

Hello,

I am writing to express my strong support for the implementation of the Capital City Bikeway on 9th and 10th Streets. As an East Side resident this will provide not only a safe way to bicycle while in downtown Saint Paul, but it will connect to a low-traffic bridge that will help me and my family have another access point into downtown. The more safe options we have the better, and this is planned for a portion of the city that right now has no safe routes going in this direction.

Thank you,

Eric Saathoff

I've just received my mailing regarding the capital city bikeway. I think the plan looks very good. Please vote to implement this plan.

I live at 101 10th St. E, and work at 445 Minnesota Street. As a downtown resident and downtown business owner, this plan will enhance downtown as a place to live and a place to work.

Thanks and best regards,
Scott Walters

Dear Mr. Paul Kurtz,

I received a notice of a City Council Public Hearing for Wednesday May 6, 2020 to expand bike ways in downtown St. Paul. I live at 26 10th Street North, so I'm directly impacted by these proposed changes.

I'm against the addition of the bike ways that are proposed in this notice. St. Paul should not be spending money on additional bike ways: Here are a few of the reasons:

- winter makes riding a bike impractical for five months of the year. Only the hardest, most fit people ride a bike November through March. Do not spend money on what only impacts a tiny percentage of the population.
- the current bike ways in downtown are not being used. I have never viewed a bike on the Robert Street bike way. All that money for separate bike ways (that are separated from the street) was wasted.
- COVID-19 has reduced tax income and has increased expenditures. The city should concentrate only on truly needed spending.
- light rail needs to be cleaned up to provide a safe, clean ride. Cleaning up the light rail is a better transit investment than adding additional bike ways.

Sincerely,

Kathleen Seitz

Hello there,

I'm writing to provide my comments regarding the interim design of the Capital City Bikeway in coordination with the resurfacing of 9th and 10th Streets.

Although I agree to the removal of on-street parking on 10th Street, I do not support the proposed installation of bike facilities on 10th Street and related buffer space.

The reasons I do not support the proposed installation of bike facilities on 10th Street and related buffer space are that it would:

- Create additional issues for our Fire Department.
- Negatively impact the pedestrian crossing at the intersection.
- Restrict traffic to a one-way pattern creating problems during rush hours and other busy times.

Further, the need for bike lanes on the 10th Street stretch of the proposal are absolutely unnecessary since that stretch tends to have minimal car traffic anyways.

Thank you,
Tina Cassler
Resident, The Pointe of St. Paul

Dear Council Members,

Please support the 9th/10th St Section of the Capital City Bikeway project. The streets have never been more crowded with pedestrians and cyclists due to the pandemic and St. Paul clearly needs more bike and pedestrian infrastructure in place. The Capital City Bikeway is an important project because of the lack of safe bike routes in downtown.

Thank you for your consideration.

Michael Tracy
Ward 1

Hi, I wish to comment on the proposal to implement bicycle facilities on 9th and 10th st downtown. As a resident of The Penfield, I have significant concern over the loss of on-street parking on those streets that will be affected. The Penfield specifically does not have visitor parking and for many these on-street spots are the primary way people tend to visit. I'm concerned that with the loss of those parking spots individuals will be more likely to inappropriately use the Lunds & Byerlys parking spaces (which are already limited). I foresee a greater need to monitor that parking lot as a result of decreased parking spaces, which quite frankly negatively impacts my home. The Penfield is home to many people who are an active part of this community making it safe and productive. In my personal opinion, creating bike lanes does not outweigh the need to keep these parking spaces that are nearly always used up. Please re-consider this action plan, thank you.

Allison Roeder

From: Michael J McGibbon <mickmcgibbon@me.com>
Sent: Saturday, April 25, 2020 9:40 PM
To: #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>
Subject: Capital City Bikeway Interim Design Study

Councilmember Noecker,

I have received the Interim Bikeway design plan in the mail today. Two things immediately caught my eye about the 10th Street design which goes right in front of my residence at The Pointe at the SW corner of 10th and Minnesota. And I believe both of these changes would be detrimental to St Paul Fire Station No. 8 which is on that block.

First, 10th would be converted to a one-way street going west. Wouldn't that mean that all emergency vehicles leaving the 10th Street garages would be forced to turn right and go west only? That seems like an inefficient, time consuming, and potentially life threatening option. Why should that even be considered?

