

Public comments received by email as of 12 pm on August 27, 2012  
For the Charles Avenue Project

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**Peter Dey, Ward 4**

On behalf of my brothers as owners of the Dey Appliance Parts building on the corner of Snelling and Charles, I would like to offer my opinion regarding the proposal for Charles. As I understand it, there is to be a barrier to prohibit traffic from crossing Snelling avenue at Charles.

I've had several discussions with Mr. Rich Purcell from Holcomb Henry Funeral Home regarding his expectation for lost customers due to the inconvenience of not being able to turn into his business from the south bound lane of Snelling ave. We would have the same issue for our customers traveling north.

I think that customers traveling north on Snelling, trying to get to our store only need to go one more block to Thomas to circle back to us. Whereas in the case of the Funeral home, it won't be that easy once you get to University.

I agree with Mr. Purcell that there would be a negative impact on our businesses and I do hope you will please take that into consideration before you finalize your decisions. To what extent this will impact us, I can't say, but we will surely lose some folks.

I do however see a benefit from fewer car accidents as people get in trouble trying to cross or turn.

You have some important decisions to make and I appreciate your efforts. I only ask that you thoughtfully consider the effects on businesses. You need businesses all along the avenue to do well to keep the vitality of the whole neighborhood alive and well.

Thank You for your time.

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**Nancy Fischer, Ward 4**

It was nice talking with you at last night's open house for the proposed Central Corridor Friendly Streets, and at the previous meeting on July 17th. You and I spoke about all that I will describe below, and if those conversations are sufficient for what you need in order to communicate resident input to City Council, then you can just skim what I've written below. However, I thought that it might be helpful to share my thoughts in written form. I did not include these comments on my pink comment sheet so these would be in addition to my comment that I support the Central Corridor Friendly Streets plan on Charles, as proposed.

My current comments concern my reaction, as a Midway resident, to the comments repeatedly asserted by Richard Purcell, owner of the funeral home at the intersection of Charles and Snelling Avenues.

Mr. Purcell feels very strongly that the proposed bikeway will hurt his business. I do not doubt the sincerity his fears and the strength of his feelings about preserving his business and I have empathy for his feelings. However, I do not feel that fear and strongly-felt sentiment alone make for a compelling argument, unless the fears are based on sound assumptions. So while I do not doubt the sincerity of his fears, I doubt the reasoning behind his assumptions upon which his fears seem to be based. I will explain why.

I noticed in the revised Charles Avenue Plan that Mr. Purcell's concerns have been accommodated by the addition of a left-hand turn lane for southbound drivers on Snelling at Sherburne Avenue. It was apparent at last night's meeting that Mr. Purcell's fears have not been allayed by the proposed Sherburne turn. I know that others have brought forth these points (described below) in conversation with Mr. Purcell. Unfortunately, Mr. Purcell appears to be more concerned with convincing meeting attendees of his position, rather than in listening to residents.

His fears are based on two assumptions that I believe are faulty. In order for the proposed median on Snelling Avenue to hurt a funeral home, one or both of the following would have to be true:

- A. That potential guests of scheduled funerals will not attend funerals because they must now (as the revised plan shows) make a left on Sherburne rather than Charles.
- B. That potential clients will not schedule funerals because they know that they must make a left on Sherburne rather than Charles.

I have heard Mr. Purcell verbally express both assumptions. I will deal with each assumption in turn.

For A to be true, we would have to picture a mourner of a relative or friend, who lives North of Charles. They would like to pay their respects to the deceased. They would get dressed up for the funeral, drive south on Snelling Avenue, and see that Mr. Purcell's funeral home is located near the intersection at Charles and Snelling. Upon seeing the driveway and noticing that a median blocks an immediate left, they would then have to decide - if he is correct - that making a left on Sherburne is too much trouble and that they will not, in fact, pay their respects to a deceased friend or relative. Then, they would presumably continue south on Snelling to engage in other activities (or perhaps find another funeral on the West side of the road to attend) for his assumption to be true. Were they to decide to return home instead of continuing south, they would need to make a u-turn (a left) at some point on Snelling and drive right past his funeral home driveway yet not turn in (again, if his assumption A is correct). This strikes me as bizarre behavior by a potential funeral attendee.

It is possible that the potential funeral attendee would see backed up traffic if it is a large service and would choose not to make the left at Sherburne. In that case, they would have the option of either making an early left on Thomas Avenue and coming the back way, or using Spruce Tree

Drive - either for a U-Turn or using the parking lots of Midway Center as a place to re-orient and then make a right onto Snelling to go north. If traffic back-ups for a lefthand turn are a common problem with funerals, then I presume the traffic presently backs up for his south-bound funeral attendees as they would also have to queue to make a left on Charles. I cannot see a reason the southbound queue would be worse on Sherburne Avenue than it currently is on Charles.

For assumption B to be true, a mourning relative, who potentially has connections to Mr. Purcell or appreciates the St. Paul location of Mr. Purcell's funeral home, would have to: a) have made a previous mental note when driving South on Snelling about the location of his funeral home and that they would find it highly inconvenient to mourn a relative there because they would need to make a left one block south; or b) go to the trouble of not only looking at Google maps, but clicking on the street view and then making their decision based on the presence of the median. I have difficulty imagining potential clients making such a decision on this basis. I would think that the quality of the services that Mr. Purcell provides would be the primary factor they would weigh, and perhaps general geographic location (such as proximity to the decedent or to projected mourners) rather than where, exactly, a turn is made when going southbound.

I know that Mr. Purcell also has concerns about delivery trucks that come in and out of his parking lot. Given that they are paid for successfully completing a delivery, I also believe that they would go the extra distance to successfully pick up and make deliveries.

While I sympathize with how fearful Mr Purcell feels about his future business, I do not think his feelings are a sufficient reason for the City of St. Paul to not make Charles Avenue a safer street for pedestrians and cyclists to cross it at Charles Avenue. Although I mostly drive, I understand the argument made by walking and bicycle advocates that having one road that is safe, quiet and connects through to Prior Avenue is highly important. In inclement weather, they are more likely to risk the Charles Avenue crossing whether or not a safety refuge is provided than they are to ride/walk to Edmund Avenue, as Mr. Purcell advocates. Speaking as a driver, I realize that a one-block distance in humid heat, rain, icy sidewalks or snow is much more of an obstacle for cyclists and pedestrians than it is for me as a driver. I believe it is better to inconvenience me - I have a climate-controlled, fast-moving vehicle with airbags. A driver's inconvenience pales in comparison to the safety of local residents who use other means of getting around. As a driver, I also take offense at Mr. Purcell's assumption that I would potentially not be familiar or skilled enough to figure out how to get to a business that does not have immediate access from a southbound lane. This is, after all, a rather common occurrence on both central city and suburban streets.

Finally, as a Midway citizen who has attended four of the Friendly Streets block parties, the Heartland Festival, and two public meetings sponsored by the city, I am deeply offended by Mr. Purcell's tendency to place the convenience of funeral guests who don't live in Midway and who are in my neighborhood for 1-2 hours for a service, over the safety and wishes (expressed through the block parties, festivals and the public meeting to gather comments) of the Frogtown and Midway residents. At the public meeting on July 17th, I was standing near Mr. Purcell when he was telling Ms. Morrison that he would prefer that the city route the Friendly Street onto Edmund Avenue for one block. When a person who represented the city (I cannot remember who) replied that cyclists and pedestrians would be likely to cross at Charles anyway and that it would endanger their safety, Mr. Purcell said facetiously (and I do not remember his exact wording) that if they did cross at Charles and were killed, then they could use his funeral home's

services. While I am aware that Mr. Purcell was making a joke, the joke still spoke volumes to me as a Midway resident. It told me that as a business owner he is not invested in the safety and concerns of members of our community.

