

Full Name*

Joseph Totten

Street Address*

xxxx Highland Parkway

City*

St. Paul

State*

MN

Zip Code*

55116

Email Address***Message Details****Subject**

Cleveland Bike Lanes

Your Comment*

Mr. Mayor, Please ensure that bike lanes will be included on the county project of a resurfacing of Cleveland Avenue. Just Sunday I was driving to my parent's house from work at the Saint Paul JCC (and picked up a friend) and was southbound on Cleveland where the project would be occurring. When the vehicle in front of me stopped for pedestrians, a vehicle nearly a block back started accelerating and tried to pass on the right, nearly colliding with the parents and stroller which were crossing. While I know bad drivers cannot be fully tamed (I work in Traffic Safety for the City of Edina), moving the centerline as required for the bike lane project would have forced this driver to pass on the left, which would have made both the driver's vehicle and the pedestrians visible to each other, as well as be the expected maneuver and therefore would have had people looking for it more than passing on the right. Bike lanes will have safety benefits, property value benefits, and increase sales at local retail, but the safety benefits outweigh the other concerns herein. Thank you for your time and warmest regards,
Joseph Totten

From: cjstoddart
Sent: Monday, June 08, 2015 8:27 PM
To: #CI-StPaul_Ward3
Subject: Biking lane on Cleveland

Dear Mr. Tolbert:

I apologize for missing the public hearing on this topic, as well as the time for public comment. I only learned today that this proposed bike lane on Cleveland is creating some controversy.

I have a stake in this proposal as a resident of xxx River Drive and as a biker.

I am so pleased to see the increasing number of people who are biking as a leisure activity. Exercise like this is an indication of growing health consciousness.

I am equally pleased to see the increasing number of people using bikes for transportation. This cuts down on dependance on foreign fuels, environmental pollution and traffic conjection.

Then there are the safety considerations. I am glad that our city streets are going to be safer for bike commuting students from St. Thomas and St. Kate's.

The only drawback is the loss of some street parking. The silver lining on that little cloud is that this may encourage more of my neighbors to walk those 7 or so blocks as they go about their tasks instead of always driving.

When it comes time for this vote, I hope yours will be in favor of the bike lane.

Sincerely,
Carol Stoddart

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

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

From: Peter Mitchell
Sent: Tuesday, June 09, 2015 9:07 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Cycling Cleveland

I wanted to weigh-in support for Cleveland Avenue cycling improvements. I peddle twice daily in my commute to work frequently cringing for my safety as cars at high speed zip by closely. I notice this road connects Highland Village to Merriam Park passing two universities. Cretin and Fairview both wider, serve motorized traffic at wider spans making no sense to me. Please help us move to the multimodal transit future giving break for cyclists along Cleveland Avenue. It needs widening with dedicated lane for bicycles.

Peter Mitchell
xxxx Berkeley Ave.
Ward 3

From: Karl Gerstenberger
Sent: Friday, June 05, 2015 6:29 AM
To: #CI-StPaul_Ward3
Subject: Cleveland Avenue Bicycle Lanes

Councilman Tolbert,

Please vote in favor of installing bicycle lanes and east/west parking accommodations during the re-pavement project for Cleveland Avenue.

The sometimes hysterical sometimes uncivil opposition to bicycle infrastructure in Saint Paul should not be indulged. I work at a business with over 100 parking spaces for bicycles, a bicycle commuting reimbursement program for employees, and a Nice Ride kiosk. The economic impact of these decisions is exceptionally easy to see.

For the first time Minneapolis now ranks in the top 20 cities worldwide for bicycle infrastructure. It's the first city in the United States to be recognized in this manner. Opponents of bicycle infrastructure would tell me to move to Minneapolis. As a 365 day a year bicycle advocate I will continue to ride the streets of Minneapolis with pride. I also take a great deal of pride in the fact that I live on a bicycle boulevard in Saint Paul. The sharrows on Jefferson Avenue are a great recognition of the need for safer and friendlier streets. Sharrows on Cleveland, given that it is an arterial roadway, make no sense at all. Nor do bicycle lanes that are next to car parking spaces, as this encourages riders to travel too closely to the dreaded "door zone".

Take courage Councilman Tolbert. If the businesses on Cleveland install bicycle racks and adopt a warm and accepting attitude, sales will increase. Also realize that the loss of parking spaces will result in a safer and friendlier road system for all.

Thanks for representing our interests,

Karl Gerstenberger

From: Michelle Foster
Sent: Wednesday, June 10, 2015 11:14 AM
To: Tolbert, Chris (CI-StPaul)
Subject: Cleveland Ave Bike Lane Proposal

Mr. Tolbert,

Just today, I received a mailer urging me to oppose the Cleveland Ave bike lane. I however support the move.

I am a 55 year old woman who finds getting around by bicycle to be one of the best forms of transportation there is. I love living in St Paul, but I often feel some frustration at our citizens' digging in their heels when it comes to moving toward change. However, I do find St Paul to be moving in a generally positive direction and I would like to see this momentum continue.

We live in a time of rapid change, our cities are growing and changing. The consequences of growth will include greater demands to accommodate transportation. Near complete reliance on automobiles is costly and space intensive. Our infrastructure is aging, and updating is expensive. Does it make more sense to continue to encourage more traffic and the resulting congestion? Or does investing in bicycle lanes (and mass transit) seem a wiser move in the long term?

