

I read your article in Sunday's St Paul Pioneer Press and I am writing to voice my displeasure with your plans for St. Paul. My wife and I have lived in the same house 4 blocks north of Highland Park's Lunds store since July 1973. I worked at the Univac midway facility. Ford Motor Company had many jobs for regular people. The streetcars were long gone because city planners deemed them obsolete. Getting around seems to be the main goal of your modern planners, but to where? Your plan for self-sufficient villages don't seem to have much need to go anywhere, and why would they? except maybe to a job. But jobs don't seem to be part of future planning. Not even the Ford property was mentioned in your article. It seems to be a done deal, except for a way in and a way out. That is a great concern for us living here, except for us who are too old to have such long range worries. Our concerns are keeping up with city/county taxes and fees as we try to live out our lives here, getting no or minuscule increases in pension incomes. When I retired in 2004, our RE tax was unde \$2800 for the year; my 2019 RE tax is \$3026 for 6 months, same house, no improvements.

I think you and your planners should keep us in mind. Also the future generations who keep getting the bills passed on to them by all you planners who think that getting federal monies for your projects is a win for all. The Green line is a fiasco, subsidized and loosing money, as is the Union Depot, most of downtown. The 7th street streetcar line you are eager to do will be another fiasco. Properties continue to move off the tax base. Please note that we are a people divided, and the divisions are getting bigger - not a good thing for your future. Mr. Trump is a symptom of our times. You are not helping things by standing on the far opposite of the political spectrum. Sincerely,
John Novotny
2119 Bayard Ave.
St. Paul, MN 55116

Dear Members of the City Council:

I am writing to let you know I wholeheartedly endorse the plan for Saint Paul's next 20 years set out by Mayor Melvin Carter in the Pioneer Press on Sunday, May 12. I applaud the emphasis on livability, inclusivity, and affordable housing in our neighborhoods. These should be the goals of every community.

I trust, too, that these plans are economically viable. Obviously, this is crucial to making sure this forward-thinking vision is sustainable.

Sincerely,

Jon Eversoll
Highland Park resident

From: Herb Davis
Sent: Sunday, May 12, 2019 1:02 PM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: input on plan for the next 20 years

I worked for the City and then the state and have since moved to rural MN for retirement.

Yesterday I drove into St.Paul, downtown to relatives and then to Grand Ave Sajiya and I recommend you fix the roads. Try driving from St.Lukes hospital up Oakland and onto Grand Ave....I was sad to see the city roads in such poor shape.

My advice....replace pavement/fix the roads or some people will not come back.

Please allow input from the residents of some policies in this plan. Don't assume a small group can define what is best for the whole by initiating plans like the current trash collection plan, nor initiating law to make opposition to any plan illegal.

People are the 'owners' of any city, they hire people to run it at the will of the people.

Terry Bebertz
739 Winslow Ave
St. Paul

Councilmembers,

I am writing to you to express my support for the City's draft comp plan, and to urge you to seek ways in which the residents of Saint Paul can see this work predictably upheld.

In the ten-year lifespan of the previous comp plan, I have watched the Mayor's Office, city departments, and City Council rehash elements of adopted plans, at times overloading us with so much process that the outcomes no longer resemble the original intent. As a resident trying to support your good policy

work, it is exhausting. Please don't ask us if a bike lane should be built, or a lane of parking removed. Please don't ask us if a new apartment building changes the "character" of our neighborhoods too much. Please don't let us litigate a multifamily residential building for months and months until developers give up. The world is experiencing catastrophic climate change and the region has unprecedented levels of homelessness, racial disparity, and concentrated poverty. Please implement these plans with the passion and vision in which they are originally written, and look for ways to reduce what's demanded from people who already support both you and the adopted plan.

In conjunction with this work, I urge you to develop a list of ways in which the City can implement its own comp plan policies right away.

What street design changes could be made immediately by Public Works, without lengthy public debates? Any change that could save a life, particularly in areas prone to bike/ped crashes should be made administratively. This will bring us closer to our Vision Zero goal and transform walkability, biking, and transit use. Our safety should not be put up for debate over and over.

