

John Mark T Lucas and Family
1338 Keston St.
St Paul, 55108

November 2, 2011

Russ Stark, Councilmember
St Paul City Council
310-D City Hall
15 Kellogg Blvd., West
Saint Paul, MN 55102

Dear Councilmember Stark,

My name is John Mark T Lucas, a resident of 1338 Keston St., St Anthony Park. I am making this submission in support of the Raymond Avenue Traffic Calming project as a member of the community.

The project is part of our District's 10-Year Community Plan, which is part of St Paul's Comprehensive Plan 2010 which states;

“Make busy thoroughfares (including Raymond Avenue) safer for bikes and pedestrians and improve their visual quality.”

The project is also consistent with the City's Complete Street policy which aims to provide streets where pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across.

I believe that the project recognizes and balances the competing transportation needs along Raymond Avenue.

Transit Connections: The project will improve bus stop location and make the corridor a better pedestrian and bicycle feeder route to the Central Corridor Raymond Avenue LRT station. The project will ensure that the station pedestrian and bicycle catchment area extends to the thousands of residents, and students and staff at the St Paul Campus of the University of Minnesota.

Cycle connections: The proposed cycle accommodation is consistent with Raymond Avenue's role as part of St Paul's Grand Rounds Scenic Byway as envisioned in the City's Comprehensive Plan. This is already demonstrated by the fact that it is part of the annual St Paul Classic bike tour which is Minnesota's biggest bicycle event with over 6,000 riders. On a daily basis, it is also the only strategically connected north-south cycle corridor west of Dale Street, a distance of approximately 3 miles.

Private Automobiles: While it is accepted that the proposed improvements will result in the reallocation of road space from existing automobile use to other uses, no reduction in traffic capacity is anticipated as there will be no reduction in the available number of travel lanes. The proposed traffic calming measures are intended to reinforce the current speed limit while at the same time making motorists more aware of the presence of other road users. Space currently underutilised by on-street parking and vehicle manoeuvring

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will be reallocated to better serve more vulnerable road users (i.e., pedestrians and cyclists).

Pedestrians: Residents and businesses along and around Raymond Avenue will benefit by having a more walkable environment which will be safer for all, have improved access by offering more travel choices, more opportunities to be physically active and accessible to persons of all abilities.

Future Needs: The project not only addresses current issues, but also supports our vision for St Anthony Park. Potential redevelopment of industrial areas to other higher trip-generating uses could have significant traffic impact on the neighborhood. The project as designed, sets the tone that future developments should have multi-modal strategies to meet their transportation needs and to build upon our significant investment on the Central Corridor LRT.

In closing, I reiterate support for the proposed project which will improve Raymond Avenue's ability to serve our community's transportation needs.

Thank you for your time and attention to this matter.

Sincerely,

John Mark T Lucas