I bicycle to errands and work, and go out of my way to reach Summit Ave in order to use its bike lane. Riding alongside traffic even with a bike lane can be difficult, even frightening at times. But the rewards gained outweigh the difficulties. However, I feel frustrated that there are such limited route choices for bicyclists. As I continue to age, bike lanes will be even more of a necessity for me, as I know I will be slower to respond to dangers posed by cars, as well as my overall decrease in speed.

Parking on Cleveland is limited at best. The street is too narrow to comfortably accommodate parking, and bicycling along Cleveland as it exists is quite scary and greatly slows automobiles or necessitates riding on sidewalks; in itself a very unsafe practice. Are those limited parking spaces worth it?

I feel many of our citizens would grow to love this mode of transportation if they were somehow coaxed into really giving it a try. I often marvel at the things I see while riding along at bicycle speed, as well as my ability to smile and say hello to passersby. We live in a beautiful city, and are fortunate to do so. So please support this measure so that our excellent quality of life is extended to those of us who choose to move a bit slower in the bike lane.

Michelle Foster
XXXC James Ave
Saint Paul, MN 55105

From: Tom Edman
Sent: Wednesday, June 10, 2015 1:06 PM
To: Tolbert, Chris (CI-StPaul)
Subject: I support the Cleveland Avenue bike lane!

I just received a mailing in opposition to the bike lane; it seems easier to voice opposition than support.

So here's my voice:

I SUPPORT REMOVING PARKING ON CLEVELAND AVENUE AND RE-MARKING IT AS A BIKE LANE.

Thomas Edman
xxxx Sargent Avenue
St. Paul, MN 55105

From: Christenson, Jeff
Sent: Thursday, June 04, 2015 9:29 AM
To: #CI-StPaul_Ward3
Subject: Bike Lanes

Good afternoon, Councilmember Tolbert,

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 current 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). In about two weeks, my family and I are moving to 1428 Lincoln Ave. in Ward 3, so I thought it appropriate to share this letter with you (which I have already sent to Council Member Thao). 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 for many reasons (reduced congestion on roads, improved health for St. Paul's population, lower CO2 emissions to name three).

The second 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 6, 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. When we move, we 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.

Third, I know there is evidence that adding bike lanes tends to calm traffic, since bike lanes narrow the roadway and force drivers to pay more attention. Given St. Paul's longstanding issues with inattentive drivers (particularly around the Grand/Snelling intersection), any device that makes drivers pay more attention is a good thing. I surely don't want to live in a city where it is a regular occurrence for a driver to hit a pedestrian/cyclist/building.

As an aside, I am growing more and more concerned about the tactics used by some St. Paul council members when it comes to implementing plans that have been in the public realm for a significant amount of time and have offered residents ample opportunities to shape them and deliberate about them. It is disingenuous for council members to cater, at the last minute, to one group of St. Paul residents (read: business-owners) who somehow didn't notice that the plans were taking shape. It not only suggests that council members care about one group more than the others, but more importantly, diminishes our faith that the process of public comment and participation will be honored in the final decisions made by council members.

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
Marshall Ave.
St. Paul, MN 55104

From: Sally Bauer
Sent: Friday, June 05, 2015 2:21 PM
To: #CI-StPaul_Ward3
Cc: Kantner, Libby (CI-StPaul); Kelley, Pattie (CI-StPaul)
Subject: Cleveland Ave Bike Lanes

Hello Councilman Tolbert,

I live in your ward and wanted to send you an email in support of the Cleveland Ave bike lanes. I am the administrator of the Highland Park neighborhood Facebook page and there have been many heated conversations debating these bike lanes in our group. I recommend you check out our group if you haven't already ([https://www.facebook.com/search/str/Highland Neighborhood Group - Saint Paul](https://www.facebook.com/search/str/Highland%20Neighborhood%20Group%20-%20Saint%20Paul)) many very engaging conversations about neighborhood issues take place on the site.

At any rate, I continue to be in full support of the addition of the bike lanes. Last summer, my husband and I rode down Cleveland on our bikes with our then two year old daughter in a trailer behind us and it scared me terribly. The road was much too narrow for bikes and cars and the cars drove past us very fast. I believe having the bike lanes added to Cleveland would be a huge advantage and provide a safe place for us to bike. People who suggest that we cut over to the river road or other north south routes assume that it is easy for us to do so, but with two kids in tow, adding 6 or more additional blocks that include hills to our route isn't practical. Car drivers would not say it was ok for us to close down a road because there happened to be another road parallel to it and it would actually be much easier for a car to go the extra distance than a biker.

However, I also understand the concerns of business owners, especially the Cleveland and Randolph businesses that have elderly patrons that may not be able to walk a further distance or the new furniture business that would prove difficult to lug the purchased items further. I am in full support of option C where they add parking cut outs at that spot so that the businesses can maintain parking while also adding the bike lanes. I know this comes at additional cost, though given how heated this issue has become and how these are both long term and brand new businesses at that intersection, I think it is very important that we compromise by adding the parking for those businesses with the bike lanes.

Thanks for you time.

Sally Bauer
[XXX Hartford Ave](#)