Second, the addition of "buffers" would be another hinderance to the fire station crew as they would have to negotiate around them when exiting or returning to the station. I think that would be a disservice to the fire fighters as they do their best to service the downtown neighborhood.

In addition, "buffers" (and I'm assuming they would be similar to the concrete buffers on the "heavily traveled" Jackson bikeway that bikers are so enamored with) are also a problem for city crews during plowing and street cleaning. I also know from experience with the Jackson Street buffers that they can be dangerous to pedestrians who don't notice them when they are crossing the intersection and their eyes are watching for vehicles as they cross the street. (And I'm referring to car and trucks, because on the Jackson Street bikeway you just about have to lie down and take a long nap before a bike might approach you.) I hope you and the city council take this in consideration when addressing this interim bikeway proposal.

Thank you,

Mick McGibbon

78 East 10th Street Apt 2207

St Paul, Minnesota, 55101

mickmcgibbon@me.com

P.S. I hope my attempt at sarcasm doesn't distract from the fact that I honestly believe that the 10th Street interim plan between Cedar and Jackson as proposed is going to be unnecessarily disruptive to the operation of St Paul Fire Station No. 8.

I live along the proposed 9th St. Bike route and support the plan.

Jim Davis

490 Temperance St.

St.Paul

Hello,

Please do not convert 10th St in front of Lunds and Firestation #8 to a one way street. Thank you!

ALL THE BEST!

Peg Ganey

66 9th St. E., St. Paul, MN. 55101

This regards opposition to converting 10th Street to a one-way, west-bound street.

I have talked to fire fighters at Fire Station No 8 at 10th and Minnesota, leaders of Local 21 that represents St Paul firefighters, and a spokesperson for the St Paul Fire Department. They are all in agreement that converting 10th Street to a one-way, west-bound road would be detrimental to the operations of No 8 and the ability of firefighters and paramedics to perform their jobs effectively. And I've talked to numerous businesses within two blocks of Fire Station No 8, and none of them wants to see 10th Street converted to a one-way.

Having lived at the corner of 10th and Minnesota Street for over twenty years, I whole-hearted agree with all of the above people in opposing the conversion of 10th Street to a one-way, west-bound street.

I hope the city council and mayor follow suit in opposing this part of the Capital City Bikeway.

Thank you,

Mick McGibbon

78 E 10th Street

St Paul, Minnesota 55101

Good Afternoon,

I have always loved being a business owner in Downtown Saint Paul, Sadly with all of our parking being taken away and none added I do not see a future. I am always out front interacting with customers and locals and I can honestly say 95 percent complain about the waste of money on the Jackson Bike path. When I tell them about 9th and 10th plans they are stunned and do not understand the logic behind all these bike lanes. Mind you, many of them are bikers.

I wish one of the City Council members or our representatives owned a business in downtown St. Paul. They would then realize how what matters to our small businesses falls on deaf ears. Seriously with what we are having to deal with now and then construction and you taking away parking why would we even want to stay in Downtown Saint Paul. It breaks my heart to even say that as I was hoping to have my children take over.

I now realize Saint Paul is not a pro business city. I do not know where your tax base will come from when there are not any businesses to support it.

Carol Hunn-Gregory
Keys Café
Owner

Dear Councilmember Tolbert and other members of the City Council,

I support the proposed interim implementation of the Capital City Bikeway on 9th and 10th Streets. I hope you all will support it as well.

Downtown Saint Paul has forever been a giant doughnut hole in our bicycle network. Despite passing a bike plan in 2015, the Council, Mayor's Office, and downtown businesses leaders have been unable to even come to a consensus on which streets this bikeway should be on! It's time we make a decision and implement this critical piece of the bike network. The 9th and 10th plan seems reasonable. Making part of 9th Street one-way preserves parking and offers an nice connection for cyclists across downtown. Hopefully the Council can also decide between Wabasha and St Peter later this summer and implement this as well.

In the Ayd Mill debate on April 22, Councilmember Noecker said that downtown should be a "Priority." I agree. We've waited 5 years to even formulate a plan!!! It's time to get it done!

Thanks for your consideration.

Andy Singer, Co-Chair
Saint Paul Bicycle Coalition
2103 Berkeley Avenue
Saint Paul, MN 55105

I reside at 26th Street W (Gallery Tower). I have lived here since 1995.

I am not in favor of the location of the bike path. The proposal to change 10th Street between St. Peter & Cedar Streets give me concern. The proposal is to take away parking on BOTH sides of 10th street to accommodate the new bike path. There are currently 5 PAYING parking spots in front of Gallery Tower and I believe 2 or 3 on the north side of 10th Street.

