Realtor helping people buy and sell real estate in the area.
Learn to Learn: A local Highland park teacher who tutors children with dyslexia. They have been operating in the building for 15 years and provide a much needed resource for the community around them.
All of these business depend on the parking on the streets in front of our building. We are fortunate enough to have 30 min parking signs that allow their businesses to operate with out the students from Saint Kate's taking up the spots directly in front of the building . Since much of these businesses clientele is elderly and/ or children, walking a few blocks to receive these service would not be an option. Deliveries and servicing the building would also be near impossible without having a place to park in close proximity . These businesses would need to find another location.
The upstairs of our building consists of 8 residential apartments, which gives us a potential of having 16 residents in the building at any given time. That also means there could be 16 cars at any given time. Luckily in out current situation most of the business close before the residents get home from work. The 30 min parking ends at 600pm which allows our tenants to park over night without creating congestion on the side

streets. The side streets are difficult to park on as there are cars parked from the residents that live on the street and a bulk of the streets close to us are permitted parking for that streets residents.
The true test for this plan would be how it would hold up to a snow emergency. Since all the parking data to support this project was taken in the spring, I think there will be a big surprise during the snow emergency when people have to park many blocks away. The cars park bumper to bumper down Cleveland in snow emergency now and I can not imagine what people will do with out it.
Beyond the concerns of where our tenants and customers will park, there is a concern on where employees will park. Currently many of the employees from our building and the business adjacent to us park on the side streets. There is a concern that if you move all those tenants and customers to a place where all the employees are already parked there will be no room left for the residents.
After walking Cleveland Avenue to inform the other residents and businesses of this proposal I made the following observations:
Many of the houses where rentals and owners where not informed of the project.
There are houses on Cleveland that do not have parking pads or garages behind their homes, so they would need to walk a block to park and even to bring home groceries.
Many homes had elderly people that rely on help. That parking in front of their homes is a lifeline used for food deliveries, rides, and in home care providers.
There is not area for their guests, deliveries or even moving in or out of the homes effected by the plan.
Other businesses located on Cleveland would need to redirected their employees and customers to park on side streets.
The synagogue on Cleveland and Saint Clair would loose a lot of parking for their congregation .
St Thomas University Students use a ton of parking on Cleveland near summit and would likely move into the neighborhood streets.
I understand that bikers feel that parking on Cleveland is “free car storage”, however the Cleveland road project is being paid for by the tabs purchased by these cars, so I would not consider that free. I see it as the bikers are using this county road for free and I am more than happy to share it with them, so long as it does not kill business, restrict residents, and inconvenience the daily life of those who live on this street.
It should be obvious to someone looking at this project from a non partisan view point that the negative effects to the residents, businesses, and community far out weigh the benefits that a bike path could bring on Cleveland Avenue. The majority (over 99%) of the population would likely only use this bike path few months out of the year, as bikes are not a reliable form of transportation year round in the state of Minnesota. So to create these devastating effects on the community for a end result that will only be used a small portion of the year does not make sense.
My last concern is the overall safety of this project. The plan is to take major road in the heart of highland park and shrink the lanes down to 11 foot wide driving lanes with no parking on either side. I question how larger vehicles will pass each other safely (i.e. garbage trucks, semi trucks, and firetrucks). I also wonder how traffic will get around buses that need to stop often to pick up passages year round. Especially during rush hour when the traffic on Cleveland backs up.
While I would be happy to support a bike lane on another road with less traffic and negative effects to the community (such as Prior or Fynn), I do not support a bike lane on Cleveland Avenue. I also feel if “biking” was really the end game for the group presenting and supporting this project, they would also want this project done on these much after and bike friendly road . Therefore this leads me to question the real agenda of those pushing this project and I do not see that it is biking. I see it trying to control car traffic to limit the amount of people that are driving on the roads and where they are able to drive.

8 Supporters

Michael Healy inside Ward 3 April 30, 2015, 7:50 AM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

I support the bike lanes on Cleveland. As far as I can tell, the Summit to St. Clair stretch of Cleveland functions pretty much solely as a city-sponsored parking lot for Saint Thomas students who don't want to pay to park in the school's lots. This provides no benefit to the neighborhood and is especially bad for the school since they are required by the city to have all those lots and it costs a lot to maintain them even if they sit empty. I live directly on Cleveland Avenue right by Snuffy's and nobody on this block (or the next several) parks on Cleveland unless it's to quickly unload something. I actively tell my guests to avoid parking there due to the traffic and the last time one of them ignored me her parked car got crashed into and totaled. I think the only place where this bike lane plan really conflicts with the neighborhood's needs is by Palace Avenue where it affects that video conversion store (and maybe the daycare although I have to think it has extremely low parking needs). I've got to think that the City could help pay for signage (or provide a signage variance or something) to help those two businesses direct their customers to the side streets and it would basically solve the problem. There are also some conflicts with the businesses at the Randolph intersection but they wouldn't be losing that much parking and it seems like permitting and time limits in the area could be restructured to make sure that their customers are still taken care of. Passing on this project because we can't figure out a way to make those two blocks work seems like a huge missed opportunity.

Side note, I think one of the main reasons why Cleveland Avenue is currently so unsafe for biking, walking, and parking is that the street is way over-engineered which encourages cars to go a lot faster than we want them to. It has 12 foot lanes right now, the same width as we have in place on the Interstate Highway system. If you give drivers a road that can easily support 40 mph traffic, a lot of drivers are going to take that opportunity even if the signs say not to.

I think some people are mistakenly assuming that Cleveland Ave with bike lanes will still be an unsafe street, just one that lures in poor innocent bikers with pretty painted lines. The city is proposing to actively make the road safer by narrowing the traffic lanes to 11 feet so they are no longer the same width as freeway lanes. The bike lanes will go even further towards getting drivers to adhere to the 30 mph speed limit. Bike lanes work best when there are a lot of bikers and drivers get used to expecting to share the road. The fact that this route will be anchored by two colleges means that it will probably host a lot of bikers which will cause drivers to behave more cautiously. Cleveland will become a safer street.

2 Supporters

Brenda Anfinson inside Ward 4 April 29, 2015, 7:41 PM

I live in that neighborhood and bike almost every day, and I heartily support this development project! In general, we need more north-south bike routes in the city of St. Paul, as most of the routes move east-west. That section of Cleveland is currently very dangerous for biking, so a lot of people get discouraged. I personally would use the bike lanes to go shopping down there. My only request would be to extend the lane up to University Avenue.