How can the city truly guide the expenditure of public funds? Recent decisions to pour money into aging auto infrastructure, including the Rivercenter parking ramp and Ayd Mill Road, are not priorities supported by the adopted 2030 Comp Plan. No project should be exempt from compliance. Deterioration of auto infrastructure is not an unforeseen emergency - it is a predictable and difficult future made more difficult by ignoring adopted plans and deferring multimodal investments.

What can the city and district councils do to encourage more housing in every neighborhood? Most site plans are approved administratively, but the current policy about which plans go to the Planning Commission and public must be made more objective. If something is allowed under zoning, the burden should not be on developers and supportive neighbors to go to meetings and beg for it. Look at current procedures that could instead put the burden on proposals that do not meet minimum zoning requirements or design standards, while greenlighting projects that meet or exceed our climate goals, and bring more housing types and units to our city.

I encourage you to act bravely - every single decision you make is part of our shared future.

Thank you for your consideration.

Christina Morrison
2110 Highland Pkwy
Saint Paul

Please fix the roads number one. Please put road repair ahead of stadiums and light rails. The roads are disgraceful throughout our city and please quit patching those that need rebuilding. Just try to drive down beautiful Summit ave once. Two of my cars have pot hole damage this year. Why is my tax money not going to road repair?

Tom

Thoughts:

I have lived in the Victoria/Grand Ave for about 30 years...I have seen maybe 10 bikers on Lexington Ave. NO MORE BIKE LANES. Why would anyone want to bike on a busy street and as we know, not pay attention to stop signs.

Improve opportunities for bus transportation(such as more buses) and forget another light rail(too expensive). Will someone please tell the constituents of St. Paul how many people using the light rail actually pay for it. Ridership numbers don't matter if it is not paid for. Taxpayers are supporting enough programs. I think light rail is a great method of transport if people pay for it, not all taxpayers to keep it afloat.

When it is spoken of to increase density for tax base, etc., there is usually an increase in various kinds of pollution, personal tension, etc. I lived in Boston and New York city growing up. People still want a place for their cars and opportunities to get OUT of the city and go places. Perhaps to a job. Many lower income people need a car to get to their jobs.

Go through every program supported by the city(meaning taxpayers) and see if there is duplication. Please let us know why we needed so many more Departments with this mayorship and heads of depts when it seems like we could encompass them in already existing programs.

I am glad there is vibrancy in the new city government, but be fiscally responsible in what is feasible and what is waste. I have no problem with increasing the "green" but it has to be thought out and not because there are businesses waiting for a "deal."

Finally, do something about our Trash Collection. If you are a member of all the Nextdoor Digest websites, it is quite frustrating and not a good choice for our city. National/international companies are the main problems. Please acknowledge a problem.

Cordially
J Feldman

Thank you, Mayor Carter, for published invitation to comment on the 2040 Comprehensive Plan.

What is the plan for maximizing employment of city residents? It is concerning to me that among the six major "themes", there is not a chapter on "Striving for Individual Economic Independence Through Employment", or some such..... and, a chapter on promoting, supporting, and facilitating the growth and success of private business that bring jobs to the city.

Thank you for your attention.

- Grace Schmitt

Area: Dale St. and University Resident
Age: 20 something

St. Paul areas of improvement:

From a business standpoint, St. Paul has a ton of immigrant populations that it needs to bolster better. Among people, Karen people, Somali people; Why isn't there anything like the global market (on Lake Street) in St. Paul? Or more permanent installations to show off the diverse communities that live around the city. Not only would this help our amazing immigrant populations feel more recognized but it would attract business as well.

The downtown nightlife scene in St. Paul doesn't seem to cater to people of color and feels very white; The scene of Minneapolis is much more attractive - where you have clubs, bars, and activities that attract more diverse audiences.

Also, I can't put my finger on it, but St. Paul generally just feels sleepy. I don't have the enthusiasm to get out and do much after work. In the summer, I have to take a trek to get to any nearby parks and in the winter - after hours I'm mostly just eating out to liven things up. When I was living in Minneapolis, I was constantly jumping around to different neighborhoods but I don't do that here. Maybe it's because neighborhoods are so separated? They don't necessarily bleed into each other very well? Some food for thought...