Gallery Tower does have access to a parking ramp, but unlike other condominiums that have either flat surface lots or their own parking lots, our is a public ramp and is limited as to its hours of availability and is actually closed on holidays. So the parking on 10th street is really the only parking that we have for some of our guests. They are also income generating. We used to have an honor/flat surface lot on the north side of 10th street, but that went away when the housing authority built there and made that lot secure and only accessible to them.

Can't we get rid of sidewalks on one side of the street, so that we could have a bike lane and STILL have parking. (if the parking was eliminated from the north side, that currently is only 2 or 3 spots, with more no parking than parking. Put the bike lane on that side and let us keep our parking. or add a couple of more spots for parking on the north side if you delete the parking on the south side. with in increase of drug dealing and lurking homeless people, these are the most convenient and accessible to our front door for our guests.

PLEASE RECONSIDER THE PLACEMENT OF THE BIKE LANES ON 10th STREET BETWEEN ST. PETER & CEDAR

Sincerely,
Sheila M. Pokorny
26 10th Street W.

Hello, Councilmembers,

My name is Luke Hanson. I reside in Ward 3 at 1880 Grand Avenue. I'm writing to voice my support for the planned expansion of the Capital City Bikeway. Biking in downtown Saint Paul feels disorganized and unsafe, except along the existing CCB infrastructure on Jackson Street. I believe that dedicating more space for cyclists in downtown will contribute to economic revitalization downtown: research shows that bike lanes help small businesses, because cyclists are more likely to stop and spend money at local businesses than motorists are.

Some comments about the design:

1. I prefer the design concepts that locate the bike lanes (east and westbound on 9th and 10th Streets, north and southbound lanes on Wabasha or Saint Peter) next to each other-- instead of across the street. It provides a safer, more comfortable experience for cyclists. I think the simple fact that the lanes on Jackson Street are designed in this configuration is reason enough: having similar design throughout the downtown network will make it less complicated and more predictable for cyclists and motorists alike.

If the bike lanes are located next to each other, the space would be 12 feet across-- wide enough for a motorist to accidentally (or purposefully) drive on the bike lanes. Care should be taken to ensure this doesn't happen, as it occasionally has on Pelham Boulevard.

2. I am concerned about the design and safety of two problem points in the plan. The first is the intersection of 10th Street and Cedar Street, where cyclists would need to turn onto Cedar in order to cross and continue on 10th. The second is the junction of St. Peter Street (or Wabasha Street) with 12th Street on the north side of I-94 near the State Capitol. The city should invest in lighted traffic signals at these spots and/or road paint and protective barriers to eliminate confusion for cyclists and motorists and keep everybody safe. I'm sure the clever folks in PED will suggest the best designs.

3. Even though these are "interim" designs, until the roads are fully reconstructed, I urge you to use something more than paint and bollards to define and protect the bike lanes. Perhaps a concrete strip can be placed between the bike lane(s) and car lane(s). In other parts of Saint Paul, protective bollards are accidentally (or purposefully) run over and destroyed by reckless motorists: the Carbucks at Marshall and Snelling comes to mind.

Thank you for advancing this project!

Luke

Hello,

I'm a resident of The Pointe Condominiums and also work at Blacksheep Pizza. I'm writing this email in opposition to the proposed Capital City bikeway as it will take away precious parking for visitors and residents of where I live, as well as greatly affect people's decision to dine at all of the restaurants on Robert Street.

On a slightly different note, I am also very disheartened to hear of this proposal thru my work because of my owner's concern, but there was no mention of it to me thru my place of residence. My friends at the Rossmor building have also voiced this concern. As this matter directly affects the residents of our neighborhood there should have been more action taken to inform us of these enormous changes. The failure in our city's system of communicating this is a huge disappointment. Do you not want to include the people it's most affecting? Maybe we could focus on that system first so we can have a more representative vote in matters such as these before implementing a proposal that's completely useless 6 months out of the year due to winter conditions. A proposal, by the way, which none of us have even seen supporting data for (i. e. who wants this bikeway, how many people want it, cost, etc).

Thank you for your consideration.