1 Supporter

Kathy Manderscheid inside Ward 4 April 29, 2015, 8:46 AM

I am opposed to a bike lane on Cleveland Ave. As a bike rider I would not choose to ride on this street even if it

had a lane. It is too busy with cars. I think it makes better sense to put a lane/route down Prior from Summit that would be an easier ride and connect both colleges. Prior ends right at St. Catherine's. I appreciate that my neighborhood has small businesses and I support them. I am very concerned that further reducing the parking for Pro Pharmacy and Snuffy's and the other businesses there will have a significant economic impact. I would hate to lose these businesses. Please consider the economic impact of this proposed lane. I would prefer the type of bike route that is on N. Prior where parking is not lost. I am an aging boomer and I prefer to have small businesses in my neighborhood so when I cannot drive someday I could still walk to them, as I do now. I would hate to lose Pro Pharmacy and have to drive to Walgreen's or Target in Highland.

8 Supporters

Jeff Zaayer inside Ward 3 April 28, 2015, 4:38 PM

Our city faces many challenges in regards to transportation, we have many barriers in the city from the river, interstates or the railroads there are many corridors where we are reliant on the county network.
Even in the Western district we are often forced onto the county transportation network as a result of large tracts of land that break up the street grid, Examples being Highland Golf Course, St. Kates, St. Thomas, Macalaster College, St. Paul Academy, and Cretin Derham Hall. As a person who often rides a bicycle for trips around town I rely heavily on the county transportation network.
I think that adding bike lanes on Cleveland will help enhance that transportation network by taking space used for car storage and reallocating that space for moving people and reducing car trips in the corridor. A bike lane on Cleveland can be used by students taking classes at St. Kates or St. Thomas who are traveling between the two campuses as they have reciprocity between the two Universities.
I understand that there is some hardship with the removal of parking spaces along Cleveland Ave particularly at the intersection of Randolph. This area has a complex network of restrictions combined with permitted parking. I think there has to be something that the city can do particularly on the South side of Randolph East of Cleveland to allow for overnight parking for the apartments on the NE corner of this intersection. Or perhaps installing a parking bay similar to the businesses at the intersection of St. Clair and Cleveland. While this is outside of the scope of a Mill and Overlay could be a more mid term solution to preventing this project from happening at all.
Much of the on street parking in this corridor goes unused and results in higher speeds on Cleveland. This project would narrow the lanes and define them by having a stripe on both sides of the travel lane that will force drivers to drive more predictably and at slower speeds.
I believe the merits of this project far out weigh the convenience of free car storage (which the city and county can provide elsewhere) and allows the backbone of out city transportation network (the county network) to be used for its intended purpose, Moving people.

5 Supporters

Alex Cecchini outside Saint Paul April 28, 2015, 4:12 PM

I live in Minneapolis but work in downtown St Paul. I bike in 2-3 times a week when it's nice and a little less when it gets colder. My route takes me across the Lake/Marshal bridge and then I hop down Cleveland Ave to reach the Summit Ave bike lanes. Although this doesn't take me to the proposed project boundaries, I fully support the lanes on Cleveland. They'll help calm traffic with narrower lanes, provide a space for the timid

cyclists out there who don't feel comfortable sharing lanes with traffic, and prove that dedicating space for bikes at the expense of some under-utilized parking will not be problematic for the neighborhood.

3 Supporters

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

All Off Forum Statements sorted chronologically

As of June 2, 2015, 3:49 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.

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

As of June 2, 2015, 3:49 PM, this forum had:

Attendees:	341
Off Forum Statements:	31
All Statements:	135
Hours of Public Comment:	6.8

This topic started on April 28, 2015, 3:13 PM.

All Off Forum Statements sorted chronologically

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

Name not available (unclaimed) June 1, 2015, 2:29 PM

Please vote no, regarding this current plan for Cleveland Avenue resurfacing project. I am part of the Messianic community on Cleveland. I attend Torah services, Hebrew, and bibles studies there every Saturday, and Hebrew dance
every Thursday. I experience physical limitations due to a disability, I have a handicap tag and the subtraction of current parking on Cleveland would impede on my right to have safe and close access to my place of worship. Please vote no to the Cleveland Avenue resurfacing project. Thank you.
Misty Thompson 651-705-5023

Name not available (unclaimed) June 1, 2015, 10:27 AM

Bicycles can be ridden on streets with or without bike lanes and much safer non-hi traffic streets. I am for bicycling. Please let's not make our small businesses move away and give them the right to have parking for the majority of customers--their taxes are high and they deserve to have parking available to their customers.

Name not available (unclaimed) June 1, 2015, 7:22 AM

My name is Sharon Fox and I do not live in St. Paul, but I attend Kehilat Sar Shalom congregation on Cleveland. I am one of many older people in the congregation that have a problem walking long distances. There is very little parking close to our building and putting a bike lane in would decrease the availability to parking near the building. In California I worked for a council of governments and one of our many projects was ridesharing and encouraging bike riding to cut down on pollution. One would think that in a beautiful climate like California many people would take advantage of biking to work, but not so. We had similar problems with lack of parking and they were exacerbated by the addition of bike lanes, which were used infrequently. I have no idea of how extensively the bike lanes would be used on Cleveland, but wonder which would be the better good - a bike lane for few or parking for many. It's not only our congregation, but nearby businesses who also need parking. Thank you for allowing time for people who are affected by this possible change to comment.

Name not available (unclaimed) May 31, 2015, 3:15 PM

I am concerned about the proposed bike lanes and the effect they will have on businesses and the people who attend the church on the corner of Cleveland and Sargent. The lack of parking spaces will create difficulties for those with physical handicaps and may also negatively effect the businesses along Cleveland Ave. Please rethink this proposal.

Name not available (unclaimed) May 31, 2015, 2:06 PM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

Dear St.Paul,
I attend Kehilat Sar Shalom Congregation on Cleveland Ave. every week. I am also 69 years old as some others in our congregation and to park blocks away is very much a inconvenience. The bike section along Cleveland would also be an inconvenience to business's when they can't park close to where they want to shop or eat or in my case worship.
After service this weekend, I took a walk around the block and It would make much more sense to me to have the bike section on a parallel street to Cleveland. Less danger to bikers! Thank you.

Name not available (unclaimed) May 31, 2015, 8:30 AM

Please DO NOT add the bike lanes to Cleveland Avenue. This would eliminate needed parking spaces. Thank you.
Carol Boike, St. Anthony, MN

Name not available (unclaimed) May 30, 2015, 8:42 PM

My name is Greg McGillis. I live in Little Falls, Mn and I attend Kehilat Sar Shalom on Cleveland Av. on Saturdays. Parking is very limited now for us who attend KSS and patronize local businesses. A bike lane will affect property values if you can't park infront of your home, business, and also the ability of a business to conduct business. I am not against bike lanes but I would suggest when you expand Cleveland Av. to include both parking and a bike lane. Thank you.