Finally, I'll speak for a moment not as a Midway resident, but as a professional - I am the Director of the Metro-Urban Studies Program at Augsburg College in Minneapolis and I teach undergraduate courses in urban studies and urban planning. The Central Corridor Friendly Streets Initiative is a model of public engagement in the planning process. Citizens of the Frogtown and Midway neighborhoods have given extensive input and were allowed to dream about what is possible in improving their neighborhoods. It would be a travesty to allow a local business owner -- who has publicly demonstrated that he does not view the safety, concerns or wishes of the local neighborhood in which his business is located as a priority -- to undermine the design of such a critical intersection in this overall plan.

Thank you for your consideration. If you would like further input or clarification, please feel free to contact me. Thank you for your efforts!

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**Dolores Engle, Ward 4**

I support the idea of the project, which I think is for public roads to be pedestrian and bike friendly.

I do not support the cost, as it seems no one knows or is concerned about the cost.

I do not support all of the proposed elements, (perhaps every other street would be sufficient) The ideas involving the busiest streets, like Hamline, Lexington, Pascal, Dale, Western and by the schools, seems logical and I would think prioritized.

The traffic flow from University, after rail construction, was NOT taken into consideration when plotting traffic circles. If they did, there would not be one at Charles and Albert.

Everyone I spoke to at the July 25th open house said the city; plow, fire dept, school buses did not have a problem with the obstacles. (traffic circles, bump outs or the concrete pedestrian refuge medians)

These apparently are not the folks actually driving in the area. As neighbors, we know the snow plows get stuck and bus drivers routinely make left turns at the traffic circle.

The snow removal from in and around all of the proposed designs will be a challenge, three to four months out of the year, not making it friendly for anyone.

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**Stephen L. Nelson, address not provided**

I would suggest that you consider another alternative to your plan on Charles. First, University Avenue without parking on the north side is going to need some type of parking facilities and thus the properties on the south side of Sherburne is probably the best alternative.

Accordingly, I would suggest you consider using Sherburne avenue and eliminate parking on the

south side to allow sufficient room for dedicated bike paths and at University and at Lexington it is only one short block to use a stop light to cross these busy streets. Plus on Sherburne there is already a median on Snelling Avenue that could be used to cross Snelling Avenue.

Otherwise, I would suggest moving the bike path to either Thomas (2 block north) or to Minnehaha that is already a dedicated bike path plus they both have stoplights on all of the major intersections.

Seems that by forcing traffic off of Charles Avenue all you will be doing is moving the traffic onto other neighboring streets thus negatively impacting those streets. To me using Sherburne Avenue makes sense because many of the homes on the south side of Sherburne will eventually be turned into parking lots for the businesses on the north side of University Avenue.

Charles Avenue at Snelling Avenue needs to be left open for the businesses. Opening Sherburne up will cause nightmares with the busy Snelling/University Avenue intersection a short block away and a traffic hazard with people trying to make U turns. All the businesses that are there currently have clientele are used to the current configuration. Closing one intersection and opening another has great impact upon those impacted businesses.

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#### **Hamline Midway Coalition, Ward 4**

At its meeting on July 17, 2012, the Hamline Midway Coalition Board of Directors adopted the following resolution in support of the Friendly Streets Initiative and the redesign/reconstruction of Charles Avenue:

WHEREAS, the Bike Walk Central Corridor Action Plan, adopted by the City of Saint Paul on May 5, 2010 includes the following as a priority recommendation for Charles Avenue: "Create a bike boulevard from Prior Avenue to Mackubin Street. Use a combination of planted neighborhood traffic circles, sharrows, curb bump-outs, and wayfinding signage to provide a quiet route alternative to local traffic visiting University Avenue destinations and connecting LRT stations," AND

WHEREAS, the Central Corridor Friendly Streets Initiative formed during Summer, 2010 as a joint project of the Hamline Midway Coalition and the Frogtown Neighborhood Association to respond proactively to this element of the Bike Walk Central Corridor Action Plan, AND

WHEREAS, the Friendly Streets Initiative has developed and adopted a working definition of a 'Friendly Street' as one that is safe and attractive for local residents and all users in multiple modes, AND

WHEREAS, the Friendly Streets Initiative has engaged over 800 Hamline Midway and Frogtown residents in a discussions about Friendly Streets concepts and the redesign of Charles Avenue via 8 events in 2011 and 2012, and collected the results of these discussions in two detailed reports, AND

WHEREAS, Toole Design Group (TDG), acting in consultation with the Friendly Streets Initiative and the City of Saint Paul, has developed a set of plans for the redesign of Charles Avenue from Aldine Street to Park Street (based, in part, on the Friendly Streets Initiative reports), AND

WHEREAS, there is funding available through the Bike Walk Twin Cities program administered by Transit for Livable Communities to reconstruct Charles Avenue as detailed in the TDG plans beginning as soon as 2013,

THEREFORE, BE IT RESOLVED that Hamline Midway Coalition SUPPORTS the redesign and reconstruction of Charles Avenue as detailed in the plans developed and revised by Toole Design Group and the City of Saint Paul, AND

WHEREAS, the Friendly Streets Initiative has developed creative and successful strategies for engaging local residents in the street redesign process;

FURTHER BE IT RESOLVED that Hamline Midway Coalition will continue to support the Friendly Streets Initiative to: 1) further educate residents about Friendly Streets concepts and practices; 2) make Charles Avenue an even more 'friendly' street by organizing for creative placemaking and additional infrastructure improvements; 3) advocate for more 'friendly streets' throughout the Hamline Midway neighborhood.

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**Stephen Mitrione, Ward 4**

Regarding the Charles Avenue Project.

1. I fully support the project
2. The greatest concern I have is that the project is not enacted in its entirety and the purpose of ensuring a continuous safe route is not realized. This is particularly true at the Snelling intersection where it is important that a center median allows bicyclists to cross safely. Not enacting this part of the plan will endanger bicyclists who attempt to cross here and or lead to a less continuous route.

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**Anthony Schmitz, Ward 1**

I am writing to express my whole-hearted support for the Charles Ave. Friendly Street initiative. As you know, this was a neighborhood-led project that engaged hundreds of residents through meetings on the street right outside their homes. The overwhelming message from neighbors was that they wanted a safe, quiet street that would allow their kids to get east to west on bikes or on foot without risking death at every major intersection. Together we came up with a plan that meets the needs of the greatest number of people. It provides a shot at safe passage on streets with traffic calming features and reasonable accommodation for walkers and bikers at the busiest cross streets.

I hope the views of the vast majority of residents will be respected, and that the recommendations of the Charles Ave. Friendly Street initiative will be followed as we work together to build a city for the future.

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**Steven Kufus, Ward 4**

Dear Ms. Morrison, I am a life long resident of the city of St. Paul. I am a graduate of Hamline University and have practiced law in the Midway area since 1976. I mention this only because I have traveled on Snelling Avenue on almost a daily basis for over 40 years. I must tell you in no uncertain terms that even if all four corners of Snelling and Charles were devoid of vital businesses of long standing, a bike path crossing Snelling at Charles would be a bad idea. Crossing Snelling Avenue where there are lights is dangerous enough, but establishing a bike path where there are no lights is dangerous, and frankly irresponsible. Run your bike path west to Snelling, then divert it north to Thomas where bikes can cross with a light. This will not only save lives, but will allow Charles Avenue to continue to provide access to the businesses that depend on left turn lanes at the intersection for their continued existence.

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**Cristina Lopez, Ward 4**

I am a resident of Charles Avenue in the Midway neighborhood, and I am writing to express my support for the Friendly Streets Initiative on Charles Avenue. I know this initiative will greatly improve the experience of both living on and traversing Charles Avenue, especially for my neighbors in the Frogtown neighborhood. I also believe that making the street safer and more beautiful for residents (and for everyone) greatly outweighs what will be very minor inconveniences for one business owner and those who drive through my neighborhood.