Sincerely,
Kat Sanchez
Resident of downtown St. Paul for 17 years

Dear St. Paul City Council,

I was thrilled to read your letter about the Public Hearing tomorrow, Wednesday, May 6, 2020. I am a senior resident of Lowertown, living on 9th Street, and I have been using the Jackson Street segment of the Capital City Bikeway since it was constructed. The CCB has greatly improved my sense of safety riding my bike on city streets. This route has made getting to Shepard Road for a leisure ride, or to visit my family in the West 7th Street neighborhood, much safer and more pleasant!

While I ride my bike on the sidewalks, or with the car traffic on 9th and 10th Streets when I must, I DO NOT FEEL SAFE! Safe access within the urban core and to other bike paths and points west from Lowertown are important to me.

I wholeheartedly support the plan for less on-street parking and creating safe bikeway and pedestrian paths! I do not mind having less parking spots on the street since it is easy to walk to local businesses. As a driver, I do not mind the change in westbound traffic flow on 10th Street to one-way. There are close-by two-way alternative routes.

Thank you making St. Paul a city that is even more accessible for residents and visitors!

Sincerely,
Linda Brooks

Dear Council,

I am in love with the present CCB system. Its so nice to have way out of the city and lessening the chance of an accident

I am excited about the proposed segment, especially over the 94 bridge! Its dangerous now and the proposal will lessen that danger !

Keep up the great work !

John B. Easton
225 E 9TH ST #408
Saint Paul , MN 55101

Voice message:

Yes, my name is Alice. The last name is Lehman. I live at 78 Tenth Street East. I live at The Pointe where I've been for almost 17 years. I am commenting on the proposed changes with regard to bike trails or I guess the meeting was to have been held on this coming Wednesday, May 6, at 3:30 p.m. I am very concerned about the changes that are proposed in terms of parking on Tenth Street in particular. I think that this is going to be a problem. I think it's going to be a problem for residents. I think it's going to be a problem for the churches that are in that area. And also for the businesses, especially the businesses on Tenth and Robert Street. I don't think in this area of town we can lose much more on-street parking. That's my opinion, so I hope this is taken into consideration, and I do appreciate the chance to leave a message. I just think that more people use the street for parking certainly than are currently using it for biking but that will in the future as well.

Greetings,

I am writing in regards to the proposed plan to add bike lanes on 10th street. The last thing downtown needs right now are more bike lanes. The current street conditions are a disgrace! Fixing our streets and making them drivable for vehicles should be at the top of your priority list and where our tax dollars should be allocated towards. One of the very basic functions of government is to provide safe and reliable infrastructure. I am seeing little to no evidence of this being provided by the city government. I live at the Pointe of St. Paul. I rarely see bicyclists on 10th St. between Cedar and Jackson (this holds true for the current bike path along Jackson St. as well). I do, however, see a lot of vehicle traffic (both directions) as well as parked cars on 10th St. This due to the businesses on 10th and Roberts, as well as the residential buildings along 10th. Adding a bike path will take away heavily used parking spaces, reduce business access, and increase traffic congestion in this area. While I am not opposed to bike paths, this particular plan will cause more issues than it will provide benefits. Much is being given up for a bike path that will yield low usage and that can only be used a few months out of the year. I strongly oppose this Capital City Bikeway plan. I would like to see plans to more rapidly repair streets for vehicle traffic. I would also like to see a registration/use tax for bike owners. Those who benefit the most from the bike paths should be the ones paying for it. These costs should not be coming out of real estate taxes as the majority of residence are NOT using the bike paths.

Best Regards,
Steven Jackson

I am writing to support the proposed creation of separated two-way bike paths in downtown St. Paul. I hope that the removal of parking spaces doesn't create a problem, however. I realize these things need to be balanced.

I am a resident of downtown St. Paul (I live on 9th Street) and one who enjoys biking. I use the bikeway on Jackson Street often and LOVE it! I feel so much safer than I do riding on the street, even on dedicated bike lanes. I often ride Summit Avenue, in the bike lane, but have felt increasingly anxious and hyper vigilant on this route, as there have been a number of deaths in recent years. Sadly, it seems too many drivers are distracted and unaware of people on bikes. The separated bikeway is so much safer!

Again, I hope that there is adequate parking in downtown St. Paul to accommodate this change. If I were coming into downtown I would take the light rail so as not to have to deal with the issue of parking.

Thank you,
Lisa Burke
225 9th Street East
St. Paul 55101

Dear City Council:

I'm writing today to let you know that the Transportation Committee of the Planning Commission passed a resolution yesterday unanimously in support of the interim bikeway treatments along 9th and 10th Streets downtown. We are on the record as being very excited about this project, that fulfills the commitments and ideals laid out in many of our long-standing city plans.