Bob Kroll does not make an attractive community leader. I understand that issues of public safety need an honest conversation to be productive but if what he's projecting is the mental undercurrent of the department, I have no serious trust in the St. Paul police whatsoever.

If I could make one wish for what Saint Paul would be like in 20 years, I would wish for a city that *works* - a city that charts its own course and does not feel it has to duplicate everything Minneapolis does. There's a different vibe to Saint Paul -- one that has attracted so many of us. Please don't destroy that vibe in the name of being "Minneapolis, Jr."

The Saint Paul I want to see has a government structure that *serves* its residents and does not impede them -- or fail to support the poorest of them. It's a city that *competently* manages functions like garbage collection and street maintenance (all of them bad enough right now to have earned Saint Paul a reputation well outside of city limits). It's a city that does not short funds for basic governmental functions and administration to attract shiny objects like colonnades over Shepard Road or trolley cars running down West 7th (which don't get to the airport any sooner than the 54 bus does). It's a city that realizes it's growing and that growth is a good thing and that a successful Saint Paul 20 years from now won't look as bucolic and spread out as it does now, even in neighborhoods *not* right next to rail lines and designated development zones.

In short, I would like to see Saint Paul plan to be a success -- beginning with the basic building blocks of running the city. There is a nobility to keeping the train running so well that people don't notice it. It's an

aspiration I believe Saint Paul should have, long before city officials can point to private skyscrapers and national entertainment events as the things that set Saint Paul apart.

Thank you for this opportunity to express my thoughts.

Respectfully,
Steve Dropkin

I lived in Chicago for a few years, I moved back here because I hated the noise, crowding, hustle and bustle, I love my house, garage with alley, peace and quiet. Yeah, I'm old but you all are going to be old too someday.

Now it seems you want to copy Chicago and New York, have everybody on a streetcar or a bicycle and living in a high rise.

What do you do when there's a power failure and you live on the tenth floor and your dog has to go out? How do you take your dog to the vet on a bicycle? How do you ride a bicycle when you're old?

A lot of the charm of St. Paul is in its tree lined streets, slower pace of life, and room to breathe, don't take that away from us. We don't want to be like Chicago and New York. That's one reason why we live here.

Janet Llerandi

Jay Severance
350 Saint Peter Street Unit 409
Saint Paul, MN 55102
612-801-1225
Jayseverance@comcast.net

Comments on the St Paul 2040 Comprehensive Plan – Transportation
May 15, 2019

I am submitting the following comments regarding the Transportation Policies stated in the Comprehensive plan and concerns raised by the impact of various current projects and future plans on the mobility and viability of downtown St Paul, as one of the commercial and cultural hubs of the Twin Cities.

My concern is that the Transportation Chapter of the plan embodies 43 Policies, which are laudable in most respects, but it fails to project a vision of what the downtown city core would look like as a result of their implementation. Further, there are plans now moving forward, approved by this Council, which will shape the future long before 2040, and should be re-evaluated in light of their impact on downtown mobility.

As various development projects materialize, their impact on mobility and congestion must be considered in a holistic manner. Two projects currently approved for implementation are the

Riverview Corridor “modern streetcar” and the downtown bicycle loop. Others in the planning stages such as the River Balcony and proposed River Front development will have potential impacts on options for transit development and access by automobile and commercial vehicles. The Riverview Corridor Locally Preferred Alternative (LPA) was approved by the city last year, and recently approved by the Metropolitan Council for Federal funding. Ramsey County is proceeding with the environmental studies and design work to implement the plan. Much has been said and written about the shortcomings of the project. Essentially, it provides the same service as the bus line it replaces...only slower, fails to service the Ford site, will require digging a tunnel under Fort Snelling...all at a cost of 2 billion dollars or more. What has received little attention is the impact of running an 80 foot modern streetcar...every 10 minutes each way...on already congested shared streets...with automobile and truck traffic.