Thank you for considering my input. I look forward to the successful implementation of this initiative.

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**Tom Schumacher, Ward 1**

I am writing to lend my support to the proposed plan to make Charles Avenue into a designated bike route as proposed by the Central Corridor Friendly Streets Initiative.

As a resident of Charles Avenue, I can clearly see the need for the proposed changes. Making a trip within St. Paul can be quite harrowing, and it often necessitates a significant detour to a safer route. With the advent of light rail on University, this will become even more important. The proposed changes will also improve opportunities for pedestrian traffic and other outdoor activities by slowing traffic in the neighborhood.

Please help in seeking the approval of this plan.

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**Erin Stojan Ruccolo, Ward 1**

I just wanted to drop you a note in favor of the Charles Av plan, which will make Charles Av safer for all types of users, from cars to pedestrians, families, and bicyclists, and ask that you support the plan as well.

As you probably know, I live on Charles Av. near Lexington Av. There are many families with small children in this area, and yet Charles is close enough to major thoroughfares - University and Lexington - that cars often speed through our neighborhood. At Chatsworth and Charles, my neighbors frequently complain that cars rarely fully stop at and even breeze right through the four-way stop-signed intersection, even when a school bus has its stop sign out and arm extended at the front of the bus. At yet another intersection of Charles, during our National Night Out celebration on Charles between Lexington and Oxford less than two weeks ago, even though our neighbors obtained a permit to block off the street, we had to contend with cars that felt so entitled to use Charles Av that they actually drove around the street barricades.

Charles Av experiences heavy amounts of fast traffic; as such, efforts to introduce design elements to reduce and slow traffic down our street so that all users can safely utilize the street are a highly welcomed addition. Further, many critical of the Charles Av plan point to the Minnehaha Av bikeway as evidence that the Charles Av plan is unnecessary. For the life of me, I don't understand why it's easier for a bicyclist to pedal eight blocks from University Av than it is for a driver to drive two more blocks to make a turn onto Thomas. Further, forcing bicyclists to use Minnehaha Av instead of an avenue closer to University forces bicyclists onto streets like Snelling, Hamline and Lexington - streets that are not designed for cyclists - for longer distances, increasing the risk to both cyclists and drivers.

As someone who lives on Charles Av, I used the Lexington median access from Charles to turn left onto southbound Lexington frequently. However, while I'd lose that ability with this plan, I feel that the other benefits - making Charles Av safer to a broader array of users and slowing traffic - provide an overall net benefit to the neighborhood. Further, families are increasingly seeking out homes in neighborhoods that support a wide variety of transportation options, including bicycling, transit and walking. The Charles Av plan would improve the quality of life for everyone in the neighborhood, and could attract responsible landlords and homeowners to invest in the numerous homes on the market in the area.

For these reasons, I hope that you'll support the Charles Av plan as well. I appreciate your consideration and look forward to your reply.



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**Liz Colwell, Ward 1**

I am a long term (21 years) Frogtown Charles Avenue resident and want you to know that I am strongly supporting the friendly streets initiative. We have seen an increase in both bike and car traffic with Cenral Corridor construction and our street doesn't easily accomodate both modes of traffic. I have been involved in the process of envisioning our street as a better thoroughfare.

The voices of opposition I heard at the latest community meetings were from South Minneapolis where there wasn't a two year process and other Frogtown residents of Minnehaha Avenue who want their street to have investment from the city in improving traffic flow. Neither of these voices considered the impact on Charles Avenue of light rail rerouted traffic. Please support this initiative!

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**Timothy S. Jones, Ward 2**

I am writing to express my support for the proposed plans for the Charles Ave. bike boulevard. Although I do not live in the immediate neighborhood, I am a recreational cyclist and bike commuter who appreciates the changes that the city has made to its transportation infrastructure to promote bicycle use. It is essential that we think beyond the automobile and that we provide resources that allow residents of the city to use their bicycles safely and efficiently as a primary means of transportation.

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**Nancy Bailey, Ward 4**

In reading the Pioneer Press yesterday, I found it interesting that you said most of the feedback you received about the bicycle boulevard has been positive. with the exception of a handful of businesses on Snelling Avenue. That may be because the public was not aware of the fact that the city would be closing Charles off on Snelling from turns.

From the beginning, it amazed me that people think that automobiles will use Charles to avoid University. Why drive two streets up from University. I think most people are going to use Sherburne. Also, we attended a meeting last summer held on Charles and it was told it was a block club meeting but that others could attend. Since we are the next street over, we went to see what it was about. It was touted to be a community event. They had some signs hung up and asked everyone to vote to see which they liked and which they didn't. Not once during the entire meeting was anything said about this being a meeting to make Charles a biking street. Maybe other meetings were different but not the one we attended. I find it interesting that they talk about the cars going to fast as there is basically no traffic at all on Charles and what is there moves at the normal speed.

It's bad enough to have only so few streets to turn onto from Snelling and I don't think the businesses should be penalized, especially the funeral home, which has been a mainstay in the neighborhood since 1918.

I also think all bike riders should be given remedial training on how to ride a bike since if there is a stop sign on the street, they feel they do not have to stop. They want all the advantages that cars have but none of the responsibilities. I have seen numerous close misses where a car has the right of way and the bicyclist does not stop at the stop sign and almost gets run over and the person on the bicycle thinks the automobile is in the wrong. The school buses on our street go very fast and I am just waiting for them to start blowing through the streets and hitting a bicyclist. They don't slow down for people or intersections and they are carrying children!

Put our family down for a negative recommendation on this. The bicycles won't stop using University. We have Minnehaha as an official bike route and we will also soon have Griggs as a bike route going from north to south. Maybe we should ban bicycles to only those streets and see how much they like that.

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**Kristin Kidder, Ward 4**

For public comment since I cannot be at the City Council meeting addressing the Charles Avenue Friendly Streets Initiative:

Having lived in Frogtown for over 20 years, it is exciting to see the development of a safe bikeway to run east/west through the neighborhood. The Thomas/Dale area for years has had multiple bike routes come to its borders and stop. To see connectivity being valued, and bicyclists' and pedestrians' needs seriously considered at the City level is wonderful. I believe that the City Council has the ability to make reasonable and forward-thinking decisions on behalf of the needs of the City, its' residents, and its' businesses that ultimately result in win-win-win solutions. I appreciate the years-long community process that has been afforded this effort – and the hundreds of neighborhood folks who have provided input into it.

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**Emily Seru, Ward 1**

I am writing to express my enthusiastic support for the proposed redesign of Charles Avenue in Saint Paul, MN to be a more safe and friendly street for bikes, cars, and pedestrians.

I live on Charles Avenue near Victoria. I ride my bike 2-3 times a week down Charles, then onto University Avenue to my work at University and Hampden. I also have a small child who walks, runs, and rides his tricycle down the sidewalk and crosses Avon on his way to Ryan Park. We do not have a garage, so we park our car in front of our house and my three year old son gets in and out of the car on Charles Avenue. The major reasons I feel strongly that we should support the suggested redesign plans for Charles Avenue are:

1) Connect Frogtown to other neighborhoods and amenities in the City  
Frogtown has physical and psychological barriers that keep residents isolated, and that keep others from wanting to come to the neighborhood (just read some of the recent comments in response to the Friendly Streets initiatives "Frogtown is a hole, why would anyone want to bike there") It has a reputation for being a "bad neighborhood", an image many of us in the neighborhood want to change for ourselves and for our kids (images like this can be self

fulfilling). Making safe bike and pedestrian crossings at major arteries like Lexington and Dale and Rice are especially significant to better unite neighbors that have seen these roads as physical and mental barriers.

2) Connect Frogtown residents to the transportation network. Frogtown has one of the highest concentrations of residents in the city without access to a vehicle. Organizations like Cycles For Change are demonstrating that bikes are a viable affordable mode of transportation for low income residents. I see a safe bike route on Charles as a way for me and my neighbors to get to work, school, and errands without having to spend money and by staying healthy at the same time.