Name not available (unclaimed) May 29, 2015, 5:11 PM

I commuted by bicycle 10 miles roundtrip for over 30 years before I retired, and still bike regularly. From that standpoint I can say that the presence or absence of bike lanes had little effect on what routes I choose, and that bike lanes are at best a minor amenity to a regular bicyclist. They certainly are not worth loss of significant business parking on Cleveland Avenue.

John Williams
1936 Sargent Avenue

Name not available (unclaimed) May 29, 2015, 10:12 AM

There is always a tension between getting where you want to go fast (usually by car) and making places where you want to go pleasant and enjoyable. I have been around long enough to hear about how eliminating a turn lane, creating a planted median, and installing a bike lane will cause businesses to close. Yet, these things rarely happen. I love Davanni's and many of the other businesses affected by this bike plan, and I am saying that I will be MORE LIKELY to go to these businesses if there are protected bike lanes. Protected bike lanes, even ones with just bollards, will make me and my kids feel safe. Even if I drive, I need to park and walk and it

is terribly unpleasant to cross the street when cars are whipping past at 40/45 mph and rolling through intersections. I will be MORE LIKELY to go and so will others in the neighborhood. Please follow through with the bike plan. It will make us a much better place to live.

Name not available (unclaimed) May 28, 2015, 4:54 PM

Bike lanes are nice , however I can't support a bike lane(s) on Cleveland Avenue . The proposed change would not make the street safer. The street is to narrow as it is. How about a bike lane two blocks west on Cretin Avenue from St Thomas to St Kate's. However my main objection to the proposed bike lane is how it affects the long standing business community that depends on parking on Cleveland Avenue. Bike lanes don't pay taxes to the city and if we want to protect small business in St Paul lets be fair. The better option again would be bike lanes on Cretin Avenue.

Name not available (unclaimed) May 23, 2015, 8:13 AM

I strongly oppose bike lanes on Cleveland Ave. I ride bike and they are many other options, like Fairview, the river road, Prior and others, that will not put business and churches at risk.

Name not available (unclaimed) May 21, 2015, 10:04 PM

I oppose the proposed bike lanes on Cleveland. Cleveland is one of only a few north/south commuter routes south on this side of town, so it is already very busy with auto and bus traffic. Encouraging more bikes on Cleveland will only make it more dangerous for all involved. Besides, Fairview is an excellent existing north/south bike route and plenty close (as a former bicyclist, I can attest that it's no big deal to ride over to Fairview from Cleveland). I also worry about local businesses along Cleveland which will surely suffer if they lose their parking. Just today my family had dinner at a bustling Snuffy's and parking spots nearby on Cleveland were totally occupied; also down by Davanni's and Coffee Bene. There really is no other place to park because of the college students and permit parking. Please remember that many of us who live, work and shop in this area have small children, disabilities, and/or complex transportation needs that make it necessary to continue to rely on auto transport.

Name not available (unclaimed) May 21, 2015, 10:01 PM

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park because of the college students and permit parking. Please remember that many of us who live, work and shop in this area have small children, disabilities, and/or complex transportation needs that make it necessary to continue to rely on auto transport.

Name not available (unclaimed) May 21, 2015, 11:28 AM

The proposal to implement bicycle lanes on Cleveland Avenue is a bad idea. As a resident of Highland Park and a member of a large religious community located on Cleveland Avenue, I find the proposal to be not only an inconvenience to the residents who live on Cleveland Avenue, but also detrimental to the many businesses located on Cleveland Ave. as parking and access to these establishments are already limited. From the stand point of a religious community, parking is crucial to our community as many members travel from places outside of the Highland Park/St. Paul area. Furthermore, many of our older members and less mobile members who travel here every Saturday will have even more difficulty attending services. If bike lanes are to be installed, it would be essential for Kehilat Sar Shalom to be allowed parking between Princeton and St. Clair Ave. on Saturdays and Sundays between 10 am and 3 pm. I have noticed that in many instances, where parking is removed and bike lanes installed, parking is still allowed in the blocks before and after church hours, even though parking is not allowed at any other times. It is my understanding after discussing the matter with many residents and business owners on Cleveland Avenue, that to approve this proposal will only diminish business and limit an already limited and congested street for resident parking and customer access. The residents of Cleveland Avenue and business owners alike are in agreement, and we want our voices heard and concerns considered.

Name not available (unclaimed) May 21, 2015, 9:51 AM

I would love to see this bike lane come to life. We need more safe north/south bicycle routes. These are residential areas with plenty of opportunities to park around the corner - cars do not need to be parked on Cleveland. Let's instead find a safer way to integrate cyclists and motorists.

Name not available (unclaimed) May 21, 2015, 8:25 AM

Absolutely in support of this added bike route to allow us to more safely go toward the summit area.

Name not available (unclaimed) May 21, 2015, 12:31 AM

I oppose the proposed bike lanes on Cleveland Avenue. Cleveland is one of only a handful of north/south commuter routes south on this side of town, so it is already very busy with auto and bus traffic. Encouraging more bikes on Cleveland will only make it more dangerous for all involved. Besides, Fairview is an excellent existing north/south bike route and plenty close (as a former bicyclist, I can attest that it's no big deal to ride over to Fairview from Cleveland). I also worry about local businesses along Cleveland which will surely suffer if they lose their parking. There really is no other place to park because of the college students and permit

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Name not available (unclaimed) May 21, 2015, 12:24 AM

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Name not available (unclaimed) May 21, 2015, 12:20 AM

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Name not available (unclaimed) May 21, 2015, 12:19 AM

I oppose the proposed bike lanes on Cleveland Avenue. Cleveland is one of only a handful of north/south commuter routes on this side of town, so it already carries a large amount of auto and bus traffic. Encouraging

more bikes on Cleveland will only make it more dangerous for all involved. Besides, Fairview is an excellent existing north/south bike route and plenty close (as a former bicyclist, I can attest that it's no big deal to ride over to Fairview from Cleveland). I also worry about the local businesses along Cleveland which will surely suffer if they lose their parking. There really is no other place to park because of the college students and permit parking. Please remember that many of us who live, work and shop in this area have small children, disabilities, and/or complex transportation needs that make it necessary to continue to rely on auto transport.