Speaking for myself, I believe that connecting downtown Saint Paul in ways that make it more walkable and bikeable will only boost the downtown economy, which has been uneven, fragmented, and struggling for as long as I can remember.

In my opinion, one of downtown Saint Paul's big problems is that it has long been isolated from the rest of the city around it. The freeways and dangerous, high-speed roadways that ring our downtown form a kind of asphalt moat that prevents people from easily walking, biking, or accessing the downtown from anywhere else in the city. This harms local businesses and prevents downtown Saint Paul from being the economic and tax base asset that it can and should be.

The Capital City Bikeway is intended to help fix this problem by linking all parts of downtown. This connection is both an internal one within the thriving pockets of downtown, and external one with the neighborhoods around it. The 9th/10th leg is a critical connection that will bring people into the city and alleviate perceived and actual tensions around parking for drivers. I am very enthusiastic about the future of a downtown Saint Paul that is gracefully and safely connected to the east, west, north and south.

Please support the 9th/10th bikeway by voting to lay out a welcome mat for people to easily get into and out of downtown, and help downtown Saint Paul streets, businesses, and communities thrive.

Thanks for your support, and I hope you are staying safe and healthy.

Best,
Bill Lindeke
urban geographer
tcsidewalks.blogspot.com
956 Charles Avenue
Saint Paul, Minnesota 55104

Voice message:

Hello. This Christa Knudsen. I am a homeowner at 490 Temperance Street in Downtown Saint Paul. The agenda item I would like to comment on is the proposed bike lanes for Downtown, the proposed project. While I love the idea of bike lanes and making Saint Paul more accessible and safe for bikers, I am very concerned regarding the lost parking along 9th and 10th Streets, particularly its impact on the businesses on Robert Street between 9th and 10th. That area can already be difficult for parking in peak times, and I'm concerned the proposal would have a negative impact. So, while I am all for bike lanes, I am for a proposal that would preserve more parking than the model that I saw. Thank you for the opportunity to comment."

Voice message:

This is Marge Romero. I'm on the board of directors of the Gallery Tower Condominiums located at 26 West Tenth Street. I'm calling on behalf of our board regarding the City Council public hearing tomorrow, Wednesday, May 6, at 3:30, on the capital city bikeway proposal. We have 5 parking spots in front of our building at the corner of Tenth and Saint Peter. One hundred and ninety six residents are in this building, and we don't want to lose our 5 parking spots due to the two way separated bikeway that's proposed on Tenth Street between Dorothy Day Place and Jackson Street. We have no other available parking near us, either on Saint Peter or Wabasha. Residents have visitors here, short time visitors, short time medical care and medical people that come to our building, and we just don't have a feasible alternative except the Ramsey County Public Health Building, which you can't park there during the day and walk over. So, please take this into consideration that the residents of our building are against losing our 5 parking spots on the south side of Tenth Street. If something could be done where you can add 3 spots on the north side of Tenth Street as an alternative, that would be great. They're very valuable to us in having. Many of us on the board have lived for many years in this building. Myself personally 20 years. And they're rotated through--that short term parking--for visitors and medical help and short time deliveries are a necessity for us in our building. Thanks for listening.

May 5, 2020

Re: Public Comments regarding City's plan to develop bike paths along 10th and 9th Streets in downtown.

Fr: Bill Hosko. Downtown resident and downtown business owner over twenty-six years.

To: Saint Paul City Council, Mayor Carter and Public Works

Dear Saint Paul elected officials and planning staff,

Thank you for the opportunity to comment on the significant amount of work which has gone into these plans to date.

First. Regarding existing Jackson Street Bike Path:

The photos below are of the \$15 million Jackson St. Bike path. If you look closely, via these photos or in person, neglect and deterioration exist on every block between Kellogg Blvd. (where it starts) up to 11th St. (at I-94).

This area was constructed four and three years ago. As may recall, I have contacted you repeatedly in the past, constructively alerting you to a variety of issues that needed to be addressed.