3) Frogtown has one of the highest concentrations of kids under 18 anywhere in Saint Paul. Safe streets for our kids is a major priority, and slowing speeding traffic and making Charles a safe street for kids to get to and from parks, schools, the Rondo Library, and other amenities, will increase this safety and feeling of safety for kids in the neighborhood.

4) For two years, residents of Hamline Midway and Frogtown have led efforts to gather residents' opinions about the redesign of Charles Avenue. We have collected hundreds of surveys, held block parties, and engaged neighbors consistently to lead us to a set of recommendations. The voices of the many people who have contributed to the designs proposed should carry more weight than the few loud voices of opposition.

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#### **Zhac Rahkonen, Ward 4**

I just wanted to drop you a quick note to express my enthusiastic support for the Friendly Streets project in St Paul. I live at the intersection of Charles and Griggs and whole-heartedly support the proposed bikeways on these two streets and the traffic calming plans. I've been following these projects closely and I am very excited to see them implemented. There is very little I would change about the projects as proposed and expressed my opinions at the July 17th meeting to one of the city employees and the designer that were in attendance.

To me, I see these projects as long overdue improvements to the inner city communities that will be served by them. It's long past time that we created space for healthier & safer choices for transportation. As someone who walks, bikes, drives, and uses public transportation I am fully aware of the lack of amenities for all but one of these many modes of transportation. i.e., as a car driver the only issue I have is other drivers not following posted speed signs but as a walker and biker I fear for my safety on a regular basis - we need to move away from such a car-heavy society if we are going to improve our quality of life in the city. Cars are great and I love mine but I want more options, I want to be able to bike up to the store less than a mile away without it feeling like I have to cross a freeway (as University ave often feels) to do so.

Thank you for your time and attention, feel free to contact me with any questions.

[follow-up email]

I wanted to add that I have been following the story online in the local media as well as social networking sites and in answer to some things I've read it seems that, with the notable exception being the Funeral Home on Charles and Snelling, most of the vocal opponents don't seem to be residents of Charles Ave. That is not to say that Charles residents haven't voiced concern or been opposed but it seems to me (and I admit I may be wrong in my perception) that

the ones loudest in opposition are from the surrounding area and/or will be impacted very minimally.

I would also be inclined to dismiss the concerns of the Funeral Home, I have a difficult time believing that visitors to the business would give up going to Grandmother's funeral because they had to go a block or two out of their way to get there. Oh and, there's these great things called signs...! Very handy for giving directions.

Lastly, as someone who bikes I don't agree that Minnehaha would make a better alternative to Charles (again, speaking to some comments I've read). Last summer my daughter and I rode Minnehaha from Griggs street to Snelling to get to the state fair grounds. It was a beautiful weekday morning and the traffic was very heavy not surprising as it's a major thoroughfare for the area. It's a fine street for experienced cyclists but not so much for families or novice cyclists. Also, it's not as convenient an alternative to University ave. Thanks for recording my comments.

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#### **Amy Schrecengost, Ward 1**

I wanted to send you a quick email to show my support for the friendly streets initiative. I couldn't be more happy that this project is being proposed. It is encouraging to hear all of the support from my neighborhood and know that we are getting closer to having a safer, more functional street to live on.

I am the first house on Charles to the east of Lexington and have lived there since 2009. Even in that short amount of time I have seen the amount of traffic increase, and it will only get worse when the light rail begins operation. We have SO many cars that come speeding down our street and a majority of them are either going too fast on Lexington and round the corner and continue at an unsafe speed on Charles, or are cars that are trying to cross over Lexington and have to "floor it" to get across the intersection, since it has been so busy and backed up (and very unsafe). As we are the only street that doesn't currently have a median, other than the major streets (Thomas, University, etc), many people use our street as a way to travel the city East-West, or to avoid the back ups on University. It was not meant for that and is not able to handle the amount of traffic. We desperately need traffic calming measures to ensure we maintain a decent level of quality of life and to keep our streets safe for all of the residents, especially children, that live here.

Our goal as a city should be to increase safety, encourage people to become more active by walking or biking and making it safe and convenient for them to do so. With as densely populated as cities are we need alternative methods of transportation. It is not a reasonable to expect that everyone should only be able to get around using an automobile, or even want to use this method. My family, for example, owns two vehicles, however my husband bikes almost everywhere he goes. He does this for many reasons including health, environmental concerns, the love of biking, and honestly, it can be faster than driving.

One last anecdote--a few weeks ago I was outside of my house at about 5:00pm on a weekday. Three teenage boys of about 14-15 years of age rode up Charles Ave heading westbound and stopped at the Charles/Lexington intersection. They were trying to cross and continue West on Charles. Those poor boys sat there for between 5-10 minutes waiting for a safe time to cross.

Not a single car would stop for them and finally one of them tried to dodge around cars that were stopped (blocking the intersection). When the other two followed suit, cars were speeding up from the University intersection and they barely made it across. This will always be a busy part of the street, but a bike and pedestrian median would go a long ways to making it a safe crossing. I couldn't help but think of how dangerous a crossing it is for an experienced biker, but for our children, it's especially unsafe, especially with the current attitudes of drivers towards bikers. This situation plays out everyday on our streets for bikers and pedestrians. I'm just waiting for someone to get hurt.

Thank you for your time and I sincerely hope that this project is approved. I think it is an essential and much needed addition for Charles Ave and the neighborhoods it will serve.

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**Daniel Trudeau, Ward 4**

I am writing to express my utmost support for the friendly streets proposal to calm traffic on Charles avenue. Please also keep me in the loop on how this proposal works its way through the city's decision-making processes.

thanks to you and your colleagues for all of your hard work on preparing the proposal and holding public meetings to discuss the proposal.

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**John Nestaval, Ward 4**

I am expressing my opposition to the closing of both left turn lanes from Snelling onto Charles. I have lived on Charles Avenue for 53 years.

Having grown up in this area I have seen many changes. Some good some bad.

Input from the residents have basically been ignored.

Improved lighting, adding additional stop signs have all been ignored. There is always an excuse why it can't be done.

Now with closing the turn lanes another thing is being crammed down our throats.

Every other street in this area has been blocked off already.

A bike path has been placed on Minnehaha Avenue.

The bike path should be better utilized.

Adding speed bumps and roundabouts will only add to difficulty of snow plowing in the winter and access to fire, police

and paramedic services. Don't say they will cope with it, Actually ask them how this affects their service.

Enforce the laws that are in effect.

Stopping at stop signs, obeying the speed limit.

Use the money to improve the bike path that exists.

Don't disrupt the businesses that have been here for many years.

The light rail project has given us enough problems.

Take a look at the traffic congestion there is now, and the train hasn't even begun running yet.

Take a drive down Charles Avenue with your eyes open and see how it is now.

It needs improvement but not by closing off turn lanes.

There are traffic lights for people to cross Snelling Avenue.  
I use them all the time.  
I also use the turn lanes every day that you propose on closing.  
Take another look at what is proposed and listen to the people for a change.  
They are the ones you work for.

---

**Anne O'Brien, Stillwater**

I am all for making more bike paths for bikers of all abilities and ages, but this proposal is absolutely ludicrous. First of all, why would you make bikers (I'm guessing mostly inexperienced one) cross Snelling Avenue, which is an UNLIT intersection? These people are going to have to cross a four lane state highway? I happen to know there is a funeral home there on the corner. That will prove to come in quite handy for the biker casualties that are sure to happen at that intersection. Nearly half a million dollars seems like an extreme amount of money for a path that doesn't make sense from a safety perspective. My understanding of a pedestrian/bike "path" is a space for just those folks....bikers and pedestrians, not vehicles. This proposal has these people sharing the road with vehicle traffic on Charles Street. Why would those bikers, want to share the road with cars when just a few blocks away they can travel on Minnehaha where there is an actual lane for bikers? From a tax payer stand point this seems like a complete waste of our tax dollars. Has all thought been given to the impact this will have on both the residents and businesses in the area? Traffic will ultimately be re-routed which will cause problems for those who have been living or working in that area for years (and who I might add are those tax payers I previously mentioned.) Although I do not live in the immediate area, I frequent this area for a number of reasons and am therefore familiar enough to know the hazards this proposal will create.