The LPA allows for the consideration of the use of the Canadian Pacific spur for a portion of the route, from Randolph Avenue to the West which would alleviate part of the problem on West 7th, but no alternatives have been considered for the route from Seven Corners to Saint Paul Union Depot (SPUD). The resulting plan is to continue to run the streetcars, in traffic, on 7th, 5th and 6th streets from seven corners to Central Station at Cedar Street where they would join and run on the Green Line tracks to and from SPUD. This would require major changes including removal of parking, restricting local bus traffic, removing lanes for boarding areas and creative schedule management to minimize delays due to merging of trains at Cedar Street. Plus, consider the interference with cross traffic with trains crossing main streets like Robert Street every 2-1/2 minutes...if schedules run perfectly.

I submit that this is an untenable scenario...unless the downtown traffic vision emulates a European model. That is, the streets in the city core are designated as only for Pedestrian, Bicycle, local delivery, and access to parking ramps...perhaps using small shuttle buses to get people to modal hubs. If this is the vision, perhaps it could work. If not, the answer is to choose an alternative route. Without going into too much detail, the most viable alternative would involve using dedicated tracks from SPUD along or adjacent to Shepard Road extending West to the CP Spur...essentially creating a LRT-like dedicated right of way. However, with the River Front project moving forward, this may not be possible, unless considered in the project design.

Another development affecting downtown mobility is outlined in Policy T-24 to implement the Bicycle Plan. This plan includes a loop in the downtown, including the recently completed bicycle lanes on Jackson Street, and a planned similar dedicated lane on St Peter Street, which is narrow and much more utilized than Jackson or other North South streets. Again, how would this impact mobility and congestion? In today’s environment it would be harmful to traffic flow and the viability of local businesses.

Policy T-3 provides a hierarchy of transportation modes which prioritizes rights of way to advantage pedestrian, bicycle and transit over “other vehicles”. Policy T-6 provides for converting four lane roads into two or three lanes. Policy T-7 and T-8 provide for measures to lower vehicle speeds. While these advantage the hierarchy as outlined in Policy T-3, they will serve to restrict throughput of automobiles and accessibility of commercial vehicles delivering to their downtown clients. Assuming that the population of travelers will continue to grow, the impact on congestion on downtown streets must be assessed.

In summary, a vision of the future...what downtown St Paul should look like in 2040, and leading up to it, should be developed. The policies projected in the plan and the combined impacts of projects in the formative stages should be examined in a holistic manner with respect to the vision or set of acceptable outcomes. If the projects do not coincide with the vision, the time to act is now...before the concrete hardens.

Mayor Carter, you invited comments so here are mine.

The 2040 plan is the result of a lot of "magical thinking".

Our tax money has been wasted on bicycle lanes. I live near Lexington Ave. and see maybe two or maybe three people riding their bikes in those lanes. That is in nice weather. In winter and on rainy days, the bike use is zero. Minnesotans use cars not bikes to get to work. Our streets are not safe for bike riders or, depending on which neighborhood, not even safe for walkers. We are not even safe in our own driveways, judging by the recent news of elderly people getting beaten and robbed in this city. We need more police, not bike lanes. Seniors do not walk or bike to the grocery store. Have you ever sat in a Cub parking lot and watched elderly folks and almost elderly limp back to their cars? You won't be finding them on mass transit either. Cars, cars, cars. Not bikes. No bikes to the health clinics either. A worried Mom and Dad don't walk or bike their sick children to a doctor either.

Wake up! Stop spending our tax money on impractical and wasteful projects.

Cathleen Mills

When I accepted a job transfer and relocated to Minnesota back in 1993, I had a range of choices for where to purchase a home. I chose Saint Paul, specifically the Midway area. In fact, I didn't look elsewhere, for Midway had everything I wanted in a neighborhood. Those amenities included reasonably quiet and tree-lined streets, beautiful Craftsman homes with the kinds of architectural elements sorely lacking in newer homes, a central location, and some of the best neighbors one could hope to have. My spouse and I have invested a significant amount of money in creating a home where we hope to live out the rest of our lives. We have also invested a great deal of our resources in building two businesses in St. Paul - Mr. Michael Recycles Bicycles and Midway Bicycle Supply. We have invested heavily in Saint Paul, and our future depends on the success of Saint Paul.