For public record I would like to say again, in part: 1. Concrete work along much of its length was/is substandard. In part, many corners are breaking apart, 2. Railings and benches were installed without skateboard guards (guards were only later added to the remaining benches.), 3. Ornamental trees are missing tie-downs to ensure they grow straight, 4. Weed-pulling has been sporadic and poor (subsequently weed growth has exploded), 5. Litter pickup is sporadic and poor, 5. Particular important corners CONTINUE to be missing bollards. Most egregiously, I have witnessed outside my business since its completion in 2017, hundreds of west-bound vehicles on East 7th St., who are making a left-turn onto southbound Jackson St., mistakenly drive onto the bike path instead. I witnessed many instances where pedestrians and bicyclists have been almost hit (A school bus once even drove onto it by accident).

A tragedy IS waiting to happen here, and at great cost financial cost to the City and Taxpayers. See last photo for view of this intersection.

Second. Regarding adding bike paths to 10th and 9th Streets:

Efforts to install a bike path here are logical in a number of respects. However, it seems that plans are intentionally removing most on-street parking. Your most concise diagrams of plans are below. If we pause a moment and look at this again, it does appear that parking can be preserved (This is of course very important to many residents and businesses.) on at least one side - of this entire route if:

1. All traffic lanes are no wider than the typical downtown width of ten-feet,
2. All, bike paths are combined two-ways, and no wider than seven-feet (such as they are on Jackson) (some small sections on 9th would need to be six-feet),
3. and sidewalks, on particular blocks, are narrowed to seven-feet (As they already are in places along this corridor and in front of the new SpringHill Suites hotel on Jackson).
4. Additionally, it is critical that 10th St. remain two-way so first-responders can get out of their 10th St. location in a timely manner.
5. I understand that long-term, it is the wish of some, to widen the bike path footprint along this route further – in closer image to Jackson St. This particular route does not warrant this and arguably never will. Surely, most downtown residents, business-owners and informed bicyclists would agree.

I just tackled this paper this AM. If you need additional perspective and or information from me, I would be happy to assist you. Thank you.

Sincerely,

Bill Hosko

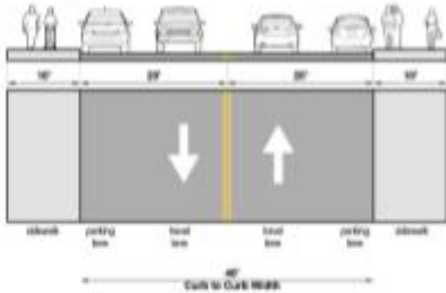
151 E 7th St, Saint Paul, MN 55101 651-222-4767 billhosko@yahoo.com

Project Contact:

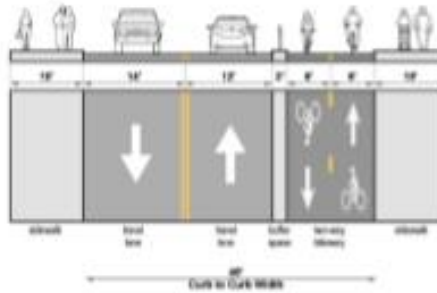
Randy Newton, P.E., P.T.O.E.
 City Traffic Engineer, Department of Public Works
 Phone: 651.266.6209
 Email: randy.newton@ci.stpaul.mn.us