While I applaud the city for wanting to make biking more accessible for people, this is NOT the right place to do this. I would think safety would be at the forefront of decision such as these. Asking people to cross a MAJOR, UNLIT intersection is NOT making safety a priority. I know there are alternatives that can be given consideration that would not prove to be such a safety hazard, and would not impact the businesses and residents of that area. As a tax payer of this area, I would be in completely opposed to such an insane proposal.

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**Tom Meyer, Saint Paul Public Schools**

Thank you for the information on the proposed Charles Bikeway. I do not see any major issues in regards to school buses with this proposal. As we discussed on the phone we will need to be sure to maintain school bus access around Galtier School at Hamline and Charles. As long as the medians on Hamline are set back enough from Charles so the buses are able to turn from all directions this will work.

As we also discussed, the traffic circles should not pose any significant problems as long as a certain area is not saturated with them so that there are not options on adjoining streets for the free movement of the buses through the neighborhoods. In this case, as long as there are not traffic circles added on Sherburne or Edmund, we should be fine.

---

**Steve Zaccard, Saint Paul Fire Department**

The Fire Department wishes to report that the mountable medians for emergency use only proposed for various intersections on Charles Ave. will not significantly impede our emergency access. Thank you for inviting us to the meeting last week. It was very helpful.

---

**Justin Perry, Ward 1**

I am a resident of Frogtown and greatly favor the proposed bicycle route on Charles Ave. Despite the opposition that Mr. Purcell has conveyed I think this project has many advantages and benefits. Cyclists and pedestrians will need a main east-west route since University will chiefly serve LRT and motorists. It would be more harmful if we did not propose an alternative bike route like Charles because we'd then have cyclists riding down multiple side streets which would increase the likelihood of serious crashes. Charles Ave. would serve to streamline cyclists and make it safer. With Charles Ave. as the new designated bike route motorists will develop a sense of awareness to look for cyclists and pedestrians along this route which would result in greater safety for the community as a whole.

Mr. Purcell's argument for utilizing Minnehaha as the designated east-west route has many drawbacks. The notion of making Charles Ave. the designated east-west route is it's proximity to University Ave. Cyclists don't prefer to have to travel many blocks away from University Ave., especially if their destination is along University Ave. Other benefits include the traffic calming circles. Charles Ave. needs these traffic circles to encourage motorists to drive slower speeds. I know firsthand that drivers speed down these residential streets and these would help mitigate this issue.

I understand Mr. Purcell's argument and the potential negative impacts this project might have on his business, but we have to weigh the pros and cons and this project has way too many benefits to not move forward.

Thank you for your time.

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**Attachments:**

- Cosandra Lloyd, Ward 1
- Midway Chamber of Commerce
- Ellis Drum Shop, Ward 4
- Lars Christensen, Ward 4
- Joe Shanahan, Ward 4
- Richard Purcell, Ward 4
- Nice Ride Minnesota
- Open Saint Paul online comments
- Comment cards from July 25<sup>th</sup> Open House

## **Cosandra Denise Lloyd**

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891 Charles Avenue, Saint Paul, Minnesota 55104, 612-865-1090

August 6, 2012

Ms. Christina Morrison  
Senior Planner  
City of Saint Paul  
25 West Fourth Street, Suite 1200  
Saint Paul, MN 55102

Dear Christina,

I'm a Charles Avenue homeowner and resident supportive of the redesign of Charles Avenue in order to create a safer, calmer, and quieter avenue for residents and for those who walk and ride bicycles.

Opponents want to know why Charles Avenue is being turned into a bike boulevard when you already have Minnehaha Avenue. I want challengers to know for the past nine years, I have lived on Charles Avenue. And, as the years have passed, the motor vehicle speeds have increased. Also, the development of the Central Corridor light rail has increased automobile traffic, and made the speeding problem worse. Only two blocks north of the Central Corridor light rail, Charles Avenue is a quick, parallel alternative route to University Avenue, when compared to Minnehaha Avenue that is nearly one mile away.

Initially, I was concerned about the safety of cyclists when I learned about the City's plan to create a bike boulevard on Charles Avenue. As I learned more, I appreciated the opportunity to work with Charles Avenue residents and other interested participants concerned about excessive motor vehicle speeds on Charles Avenue.

From the onset, we pursued designs to make Charles Avenue friendlier for all because it's more inclusive than creating a bike boulevard for cyclists. We have all been inconvenienced by the construction of the Central Corridor light rail. With that said, I don't agree with opponents, but I understand local business owners fears the proposed bicycle boulevard may inconvenience their customers. However, Charles Avenue residents are concerned about the increase in automobile traffic and excessive speeds, which business patrons from northern suburbs don't routinely experience because they return home to their safer, calmer, and quieter streets.

Rather than worrying about how suburban customers will navigate around the bicycle boulevard, business owners should remember the visitors, patrons, residents, and other invested stakeholders of District 7, 8, and 11 are currently learning how to navigate new paths, some through residential streets, to get home and to businesses. For instance, once upon a time, Super



Ms. Christina Morrison

August 6, 2012

Page Two

America was a straight shot down University Avenue, but now we must navigate through residential streets to get to the gas station's parking lot.

The construction of the light rail is among innovations that change the way we do things. The driving diversions are inconveniences, but I'm expected to change my routes into, out of, and through the neighborhood. I think it's unrealistic and insensitive of some business owners to assume their customers wouldn't experience similar inconveniences endured by those of us who live and work in the area.

Unlike suburban patrons, detour inconveniences are permanent nuisances for those of us living and working in the Central Corridor. In spite of the many irritations, tolerating new ways of doing things can be beneficial to residents and those who walk and ride bicycles.

Best regards,

A handwritten signature in cursive script, appearing to read "Cosandra Lloyd".

Cosandra Lloyd



**Building A  
Stronger Midway**

**President's Circle**

Park Midway Bank  
  
Wellington  
Management, Inc.  
  
Walsh Construction  
  
Xcel Energy

**Director's Circle**

American Engineering  
Testing, Inc.  
  
Anchor Bank  
  
Colliers International  
  
Hamline University  
  
McDonald's  
  
Pioneer Press

**Builders**

Associated Bank  
  
Comcast Business Class  
  
FastSigns – Roseville  
  
Grand Casino  
Mille Lacs/Hinkley  
  
Hubbard  
Broadcasting, Inc.  
  
Mintahoe Catering  
& Events  
  
Mortenson Construction  
  
St. Paul Port Authority  
  
Western Bank

The Midway Chamber of Commerce has been a committed, active and engaged part of the community for decades. We have a strong history of working together with the city, community groups, and other stakeholders who care about the future of Saint Paul and specifically the Midway area. We represent the interests of our members: businesses and non-profit organizations that are committed to keeping the Midway strong.

The Midway area continues to be a place where industry, commercial businesses, and the community come together to make up a dynamic part of the city. The challenge is making sure we respect the balance that has worked for decades.

The Midway is in the middle of a massive transformation via the Central Corridor Light Rail Line.

- For almost two years businesses and others who work, live and shop in the Midway area have had to find ways to deal with massive construction work, road closures, unpredictable access to streets, and other obstacles.
- We will not fully understand the impact on traffic and the community until 2014 when the train runs and people will finally be able to ride the train.
- Once heavy construction is done, there is still an entire year of work to install the control systems and test the line before life gets back to the "new normal."