We enjoy walking in the neighborhood, riding bicycles on nice days, and sitting outside in our own yard enjoying the singing of birds and the occasional backyard barbecue or gathering with our neighbors. Because we value this lifestyle so highly, I spent 16 years as a board member and over two decades as a committee member of two district councils, and participated in numerous planning processes, especially those associated with the development of the Green Line, in order to shape the future I wanted. One thing that came through loud and clear in all those years of planning was the fact that the people of the Midway area north of University Avenue wanted to preserve their neighborhood. This is reflected in the Station Area plans. The contiguous area of single-family homes was designated as the area of no change, while those areas along the busier arterial streets was earmarked for additional infill density. This seemed a reasonable compromise.

In the rush to add more housing units, especially affordable units, high density buildings are being shoehorned onto small lots, often adjacent to single family homes. People who have spent decades living their quiet lives are suddenly faced with the noise and crowding that comes with those buildings, not to mention that most of them are ugly to look at. There comes a point when too many people crammed into too small an area makes living stressful for all, and Saint Paul appears to be headed in that direction.

The things that attracted me to Saint Paul are being chipped away, bit by bit. The noise from games in the new stadium is intrusive and has made it difficult to enjoy our yard. The Green Line has attracted a number of feral youth whose behavior on the trains (very loud and profane conversations in particular) makes it highly uncomfortable to use. Many motorists, bicyclists, and pedestrians do not follow the traffic laws, and we see no evidence of enforcement. Speeding and red light running cars, bicyclists blowing through stop signs, and people deliberately walking across the streets against the lights while flipping off motorists and daring them to hit them - I see all of this every day. It is these things that make Saint Paul less desirable and add stress to our lives.

We are told that we are selfish because we want to maintain our quality of life. We are told that it is a sin to drive a motor vehicle, that we should be walking or riding bicycles (even if we are old and have bad knees, or if it is 20 below), and we are selfish because we want to park our cars in front of our homes, as we have done for decades. For those who want to stay in their neighborhoods but don't want the upkeep of a detached house, the only housing options available are high-density. We are told we can move to all-senior buildings so the young families can take over our homes. We need much more emphasis on preserving the lovely homes that already exist rather than tearing them all down to build more cookie-cutter, high-density people warehouses. We need more emphasis on keeping seniors mixed in with people of all ages, rather than locking them away. We need programs to retrofit our homes so we can stay in them. We need the City to clear the roads of snow and ice, and not to leave behind piles of snow at every corner, causing impediments to those with limited mobility. We need more home ownership opportunities, especially in lower income neighborhoods, because home ownership is one of the best ways to build intergenerational wealth. We shouldn't concentrate all the affordable housing in high poverty neighborhoods, as is currently being done along the Green Line. Finally, we need greatly increased efforts at law enforcement, so residents all across the City are safe in their homes and as they travel through their neighborhoods.

I don't want to live in high-density hell. I want to live on my quiet street and enjoy my yard and the singing birds in peace. I want to choose how I will go places, whether to walk, ride a bicycle, drive, or take transit. I want to be able to travel the City streets in safety. I want to see police enforcing our laws. I want to live out my golden years right here in Saint Paul.

Benita Warns, Owner
Mr. Michael Recycles Bicycles, LLC
520 N. Prior Avenue
St. Paul, MN 55104

To the Council,

I can see you've done a lot of work in planning for this city in the next 20 years.

Clearly you are excited about the future.

I have been in St. Paul for 30 years and paid taxes yearly for my home.

I plan to leave the city. Why? The roads are deplorable ALWAYS.....and you do not plow when there are 10 inch snow falls in the month of April !

There are no real viable excuses.....you need to FIX this.

My relatives from out of town who visit are horrified by the condition of the roads.

Why should investors and new home buyers want to be in a city that cannot pave and maintain roads properly?? It's like a third world country in some areas.

I see newly paved roads around Allianz Field. That tells me that only the "Big Money" gets the goods.

You really need to fix this problem. Along with walking distance amenities, health clinics, etc., etc.....FIX THE ROADS.

Carol Dey