10th Street, Dorothy Day Place to Cedar Street

Existing

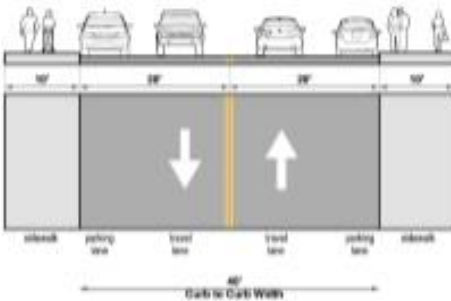


Proposed

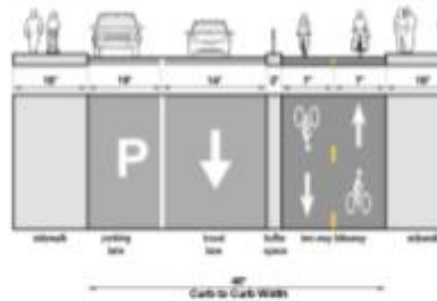


10th Street, Cedar Street to Jackson Street

Existing

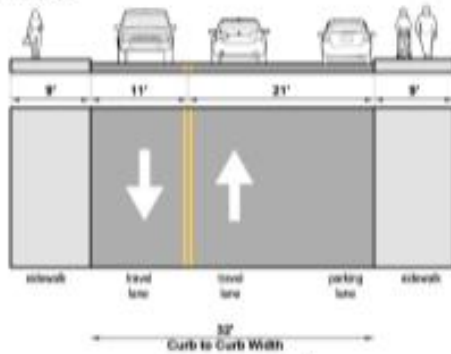


Proposed

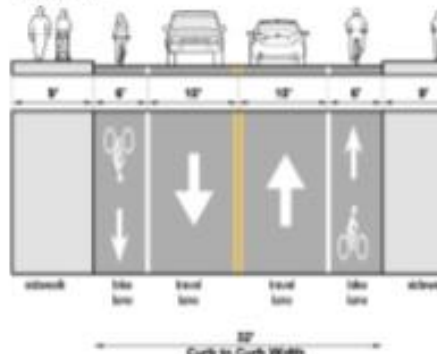


9th Street, Jackson Street to I-94 Bridge*

Existing



Proposed



* The proposed bike lanes on 9th Street east of Wacouta Street and on the bridge over I-94 include a buffer space between the bikeway and motor vehicle travel lane.

City of Saint Paul website: What is
 The Capital City Bikeway Interim Design
 completed in 2016-2017 and take the net
 The project includes the development and
 with a public engagement process for the
 City Bikew
 • 9th Street,
 *St. Peter Street, St. Peter Street,







A dozen, two-three year old Chinese elms are growing in this bed. Their roots are now deep and hard to pull.





Countless hundreds of vehicles have hit bottom here because there is no bollard. Surely many low vehicles have been damaged.









On behalf of the largest private employer in downtown located just two blocks from this project, I strongly urge you to delay action on this matter. Given the fiscal environment due to the pandemic, this is not an appropriate public expenditure at this time.

John D. Regal

Senior Director, Public Affairs

Law Department

john.regal@securian.com

Dear Mayor Carter and City Council Members,

As a St. Paul resident, I'd like to voice my support for the proposed Bikeway on 10th in downtown. It will increase accessibility for those who don't own cars, increase traffic to those businesses by new potential customers on bicycles, and improve the city's overall overall multi-modal access. It also increases bicycle accessibility to lowertown for the farmers market, saints games, art nights, and events at Mears park. It's exciting to think about safer routes to access and enjoy our beautiful city for my family, our friends, and those who we're yet to meet cycling.

Thank you for carrying this forward and ensuring we all have access to what the city has to offer.

With thanks,
Tiffany

Dear Council Members:

I urge you to continue supporting the construction of the 10th Street Bikeway for the following aspects and reasons:

1. More parking spaces means more cars. More cars means increased air pollution and increased noise pollution.
2. More parking spaces on a busy street means more instances of car drivers either killing or seriously injuring bicyclists by opening their doors in the bicyclists' faces.
3. A dedicated bicycle lane will encourage the use of bicycles by people who otherwise are too scared to bike.
4. Was it claimed that dedicated bicycle lane would ruin "Small town character"? A bicyclist doesn't have to worry as much about being killed by a car driver in a small town than s/he does in a city like St. Paul.
5. How many lanes are there already for cars on 10th street?
6. It is outrageous that a non-profit organization is complaining about a bike lane. Currently, I volunteer with the Catholic Charities Center on Dorothy Place. And yes, I bicycle there.
7. What is wrong about customers for cafes and other businesses which sell caloric foods asking their customers to get a little exercise to walk to their stores? Seriously.
8. St. Paul has the opportunity to move towards a European-style lifestyle which supports bicycle use, decreases urban decay and lowers the US contribution to anthropogenic climate change. Please don't waste it. Call "Not In My Back Yard" for what it is.
9. Recently, I moved from the intersection of Selby and Lexington Parkway. Does a merchant want to complain about the access of delivery trucks? Each morning I would have to put up with 14- and 18-wheel semi-delivery trucks heading towards St. Paul on Selby. Small-town character?
10. US-Americans already have the unsavory reputation of leading the **developed world** for driving too much in their cars. On a human level, contributes to

unhealthy lifestyles, obesity and shortened lifespans. St. Paul should be setting an example to combat this.

11. Healthier people with healthier lungs will likely be less susceptible to Corona-19 virus.

Please support the 10th Street bikeway because it is in the interest of humans, the environment and the world. A re-structuring of commercial street architecture can accommodate the concerns of merchants. Let's move into the 21st century.

Sincerely

Dr. F. Heirtzler

PS - I'm now going shopping.....yes on my bike.