As there was before the construction started, there will continue to be a mix of transportation modes and uses through the Central Corridor when the trains are running – including bikes. We understand the need and concern to create a route and a way for bikes to move through the area to connect with other trails and paths in the city.

- The current plan would create a route that moves bikers from University Avenue to a new route along Charles Avenue.
- The current plan would create a crossing at Snelling Avenue at Charles where bikers would not have a traffic light to help them cross the street.

Planners are looking to create a new median and traffic barrier that would prohibit traffic directly turning on to Charles. The Midway Chamber supports the idea of making it possible for different transportation modes to co-exist within the Central Corridor area – including a route for bikers. We have some concerns about the current plan and believe there is a way to make a minor change that would improve the proposed plan.

**Our Concerns:**

- Snelling Avenue, as a state highway, is a critically important traffic corridor for commercial and industrial traffic. A significant number of trucks of all sizes use Snelling every day.
- Traffic, and specifically commercial truck traffic, on Snelling will likely increase when the train starts to run and more development happens in the area
  - o Future redevelopment of Midway Stadium site
  - o Energy Park area, etc.
- A recent, extensive traffic study was completed for the City of St. Paul in conjunction with the Northwest Area Transportation Task Force. That study looked at the traffic impacts of building a new north-south traffic collector through the west Midway – extending Vandalia north for example. A surprising result was that no matter what route is built none of the options would relieve any future traffic congestion on the south stretch of Snelling Avenue in the study (Pierce Butler to I-94).

Spruce Tree Centre · 1600 University Avenue West · Suite #305 · St. Paul, MN 55104  
PHONE: (651) 646-2636 FAX: (651) 646-2297 WEBSITE: [www.midwaychamber.com](http://www.midwaychamber.com)

- The proposed bike plan would have bikes trying to cross Snelling Avenue without any traffic signals, only two blocks north of University Avenue where there will undoubtedly be traffic back-ups, when there is already a signaled intersection two blocks north at Thomas Ave.
- It will be years before we truly understand traffic flows and how to adjust to alleviate congestion when the trains run.
  - It would make much more sense to wait until the trains start running, and traffic patterns emerge, before decisions are made to build medians and change where cars and trucks can turn.
- In addition to safety concerns for bikers and pedestrians crossing at Charles, there would clearly be an impact to businesses in the area because of the new median – at a time when CCLRT construction has already created additional challenges.
  - Holcomb Funeral home access concerns
  - Ellis Drum Shop
  - Other businesses (restaurants, etc.) that would have to deal with altered traffic and access before knowing the impact of light-rail trains
- There will be construction and other maintenance issues for any new median when there is already a safer place to cross Snelling two blocks north at Thomas Avenue

#### **Our recommendation**

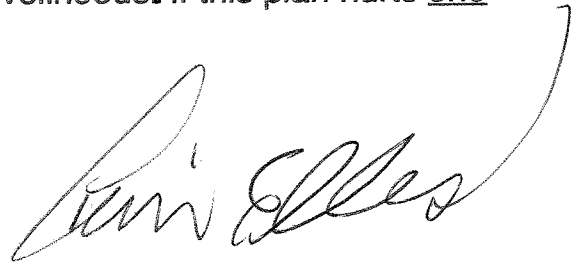
We encourage planners and the City of Saint Paul to move the proposed bike route north two blocks to Thomas Avenue, starting a block or two east of Snelling and running the rest of the way west to Aldine as planned. This would allow the project to move forward in a way that is better for the community and still allows the project to access the currently available funding.

#### **Reasons for the change**

- This will still make sure we can provide a more accommodating east-west route for bikers than University Avenue will be with Light Rail.
- The Thomas Avenue route for the last 2 to 3 blocks to Aldine creates a much safer way for bikers and pedestrians to cross Snelling Avenue.
- Takes advantage of an existing stop light and pedestrian access requiring significantly less construction spending on the Snelling Avenue crossing.
- Does not require the construction of any new medians or traffic control systems
- Allows for future analysis of traffic when CCLRT is operational before making any decisions about medians
- Does not create any additional traffic and access impediments to existing businesses or to commercial traffic that depends on Snelling.

July 25 2012

My name is Tim Ellis. I own Ellis Drum Shop at 524 Snelling Ave. N. I'm not able to attend tonight's meeting, but I hope my voice is heard through my pen. We (the businesses of the light rail nightmare) have, and will, put up with so much lost business due to the construction on University Ave. that most will not survive to see the rail run. This project is another setback for the businesses that need an exit onto Charles, going southbound on Snelling. There is a state signed bike path blocks north of Charles. Why on Earth would a few bikes take precedence over businesses' and families' livelihoods? If this plan hurts one business, let alone a bunch, it's a bad idea.



Tim Ellis

August 15, 2012

Saint Paul City Council  
15 Kellogg Blvd., West  
Room 310  
Saint Paul, MN 55102

Dear Councilmembers Bostrom, Brendmoen, Carter, Lantry, Stark, Thune, and Tolbert,

I am writing to express my opinion about the Charles Avenue redesign proposal that will be coming before the City Council on Wednesday, September 5, 2012. As you may know, I have been involved in this project for over two years with a group of Frogtown and Hamline-Midway residents. In 2010 we named our initiative “Central Corridor Friendly Streets.” We have been active in public engagement for the past two years. Among the highlights of our work were a series of block parties along Charles Avenue (three in Frogtown, two in Hamline-Midway) throughout the Summer of 2011. These block parties drew hundreds (over 700) of residents. At those block parties, we displayed 23 images of various infrastructure and placemaking concepts, asking people to give their opinions about what they would like to see on Charles Avenue. We also asked attendees to complete surveys to express their opinions about traffic on Charles and what changes should occur on the Avenue. CCFS also partnered with Springboard for the Arts at these block parties, as a way to enliven the creative imagination of residents as a form of community building, as well as to demonstrate the multifaceted ways that residents can engage in placemaking. Also, we supported restaurants on University Avenue by hiring several to cater our block parties. These block parties were energizing, informative, educational, and fun. They were a true expression of the kind of pride that everyday folks have in Frogtown and Hamline-Midway.

What was special and effective about the block parties was that *we were bringing the ideas to people*, to where they live, making it as simple as walking out one’s front door or walking down the block to participate. This is in contrast to asking resident to go somewhere else and attend a more typical meeting. Consequently, *the block parties were representative of who actually lives in the neighborhoods* (in comparison to those who are likely to attend more standard public forums).

The volume of data we gathered at those block parties – 1700 opinions, over 200 surveys – was staggering and took months to analyze. This analysis may be found in “Central Corridor Friendly Streets: Report on Phase 1” (distributed January 2012). We also held three events in 2012 to gain opinions about median closures at the major arterials, placemaking, mid-block features, ‘greenstreets’ concepts, and other ideas (see “Central Corridor Friendly Streets: Report

2” distributed June 2012). All told, CCFS has reached out to almost 900 people over eight events, gathering over 2400 opinions and over 200 surveys. [These figures do not include the public engagement efforts that the City and CCFS partnered on in July 2012.]

What we learned at our eight events was the following:

- Residents want less automotive traffic on Charles Avenue
- Residents want the automotive traffic that is on Charles to move more slowly
- Residents want to feel safer on Charles Avenue, and to worry less about their children on Charles
- Residents want to be able to safely cross larger arterials on foot and by bicycle
- Residents want placemaking and other creative street design features (i.e., intersection paving; landscaped traffic circles)
- Residents want greening features, including permeable pavement, landscaping, and gardens
- Residents support changes that allow for walkers and bicyclists to use Charles safely

In short, our data shows two overwhelming patterns:

1. That residents support infrastructural changes that are consistent with pedestrian-bicycling boulevard concepts, as well as placemaking features that make a street and neighborhood unique and an expression of ‘pride in place’.
2. That the redesign of Charles Avenue must attend not just to the needs of pedestrians and bicyclists and others moving through Frogtown and Hamline-Midway, but also the needs of residents who live in both neighborhoods. *A new Charles must emphasize stopping and experiencing, as well as moving through.*

Once we reviewed the data and discovered these patterns, CCFS turned attention to advocating for changes, seeking to bring to fruition what we heard from residents.