Name not available (unclaimed) May 21, 2015, 12:16 AM

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Name not available (unclaimed) May 20, 2015, 8:12 PM

H

Name not available (unclaimed) May 15, 2015, 9:50 AM

I do not support the plan to add a bike lane to Cleveland Ave. This plan only benefits bicyclists while not considering other parties.

Local businesses will be more difficult to reach and it is not realistic to think that all patrons can or will bike to businesses, especially in the deep winter months. As a physical therapist, I have concerns for people with disabilities reaching businesses, their own homes, and the homes of loved ones. Residents on Clevelend and the surrounding area will feel the effects of the loss of parking. Cleveland residents will no longer be able to park in front of their own home also making it more difficulty to have guests. The elimination of a lane also creates more congestion in the road. Buses will not have a dedicated lane to pick up transit users so all cars and bikes will have to stop behind the bus.

Increased car, bus, and trunk congestion, loss of resident parking, harm to local businesses. This does not sound like a beneficial plan. Please reconsider this plan as it in not wanted by the people that actually live here!

Dale Hunt inside Ward 2 (unverified) May 13, 2015, 11:57 AM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

I think adding a bike lane will make the Cleveland Ave. more dangerous by encouraging bikers to use this very busy street. A better option for bikers would be to use the side streets. I commute by bike frequently and prefer a nice quiet side street rather than being subjected to bus traffic and a plethora of vehicles. The proposed bike lane would put an undo burden on the neighborhood business owners by decreasing parking areas. In addition, homeowners would be burdened with difficulty finding a parking place near their homes. Homeowners pay a substantial yearly assessment for the maintenance of city streets and should be afforded the privilege to park on these streets.

Rachel Raisanen inside Ward 3 (unverified) May 11, 2015, 11:27 PM

The placement of a bike lane in Cleveland would be dangerous to bikers. There is an alternative route they can take two blocks away. Fix the road but leave the lane out!!!

Name not available (unclaimed) May 11, 2015, 11:03 PM

Use Fairview ,its much wider and is not a bus route , those busses are big and I WON'T RIDE , a bike next to one of those .

Name not available (unclaimed) May 8, 2015, 3:12 PM

I look forward to any improvements on Cleveland, and other roads that aim to better serve everyone else on and around roads, even if it takes away from parking or lanes for driving. People using cars are already using the fastest and most personally convenient form of transit, so any sacrifices they make will be minuscule in comparison to the improvements gained by pedestrians and bikers of all abilities.

I am an avid biker, am used to biking on roads whether or not there are bike paths, I walk, and use public transit always. I live across the river in Seward, and somewhat often come to St. Paul for a variety of reasons. As it stands, even for someone like myself, St. Paul is often frightening to bike in for a number of reasons:

* Things like Fairview Ave give the impression to people used to Minneapolis biking that there is a bike lane when it's a painted curb. If using this, you're not going to get enough room from passing cars, and there are often large gaps in the bike lane due to sewer grates, which to a biker are essentially a injury-causing pothole.

* Often, big roads have no bike paths. I may thus use a lane, however fellow occupants of the roads in cars do not share this understanding, and are rude and aggressive. They act as though I am adding several hours to their journey, and behave erratically and unpredictably. Minneapolis is not like this, but is not with its own faults, however people understand that bikes can be on the road. Since St. Paul does not have as clear an understanding of this, we need to make up for this with infrastructure.

* There is a culture of biking on sidewalks, which is potentially dangerous to pedestrians and bikers alike and this needs to change. For pedestrians, this is a problem, because not all pedestrians have the ability to move

fast and get out of the way. For bikers, this is a problem because when crossing a street at an intersection, bikers do not have as much visibility— they are often moving faster, and people in cars do not have enough time to react to the sudden presence of a bicyclist. Providing a separate space for bicyclists, pedestrians, and cars, will improve visibility to all.

Since Cleveland is not a largely busy street, I expect it will be easier to make improvements: parking can be easily removed in the proposed places, because there are plenty of side streets and garages for anyone who needs residential parking, and this space isn't heavily in use for parking anyway— every time I've passed by I only see a few cars.

Anyway, before this gets too lengthy, this will be a vast improvement to make St. Paul more accessible for people of all transit modes. I'm looking forward to riding on it!

Name not available (unclaimed) May 1, 2015, 7:31 AM

I support bike lanes on Cleveland Ave. I live on Grand and Prior in Saint Paul and am a woman bicycle commuter. A new leave would greatly increase the quality of our neighborhood and make Cleveland Ave safer for bikes and cars.

Thank you,

Name not available (unclaimed) April 30, 2015, 7:45 AM

My name is Michael Healy and I wholeheartedly support the installation of bike lanes on Cleveland Ave. As far as I can tell, the Summit to St. Clair stretch of Cleveland functions pretty much solely as a city-sponsored parking lot for Saint Thomas students who don't want to pay to park in the school's lots. This in no way benefits the neighborhood and is especially bad for the school since they are required by the city to have all those lots and it costs a significant amount to maintain them even if they sit empty. I live directly on Cleveland Avenue (277 Cleveland) right by Snuffy's and nobody on this block (or the next several) parks on Cleveland unless it's to quickly unload something. I actively tell my guests to avoid parking there due to the traffic and the last time one of them ignored me her parked car got crashed into and totaled. I think the only place where this bike lane plan really conflicts with the neighborhood's needs is by Palace Avenue where it affects that video conversion store (and maybe the daycare although I have to think it has extremely low parking needs). I've got to think that the City could maybe help pay for signage (or provide them with a signage variance) to help those two businesses direct their customers to the side streets and it would basically solve the problem.

Side note, I think one of the main reasons why Cleveland Avenue is currently so unsafe for biking, walking, and parking is that the street is way over-engineered which encourages cars to go a lot faster than we want them to. It has 12 foot lanes right now, the same width as we have in place on the Interstate Highway system. If you give drivers a road that can easily support 40 mph traffic, a lot of drivers are going to take that opportunity even if the signs say not to. I think the bike lanes (and the narrowing of the lanes to 11 feet) would go a long ways towards getting cars to slow down to 30 like we want them to.

Name not available (unclaimed) April 28, 2015, 7:59 PM

Cleveland Avenue Bicycle Lanes

Please share your thoughts about the Cleveland Avenue resurfacing project.

I fully support adding bike lanes to Cleveland Avenue as the current north-south arterials and sidestreets difficult for bikers to safely use in the west central section of Highland. Enhancing other modes of transportation in St. Paul at a minimal cost to our (Overparked) environment is well worth the benefit.