Until recently, this process and our work has been productive and smooth. For example, due to the compelling work we did last summer, Transit for Livable Communities (TLC) selected the Friendly Streets Initiative as one of twelve projects (out of over 60 proposals) awarded support in the form of technical engineering and planning consultation from Toole Design Group (TDG). TDG dutifully utilized the insights we gained from our public engagement processes, coupled with their vast expertise, to formulate the proposal that is before you today. In other words, TDG, at the behest of TLC, took seriously community input developed in 2011 and 2012 to create a redesign plan that addresses the needs of residents of Frogtown and Hamline-Midway, while also achieving the City’s transportation goals.

What has occurred more recently, and which threatens to overshadow the extraordinary community work that has been going on for over two years, are the objections of a single person, Mr. Richard Purcell. Mr. Purcell has launched an 11<sup>th</sup> hour attack on the project based on flawed arguments and a total ignorance of what the community has been working on for the last two years. Due to his efforts to try to create controversy where there is none, I feel the need to

address the issues raised by Mr. Purcell. I do so because residents have spent years trying to build something for Frogtown and Hamline-Midway, and we are dismayed that one person could threaten that.

I will address the two main claims that Mr. Purcell has made in regard to the introduction of a median refuge for pedestrians and bicyclists at Charles and Snelling. First, that Mr. Purcell's customers, (2/3rds of which come from north of St. Paul), will not be able to figure out how to get to his business without a southbound left-turn option onto Charles from Snelling. Second, that he and other businesses near that intersection have been unaware of the Charles redesign project until very recently.

On point one: Mr. Purcell's business is a destination business. One *plans* to go to a funeral home. If one needs the services of Mr. Purcell's funeral home, with minimal effort one will be able to find the way to Mr. Purcell's parking lot, even with a median refuge at the intersection of Snelling and Charles. Given what we are trying to achieve at Snelling – a safe way for people to cross the street – making simple wayfinding changes to Mr. Purcell's business would take minimal effort. In the view of CCFS, the safety of residents who live near that intersection and are seeking to cross the street safely, as well as others (such as bicyclists) who are traveling the length of Charles Avenue, ranks as a higher consideration than the minor inconvenience (if it can even be called that) of Mr. Purcell's customers. *Safety ranks higher than convenience.*

On point two: Mr. Purcell claims that he was not aware of the Charles Avenue redesign effort until about a month ago. He claims, though has yet to provide proof, that other business owners were similarly unaware of the plans to redesign Charles Avenue. If this is true, and I will assume that it is, then that means that he (and presumably other business persons):

- never read CCFS fliers from last year's promotions of the block parties
- did not read the Hamline-Midway newsletters from last year that ran stories about our block parties
- did not look at Frogtown Neighborhood Association's website, Hamline-Midway Coalition's website, the City's website, the Funders Collaborative website, Transit for Livable Communities website, and other websites (e.g., Facebook) where the Charles project has been discussed *for well over a year*
- did not attend District 11 meetings
- did not attend the CCFS block parties of 2011
- never read "CCFS: Report on Phase 1" which has been distributed in January 2012 and posted online
- did not attend the three events we had this year, including the Hamline Heartwood Festival
- never read "CCFS: Report 2" which was distributed in June 2012
- did not read the Bike Walk Twin Cities article on CCFS by Steven Clark, June 13 2012
- did not read the City of St. Paul's postcards announcing public meetings, sent early July 2012
- did not read the *Monitor* article about CCFS by Michael Jon Olson, published July 10 2012

There have been multiple opportunities to become aware of the project. It is plausible that if CCFS had not hand-delivered a flier to his business this past July -- which is when Mr. Purcell *finally* became aware of the project -- Mr. Purcell would have only become aware when construction began.

People and organizations, if they claim to be about the community, **must take personal responsibility** for keeping themselves informed. Paying attention to the external environment is part of the success of any organization. Savvy organizations pay attention to changes around them, know how to adapt, and to turn such changes into business opportunities.

On either point -- that people cannot figure out how to drive to his business without a southbound left-hand turn at Charles; or that he was unaware of the project until recently -- Mr. Purcell's arguments are not persuasive. CCFS has done due diligence with regard to public outreach on this project, and the City of St. Paul has followed with their own extraordinarily well-attended public engagement processes (due in part to the efforts of CCFS). There is no excuse for not knowing.

When I have reflected on the efforts of Mr. Purcell, I have concluded that there is a larger issue at play here that has nothing to do with CCFS or Charles Avenue. There existed, well before CCFS came into being, a larger narrative of "business vs. city government" that seems to be rehearsed again in this situation. However this is not about the city or community failing to reach out to business. Rather, *this is about how some businesses ignore the efforts of communities and the city to reach out to them.*

The hard work, civic engagement, commitment, and tireless efforts of the Frogtown Neighborhood Association, the Hamline-Midway Coalition, the CCFS working group, and the residents we engaged in this process, should not be undone by one person who does not live in the neighborhood and does not take the time or interest to stay informed on community matters.

Even Mr. Purcell's petition, on which he claims to have 150 signatures, should not override the overwhelming majority of almost 900 residents who are supportive of the changes that are being proposed for Charles Avenue. Additionally, data from the City's own engagement processes shows *a consistent majority in favor of the project*. I expect that this will be demonstrated, again, at the City Council meeting on September 5.

The press given to Mr. Purcell's funeral home is distracting from the issue at hand: How do we redesign Charles Avenue to be a calmer, safer, and more aesthetically desirable street for residents who live in Frogtown and Hamline-Midway, **and** for people who walk, who use canes and walkers, who use wheelchairs, who ride bicycles, who use push-strollers, who are sight-and hearing-impaired, and who carry luggage, to be able to safely go through our neighborhoods?

The Snelling crossing is one of seven essential crossings in the Charles Avenue redesign project, and the elimination of any one of these would destroy the project's integrity. I make this claim based on how the Charles proposal fits in with larger transportation policy aims of the City, approved by the City Council in 2010. As you know, the Charles Avenue proposal spans from Aldine Street to Park Street, and on both the west and east ends of this project are connections to



other pedestrian-bicycling infrastructure (already present and planned). Keeping the Snelling and Charles intersection open to automotive traffic is a major disruption to the continuity and connectivity of the City's larger transportation plan.

Moreover, allowing one person to undo the work that we have done over the past two years also sends another message: Residents, *on their own initiative*, deciding to be active in community building and planning processes, and engaging in extraordinary and unprecedented public outreach, do not count as much as one business owner who is presenting a flawed argument.

Speaking on behalf of the CCFS Working Group, I urge you to send the citizens of St. Paul the message that their effort – their *service* -- matters and makes us a stronger and better City. Please approve the Charles Redesign proposal in its entirety, and in so doing affirm the extraordinary and wholly positive community building that we have done and will continue to do.

Respectfully Submitted,  
Lars D. Christiansen, Ph.D.

Hamline Midway Resident  
Hamline-Midway Coalition Transportation Committee  
Lead Organizer of the Central Corridor Friendly Streets Initiative

1358 Lafond Avenue  
Saint Paul, MN 55104  
(651) 647-1750  
[christil@augsborg.edu](mailto:christil@augsborg.edu)

Charles Avenue Apartments  
1604 Charles Avenue #9  
St. Paul, MN 55104  
651-341-0697

August 13, 2012

Christina Morrison/Senior Planner

To whom it may concern;

My name is Joe Shanahan and I manage Charles Avenue Apartments which are located on 1598-1618 Charles Avenue just west of Snelling. I have done this job for 7 years and this community is 93 years old in a well established neighborhood.