APPENDIX:

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

Sign-In Sheet
Cleveland Avenue Open House

4/29/2015

Nativity School (Library)
1900 Stanford Avenue
Saint Paul, MN 55105

Name	Address	Email
Carol Engel	2053 PALACE AVE	cjengel636@comcast.net
Alyce Eide	2082 Lincoln Ave	arcrowleid@hotmail.com
Mary-Helen Mische	2065 Jefferson Ave	mhm12360@hotmail.com
Jack Fei	1359 Sargent Ave	jackfei@aol.com
IAN WILTANEN	2105 PRINCETON AVE	WILTANENS@msn.com
Roger Johnson	2041 Palace Ave	rjohnson2041@comcast.net
NELS KNUTZEN	2046 HIGHLAND PARKWAY	NKNUTZE1@YAHOO.COM.
ERIK RIESENBERG	380 LEXINGTON PKWY S	
Al Smith (Luci)	470 Cleveland Avenue S	luciancora@iphonse.com
Maria Gans (Luci)	470 Cleveland Avenue S	↓ ↓
PETER PITMAN	2036 PRINCETON AVE	pmpitman@gmail.com
Ann Botkin	2080 Niles Ave	— —
Bob Winsor	2102 James Ave	
KAY & LEE AANONSEN	2081 JULIET AV.	lkaanonsen@comcast.net
Jennifer Wustmann	320 S. Griggs St	jennifer@macgrove.org
DANIELA SMITH	470 CLEVELAND AVE. S.	
Carol Kist	1959 Palace	none
Bill Nicol	299 Cleveland Ave S	wmnicol123@gmail.com
Deb Alper	1835 Fairmount Ave.	debalper@yahoo.com
Linda Felles	2933 371 n Av S * commute in St Paul	lhifeltes@gmail
Cara Anthony	2103 Berkeley Ave	clanthony@yahoo.com
Kevin Gallatin	1822 Highland Pkwy	
CURT CHANDER	805 FARMOUNT AVE	CURTCHANDLER@COMCAST.COM
Elizabeth Grundner	2041 Jefferson.	egrundner@ustamily.com
PAUL SABOURIN	1917 Fairmount Ave	paul.sabourin@gmail.com
Nathan Westgor Willies Guitars	626 E 130th	info@williesguitars.com
Steve Conlin Learn 2 Learn	1949 Palace Ave / 2057 Randolph Ave	
Amy Schwarz	2031 Itasca Ave, St. Paul	steveconlin1@gmail.com
		→ amy.z.schwarz@gmail.com
Amy Gage, UST	1851 Selby Ave., STP	agage@stthomas.edu
ANDREW TUBESING	2224 HARTFORD	tubesing@zimbop.com
[illegible]	2037 Good 1224	

Sign-In Sheet
Clevland Avenue Open House

Name	Address	Email
Eric Celeste	1993 Lincoln Ave	efc@clst.org
Hillary Frazey	2027 Stanford	hillary.frazey@gmail.com
Judy ANDERSON	2044 JAMES AVE	billandjudy07@gmail.com
Bill LIEN	2044 JAMES AVE	billandjudy07@gmail.com
Caroline Stommes	205 Cleveland Ave. S.	caroline.nystrom@gmail.com
Eileen Herbst	2094 Goodrich	
Jayne Nystrom	1872 Sargent Ave.	jjnystrom55@hotmail.com
Mary Speranza Reeder	2051 Stanford Ave	dmmreeder@comcast.net
Elizabeth Wefel	977 Goodrich Ave	eawefel@gmail.com
Daniel Kozlowski	895 Lexington Pkwy	mrkozz@msn.com
GARY FISCHBACH	567 S SARATOGA ST	garyandmary@msn.com
ROBERT P GRAFF III	1 RIVER TERRACE COURT	RGTHREEPO@GMAIL.COM
Rachel Wiken	1350 Van Buren	Rachel.wiken@gmail.com
LIZ BOYER	1161 Randolph	liz@macgrove.org
Elspeth Erik	2042 Lincoln	
Marc Light	1804 Wellesley Ave	gaulight42@gmail.com
Bryce Rasmussen	435 Lexington Pkwy S	bprasm@gmail.com
Heidi Schallberg	706 Miss Riv Blvd	heidils@gmail.com
Chris Büdel	44 N. Albert St	chris.budel@gmail.com
Doug Hennes	2115 Summit (West)	dehennes@stthomas.edu
Erik Peterson	1386 St. Clair Ave	erikpn@gmail.com

Sign-In Sheet
Clevland Avenue Open House

Name	Address	Email
Craig Hassell	476 Cleveland Ave S #7	Craig.Hassell@blueplateco.com
Joe Newton	472 Cleveland Ave S.	Jmnewton@comcast.net
RAY NEWTON	472 SO. CLEVELAND	r22541@q.com
Renee Fleman	409 Herschel St.	reneefleman@ymail.com
BOB STUPKA	1846 WELLESLEY AVE	bstupka@davannis.com
George TLERS	165 CLEVELAND AV. SO.	gtlers@aol.com
ELIZABETH MISCHE	343 " " "	Betty@bettymische.com
Joseph Altendahl	1720 Montreal Ave	jtaltendahl@hotmail.com
Krista Hunt	" " "	" "
Ed MARTELL	2149 GOODRICH AV.	EEMARTELL1@HOTMAIL.COM
MICHAELA LAUER	2023 WELLESLEY AVE	mmlauer5@yahoo.com
Lenni Augustine	2045 Palace Ave	ST PAUL
ROBERT RAMPHAL	2085 PRINCETON AVE	ST. PAUL
Steve Polanusky	185 cleveland ave. S	St. PAUL
Anneke Krall	401 Cleveland Ave S.	ackrall@yahoo.com
Ronald Sorenson	2087 Idaho	
Jim Bricher	396 Woodlawn Ave	bricherj@aol.com
Rachelle Roeckeman	474 Cleveland Ave S.	rachelle@roeckeman.com
Michael Healy	277 Cleveland Ave S.	healy164@umn.edu
Pete Regner	1850 Jefferson	
MICHAEL RAMSTAD	2014 BERKELEY AVE	michael.ramstad@gmail.com
KIRK ANDERSON	2064 JAMES AVE	kirka@infionline.net
Steve Farr	225 cleveland	KSshalom@comcast.net
ANNA SPRINGFIELD	1915 3RD AV S MPLS	ANNA.E.SPRINGFIELD@GMAIL.COM
MIKE SONN	1458 WELLESLEY	SONN.MICHAEL@GMAIL
MICHAEL KUCHTA	1922 N. GROTTO	MICHAEL.KUCHTA@JENNYLIND.NET
ANDREW SINGER	2103 BERKELEY AVE	andy@andysinger.com
+7 Euphoria Salon	256 S. Cleveland	Stevie@euphoriasalon.info
Chris Stommes	205 Cleveland Ave S.	
Samantha Henningson	15 W Kellogg	ward4@ci.stpaul.mn.us
Joan Pasiak	1984 Jefferson	joanpasiak@msn.com
Dave Pasiak	1984 Jefferson	davepasiak@msn.com
Jane Conlin	1949 Palace Ave	janierconlin@yahoo.com
Jeff Zaayer	1750 Saunders Av.	jeffzaayer@yahoo.com
Michele Molstad	5	michelemolstad@gmail.com
Joseph Goswitz	311 Woodlawn Ave	St. Paul goswitz@comcast.net
Diane Budzien	1985 Wellesley Ave	kdbudz@hotmail.com

Cleveland Avenue Bicycle Lanes
Comment Form

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- 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:

4-30-2015

See attached letter:

Gulyce R. Eide
2082 Lincoln Avenue
Saint Paul, MN
55105

651-690-1655
arcrowleid@hotmail.com

April 30, 2015

City of Saint Paul
Department of Public Works
800 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102-1660

RE- Bike Lanes on Cleveland Avenue
Attention: Reuben Collins, PE – Project Contact

I am NOT in favor of your bike lanes proposed changes to Cleveland Avenue from Highland Parkway to Summit Avenue in St. Paul.
Please reconsider this current project for the following reasons:

- Cleveland Avenue is already a very congested street in St. Paul. We do not need to add or dodge any bikers.
- There are too many businesses and property owners who will Be affected by this bike lane project.
- Leave our neighborhood Cleveland Avenue just the way it is now. However, street is in need of resurfacing at this time.
- Alleys will now be used for parking if bike lane project goes through as this will be taking parking places from businesses and property owners.
- Left turns in both directions of Cleveland Avenue will be very difficult causing traffic to backup. Many of the side streets are on Permit Parking, so where do property owners and visitors find a place to park?
- This is a very senseless project for Cleveland Avenue. Go back to the drawing board. We need a better bike lane proposal on another street. My proposal would be to relocate this bike lane project to either Prior or Fairview Avenue.
- I was very disappointed in the Open House on Wednesday. April 29, 2015. I think a more structured agenda should have been planned, not a very good introduction. Appeared that most of the people who came to the Open House were not overly impressed with viewing charts. I noticed many people were just visiting with neighbors.

Sincerely,
Arlyce R. Eide

Arlyce R. Eide
2082 Lincoln Avenue
Saint Paul, MN 55105
651-690-1658
arcrowleid@hotmail.com

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Comments:

All for bike lanes. We need a way to get to Highland Village, or close, on a bike. It is good for the neighborhood and good for the businesses. It will reduce parking issues.

Marc Light
1804 Wellesley Ave
gaulight42@gmail.com

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Comments:

I think that there is alot that the city can do to help mitigate the loss of parking. install parking bays where there is room w/ S-80 money. Add more time restricted parking around businesses. Get buyin from the neighborhood that on street parking isn't theirs and theirs alone. But most importantly BUILD THIS BIKE LANE!! (Sorry for yelling) This is a connection that links business nodes, education centers, and neighbors. Thanks.

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- Write comments below

Comments:

The Cleveland Ave project looks FABULOUS! I've biked it many times and have always felt unsafe. I use it to go to many local businesses and am excited to frequent them more often once the lanes go in.

THANK You!

Cleveland Avenue Bicycle Lanes
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Comments:

Really like the bike lane.

Try to minimize stop lights + stop signs on bike friendly roads.

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Comments:

Please don't change the lanes on Cleveland. I am concerned for the safety with buses cars and bikes and now no where for the cars to pass the buses it will hold up bike and car traffic.

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Comments:

I am dissapointed at the idea of losing the street parking in front of my home. When I have guest over, they will have to walk around the block which is especially inconvenient for my father who is disabled.

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Comments:

I am concerned about a possibility of a bike lane on Cleveland. There are businesses that will lose their parking spots and be at risk of losing their livelyhood.

Don't put a bike lane on Cleveland.

Don't take our parking!

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Comments:

(1) Bicyclists on a Cleveland Av. Bikeway will be destabilized and will crash when a bus or a large truck (coming from behind) creates a sudden crosswind (from air it is pushing).
(2) Real estate agent (T. Erickson) estimates as an educated guess that without parking for guests or to unload groceries (etc), property values would fall by 5% – 8%.
(3) Bicyclists will use alternate routes such as Finn (or alleys) rather than dangerous Cleveland Av. (They do now!)
(4) Despite "engineering studies", making the vehicle lanes 11' instead of 12' will not "CALM" (??) traffic. The bike lanes will be perceived as a "wide street".
(5) For pedestrians, dodging bikes on both sides is a problem.
(6) WILL BICYCLES BE REQUIRED TO BUY LICENSES?
(7) Winter driving & bicycling will be more dangerous as the lanes will be restricted. Streets are never plowed to the curb.
(8) Emboldened bicyclists will be killed. They are harder to see than motorcycles. (My next-door neighbor on a motor-cycle ran into a car that pulled out. He has bad brain damage.)

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Comments:

Please consider options to make the bike lane protected to work for a broader section of the neighborhood (truly 8 to 80). Can travel lanes be narrower than 11'? 10'?

I will definitely use this! Excited to see this.

Parking can also be accommodated on side streets. Big lot stores require people to walk further – it should be more pleasant to do so in this neighborhood! Emphasize how much parking is available on street w/in a radius of Cleveland on side streets to change message & context of "parking loss."

Thanks!

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Comments:

I think it is essential but the city should leave space for protected bike lanes. I rode my bike here and was almost killed on St. Clair when a car turn left into the lane did not even look at me & nearly hit me.

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Comments:

The time is now to do this. The bike plan was passed 7-0 by the City Council. We do not know what the future holds as far as auto traffic. But bikes are part of traffic.

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- Write comments below

Comments:

The 4 Retail spots on the east side of Cleveland Between James + Randolph with be significantly hurt by the removal of those parking spots. Which means those businesses will ~~evently~~ eventually close and will be very difficult to lease. they will stay vacant for a very long time. So, what was once a nice little corner in a nice little neighborhood will be ruined.

Ray Newton, owner of Sportsman Barebers, came from humble beginings. He is a neighborhood guy. Goes to Nativity, kids went to Nativity and Cretin. He has owned the place for 40 years and his son works with him. they wont survive this. Just how many people on Bikes get haircuts in February?

We need to be pro business in St Paul. We need to keep the ones we got and encourage business to come here.

By doing this you just lost 4 retail taxpayers to both the county and city and the people who work there.

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Comments:

I really like this plan. I am mostly a driver and have always felt a bit unsafe on Cleveland w/all its parking. Using that space for bike lanes makes much more sense to me. Thank you for making Saint Paul a calmer, safer place to live and drive.

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Comments:

Fully support the plan

Parking Bays a good solution in front of mid block businesses if there is concern about loss of parking.

Could be helpful on maps w/ aerials to highlight the commercial vs residential properties. Might show how few businesses are affected by this plan.

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- Write comments below

Comments:

Cleveland is too narrow for a bike lane.

Permit Parking (paying to park in front of our house) will get pushed out further and further.

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Comments:

The proposed bike lanes on Cleveland look like a positive addition to the neighborhood to me. While some parking will be lost, it really shouldn't affect people who live along the street, since most have homes with garages and other on-property parking. Seeing bikes moving by on the street, rather than parked cars, strikes me as an improvement for these home owners – not to mention the added advantage of having a bike lane to use "at your doorstep." It's great that the ~~Es~~ route would connect with the lanes on Summit, and intersect with the Jefferson bike boulevard. Finally moving toward a real network.

People (some people) screamed when the lanes on Summit were proposed; they screamed when parts of Fairview were converted from 4 lanes to 3 and eliminated parking. I don't hear screaming anymore, and hope we can get past it with regard to Cleveland and the other current proposals to move forward with implementing the bike plans.

Deb Alper 1835 Fairmount Ave.
debalper@yahoo.com

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Comments:

I DOES NOT TAKE A RATIONAL INDIVIDUAL TO REALIZE THAT PUTTING BIKE LANES ON CLEVELAND – ANYWHERE ON CLEVELAND AVE – IS RIDICULOUS. THIS IS A MAJOR ARTERY IN THIS NEIGHBORHOOD FOR BOTH TRAFFIC AND PARKING. TRAFFIC ALREADY BACKS UP AT BUSY TIMES OF THE DAY, AND TWO UNIVERSITIES' STUDENTS USE THIS STREET FOR PARKING. BOTH THE TRAFFIC AND THE PARKING WOULD SHIFT TO OTHER STREETS ALONG CLEVELAND.

LET'S USE THE GOOD SENSE GOD GAVE US AND PUT AN END TO THIS CHARADE NOW. IT IS A WASTE OF MONEY AND WILL ONLY POSSIBLY BENEFIT A FEW AT THE EXPENSE OF THE MAJORITY OF PEOPLE.

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Comments:

- CONSIDER NEGATIVE IMPACT TO LOCAL BUSINESSES SUCH AS DAVANNI'S, SNUFFY'S, ETC. THAT MAY LOSE PARKING.
- WHERE WILL ALL PEOPLE PARKING ON CLEVELAND GO TO PARK?
  - 2 BIGGEST NEIGHBORHOOD CONCERNS WERE/ARE PARKING AND INCREASED TRAFFIC FROM NEIGHBORHOODS (P. LOOKING FOR PARKING?)
- CAN ALLEY'S BE USED IN PLACES?
- MY WIFE IS AN AVID BIKER AND SHE SAID TODAY, SHE WOULD NEVER BIKE ON CLEVELAND EVEN WITH BIKE LANES.
- ONE OF THE LOCAL BUSINESSES ON PRIOR IS "TRAND PERFORMANCE BIKE SHOP" WHICH MIGHT BE A PLUS FOR THEM.
- CONSIDER IMPACT TO TRAFFIC FLOW (EG. TURNING FROM MARSHAL ONTO CLEVELAND).

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Comments:

While I generally support bike infrastructure improvements (as a daily cyclist who bikes to work at UST from Highland Park year-round), I find I'm conflicted about this. I understand why cleveland makes a good interval between other N/S bike corridors, and since it's 2 lane traffic already, no traffic capacity needs to be sacrificed, it seems a sensible choice. My main concern is for those homes + businesses facing Cleveland losing their street parking, especially if they lack offstreet parking of their own. If a creative solution can be found to mitigate that loss for them then my hesitation would be eased. Could they sacrifice their boulevard strip for parking? Could a sidewalk on one side be made a bike path? I think with some creative problem solving this could work. BUT, if the plan would be to eliminate the parking with no effective replacement for those who rely on it, then I couldn't support it.

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- Write comments below

Comments:

I'm opposed to the proposed street configuration! Where will the displaced parking go? What if a homeowner would need a dumpster placed in the proposed bike lane? Why not use Prior Ave as the bike trail instead of Cleveland Ave?

This would also be a burden on guests at my home during the holidays due to the side streets (Fairmont & Princeton) already being used for parking for college rental housing and large families with more than 2 vehicles.

Cleveland Avenue Bicycle Lanes
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Comments:

I support the proposed changes, and appreciate the improved safety for people who drive, bike, and walk. I will be more likely to support the businesses in the area with improved cycling infra-structure.

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Comments:

As a new business owner on Cleveland just north of Randolph, I see parking as essential not only to my business but to all in the area. The reason I chose this particular location was based on a few criteria - parking being one of them. Deliveries and pick ups require immediate parking which will be lost if removed. Please consider the businesses in the area before removing the parking that allows customers access to our locations.

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Comments:

As well as adding bike lanes, I hope attention will be paid to slowing traffic, for bicyclists safety as well as pedestrian crossing safety. 'Pedestrians First'.

lhfeltes@gmail.com

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Comments:

WHOLEHEARTEDLY IN SUPPORT OF ADDING BIKE LANES TO THE CLEVELAND AVE ROAD PROJECT. NOT EXACTLY SURE WHY PEOPLE ARE OPPOSED. MANY COMPLAINTS SEEM TO REVOLVE AROUND THE ST THOMAS STUDENT PARKING ISSUE. THAT PROBLEM SHOULD BE DIRECTED TO THE FOLKS AT ST THOMAS. FEW PEOPLE SEEM TO PARK ON CLEVELAND FROM GOODRICH SOUTH. NOT MUCH WOULD BE LOST IF THOSE SPACES BECAME INTEGRATED INTO A BIKE LANE. MUCH WOULD BE GAINED AS CLEVELAND IS A LOGICAL BIKE LANE BETWEEN UST AND ST KATE'S. IT WOULD RECEIVE CONSIDERABLE USE.

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Comments:

We have enough parking issues with St. Catherines & St. Thomas I cant believe you think taking more parking away is a good idea!!!! It is not!!!

[redacted]

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4/29/15

Comments:

I DO NOT WANT A BIKE LANE ON CLEVELAND AVE. I PREFER PRIOR AVE / FAIRVIEW BIKE LANE. I HOPE THIS IS NOT A DONE DEAL BECAUSE AS A RESIDENT ON PRINCETON, I WOULD FIND THIS VERY OBJECTIONABLE

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Comments:

I DO not want this

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Comments:

I have lived on Jefferson (5 houses away from Cleveland) since 1957. I have driven Cleveland thousands of times. The street right now is too narrow in the bottle neck between St. Clair and Randolph. With a car parked on the street it is hard to pass cars coming the other way. Leave Cleveland alone! Put the bikers on Fairview or Cretin.

Elizabeth Brendner
2041 Jefferson Ave
St. Paul 55105

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Comments:

I particularly oppose the removal of parking on the east side of ~~Randolph~~ between James Cleveland and Randolph because of the markedly negative impact on the businesses and residents occupying the building on the N.E. corner of Cleveland & Randolph. I more generally oppose the entire bike lane project on Cleveland.

Joseph Grosnitz
311 Woodlawn.

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Comments: Prior doesn't make as much sense unless you want to put in lights at all those intersections... and move highland village, St. Thomas, & St. Kates.

Bike lane + buses is fine - Montreal, Marshall, Minnehaha, Portland, etc.... can and should coexist to move people along roads

These bike lane projects are not for current bikers. Existing bikers know how to get around or are confident enough to just bike on Cleveland As Is. This is for the FUTURE...
- to build a better city where there are better transportation options for everyone along public streets.

similarly, this isn't about specific parking spots a few individuals are in the habit of using right now.

It's about making streets friendlier for other forms of transport so not everyone feels the need to drive everywhere, have multiple cars per household, and need to clog residential streets w/ cars.

I own a house on a St. Paul street w/ a bike lane & a busline. I'm proud to pay my taxes for it & use all our city's streets by bike, foot, bus, & my car.

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Comments:

I live at Berkeley Ave + Cleveland. Biking is my main mode of transport. I support the Bikeway Plans for Cleveland Ave between Summit + Highland Aves.

- Cara Anthony
2103 Berkeley Ave
St Paul 55105

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Comments:

I think this is a great idea and will be great for our city. My husband and I live ½ a block off Cleveland and we would love to bike more. It's better for our health and better for the environment, plus it's fun! But Cleveland is so unsafe for biking that we end up driving ½ mile. I think the bike lanes will make our city safer, healthier, and more attractive. Thanks for including all modes of transit in your planning!

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Comments:

* There are already bikepaths on Fairview and River Road.

* Why not use prior-less traffic way safer.

* Businesses such as Luci + Sportsman Barbers will lose parking.

* No "bumping" parking @ corner of Cleve + Rand, the businesses have to pay assessment for utilities being reconfigured.

* Cleveland + Cretin should be one "one way" north, and one "one way" south. Then bike lanes and pedestrian crossing would be safer.

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Comments:

I am concerned about the businesses on Cleveland not having parking for people that make quick stops to pick up or have short stays at them. Example: Pro Pharmacy, the guitar shop, Snuffys, 2 beauty shops, one barber shop and the business on the corner of Randolph.

On the good side it will be easier to pull out of a side street onto Cleveland because there won't be cars parked up to the corner. This has always been a problem for me to see if any cars are coming on Cleveland.

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Comments:

I live on Jane Ave. near Cleveland. I am an avid bicycle rider. I used to commute to work year-round on my bicycle (I'm now retired). I am opposed to putting a bicycle lane on Cleveland. There is already a lane on Fairview. Prior would be a much better alternate bike route. Cretin would also be better than Cleveland. Thank you for your time and consideration.

Chris Tolberg

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Comments:

We are the owners of Ristorante Luci -- we are very unhappy with this proposal. It directly impacts our business. We would most likely seriously consider whether we should close our business.

We also can't imagine how this would ~~dohpact~~ impact the other business + residents on Cleveland Ave. just to satisfy a very small portion of the population for only 6 months out of the year.

So please do not allow this to happen!

Maria Gang, Al Smith, Daniela Smith
Lucille Smith, Steve Smith

My name is Elizabeth Mische, and next month I turn 83 years old. I am the mother of nine children – the grandmother of 18 children – and great-grandmother of four children.

I live at 343 Cleveland Avenue South where I have lived with my son, Will, since 2007.

I do not object to bikes. I believe that more transportation options are the wave of the future. The fact is, everything that is old is new again. There is nothing new about bikes being popular. It just so happens it is now the newest rage in multi-modal transportation.

I do object to the process that has been implemented for this plan. I pay attention to the world around me. I am informed. I pride myself of my knowledge of what is going on in my community.

But, this proposal has been sprung on people throughout the community – up and down along Cleveland Avenue – with nothing more than a few days notice.

On top of that, there has been no discussion with people like me about the impact of taking away on-street parking in front of my house.

I don't park in front of my house in the winter because it is convenient. I do so because it is a matter of safety for me –and frankly, my life.

My garage is in the back of my yard. When it snows, despite the best efforts to clean the snow to the garage it is still slippery and the hill is steep.

So, to avoid falling down – breaking bones – and injuring myself – I park my car in the front of my house. It is 50% shorter – it is safer – and you are now proposing to take it away.

I shake my head at the lack of commonsense that sometimes goes into how these ideas are created. I am disappointed by the lack of respect that City government has for taxpayers and homeowners and renters when they spring these ideas on us and then pit one group of people against another.

Tonight, you have people who advocate for bike lanes fighting against people who are advocating for their homes – and in my case, my personal safety.

I think that is wrong. It is not the obligation of my neighbors and myself to come to you, the City of Saint Paul, and ask what you are doing to our streets and neighborhoods – it is your obligation and responsibility and your duty to come to us and tell us. Not a week ahead of time – but months ahead of time.

I would ask that you leave this evening with a commitment to take more time to talk to this community and the neighborhoods that are being directly impacted by this proposal. Ask us what we want – what we need – and how it impacts us.

I think you will be surprised at the outcome. I think you will find that people like me are more likely willing to support ideas that increase the use of bikes in our community than you realize. We may not agree with your specific idea or approach but that is all the more reason to have a discussion and a dialogue and a debate – and not throwing foregone conclusions at people who you are supposed to serve.

[illegible] Summit Avenues during the summer of 2015. The City is proposing to implement bicycle lanes on Cleveland Avenue between Highland Parkway and Summit Avenue as a component of this project.

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