It is my understanding that the City of St. Paul wants to block of the intersection of Charles Avenue and Snelling thus preventing cars traveling north on Snelling from University to be able to turn left on to Charles Avenue where my community is. Also this would prevent people going east on Charles Avenue from turning left to go north on Snelling making it very difficult to get to the Holiday Convenience store.

Speaking in terms of Charles Avenue community this would be detrimental to business for Charles Avenue Apartments. Current residents who live here and who have signed petitions are very much against this plan for either coming to the community and for leaving the community to go north on Snelling. This would affect lease retention and our bottom line. In addition prospective residents coming to the community would not like the inconvenience getting to our community. Many of residents naturally come from south of University and find the convenience of turning left on Charles appealing. New prospective residents like the ease of getting to the community with the current directions. We are not Charles Avenue Apartments where you travel north two blocks north to Thomas, hang a left and go to Fry, hang a left and go to Charles Avenue and go another left just to get to our community. This will be major turn off for current residents and future residents and I have said before will most definitely affect my income and would certainly inconvenience Hamline students who live at the community who like to travel north on Snelling on Charles. To do this they must go through the alley behind Kimball Court apartments and travel 2 blocks north to Thomas to make a left to go north on Snelling. This adds additional traffic to that alley which I know it is not designed for and also affects pedestrian safety with the additional flow of traffic in the alley.

I have heard that there may be an alternate plan in place to open up Sherburne Avenue to left hand turns off Snelling Avenue. Our community views that also a bad idea and one that impacts my residents directly and again the bottom line of the community for a annual value of \$63,000 For community residents and others to get to Charles Avenue they would turn left on Sherburne then take an immediate left behind Checkerboard Pizza and go north through the alley to get to Charles Avenue. Again this affects the community in the following ways: 1. the increase traffic flow down the alley would greatly disturb the residents who are on the east side of the 1598 Charles Avenue which includes 8 apartments. The alley is only five feet from the building and all of the current residents living in those east facing apartments towards the alley have signed a petition expressing their dissatisfaction to this alternate plan and resident retention would be very difficult and well as appealing to prospective residents. Again as with people traveling north through the alley to get to Thomas to make a left hand turn on to Snelling to

go north, the alley next to Charles Avenue Apartments would see increased traffic that in not only not appealing for residents it again creates a safety concern for my residents who use that alley frequently to get to Snelling and University This puts the city at risk for liability for injuries that pedestrians may incur. Also, automobiles traveling north through the alley to get to Charles are at risk for accidents at the intersection of Charles and the alley of which I have seen times before due to a blind intersection. Plain and simple this alley is not designed for additional traffic that opening Sherburne Avenue would create

I fully support the idea of using Thomas road as the location the proposed bike path The street is wider and with the traffic light at Snelling and Thomas is much safer for cyclists. I can see a greater potential problems for bikers trying to cross at Charles and Snelling even if there are flashing lights.

In closing the proposed plan to close the intersection of Charles Avenue and Snelling would greatly affect my residents both current and future as well as my business and its bottom line I would respectfully ask that the Thomas road plan be considered and that that plan be implemented to satisfy all invoved.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joe Shanahan", with a long horizontal flourish extending to the right.

Joe Shanahan-Resident Manager/Charles Avenue Apartments

# PETITION TO:

## STOP THE CLOSURE OF SNELLING AVENUE TURN LANES AT CHARLES










Print Name	Signature	Full Address	Date	Comments
1 JOE SHANAHAN	<i>Joe Shanahan</i>	1604 CHARLES AVE. #9 ST. PAUL MN 55104	8/6 12	MANAGE APT. BUTLER & CHARLES
2 MARVIS TATE	<i>Marvis Tate</i>	1604 CHARLES AVE #2 ST. PAUL MN 55104	8/6 12	tenant
3 Katherine Jones	<i>Katherine Jones</i>	1648 Charles Ave W. #104	8/6/6	tenant.
4 Abby Portman	<i>Abby Portman</i>	1604 Charles Ave #13 St. Paul MN 55104	8/08	tenant
5 Marguerite Robertson	<i>Marguerite Robertson</i>	1604 Charles Ave #11 St. Paul MN 55104	8/08	tenant
6 Francis Strub	<i>Francis Strub</i>	1618 Charles Ave #5 St. Paul MN 55104	8/08	tenant
7 Phil Gernacki	<i>Phil Gernacki</i>	1578 Charles Ave #4 St. Paul MN 55104	8/08	tenant
8 Carol Joly	<i>Carol Joly</i>	1598 Charles Ave #2 St. Paul MN 55104	8/9	tenant
9 Robert Anderson	<i>Robert Anderson</i>	1598 Charles Ave #3	8/9	tenant
10 Noelle Geyer	<i>Noelle Geyer</i>	1598 Charles Ave #15	8/9	tenant
11 Austin Hoof	<i>Austin Hoof</i>	1598 Charles Ave #15	8/9	tenant
12 Kathryn Ford	<i>Kathryn Ford</i>	1598 Charles Ave #7	8/9	tenant
13 Kathleen Taylor	<i>Kathleen Taylor</i>	1598 Charles Ave #8	8/9	tenant
14 John W. Lemmon	<i>John W. Lemmon</i>	1598 Charles Ave #4 St. Paul MN 55104	8/9	tenant
15 Cynthia Daugh	<i>Cynthia Daugh</i>	1604 Charles Ave #3	8/9	tenant

# PETITION TO: STOP THE CLOSURE OF SNELLING AVENUE TURN LANES AT CHARLES

Print Name	Signature	Full Address	Date	Comments
16 Roxanne Draughton	Roxanne Draughton	1251 E. 6th Street	8/9	mom lives in community
17 Aaron Brannon	Aaron Brannon	1604 CHARLES AVE #10 S.F.P.	8/9	TENANT
18 Joseph Del Castillo	Joseph Del Castillo	1604 CHARLES AVE #15	8/9	TENANT
19 Lauren Claiborne	Lauren Claiborne	1598 CHARLES AVE #15	8/9	tenant
20 Jacob Laster	Jacob Laster	1020 Piper Drive Brighton	8/9	VIS COMMUNITY
21 Brandi Sewell	Brandi Sewell	1352 Egan St Houston, TX 77019	8/9	...
22 John Gay	John Gay	1601 Charles Ave #15	8/12	Tenant
23 Laura Campbell	Laura Campbell	1598 CHARLES	8/12	TENANT
24 Benjamin Kovalsky	Benjamin Kovalsky	1548 Charles Ave	8/12	Tenant.
25 Katelyn Caskey	Katelyn Caskey	1598 Charles Ave	8/12	tenant
26 Jeffrey Madsen	Jeffrey Madsen	1598 CHARLES AVE	8/12	tenant
27 Robert Millenbauer	Robert Millenbauer	1618 Charles Ave Apt 1	8/12	tenant
28 Lynne Thomas	Lynne Thomas	1618 Charles Ave Apt 7	8/12	tenant
29 Tara Bitney	Tara Bitney	1618 Charles Ave Apt 10	8/12	Tenant
30 Viviane Tchonang	Viviane Tchonang	1604 Charles Ave Apt 1	8/12	Tenant

# PETITION TO:

## STOP THE CLOSURE OF SNELLING AVENUE TURN LANES AT CHARLES

Print Name	Signature	Full Address	Date	Comments
31 Michael Norman		1404 Charles Ave, #14	8/12/10	RESIDENT
32 Jeff Smith		1604 Charles Ave #12	8-12	Resident
33 Brandon Leppert		1598 Charles #12	8-12	RESIDENT
34 Cheryl J. Anthony		1598 CHARLES AVE #12	8-12	RESIDENT
35 Lisa Johnson		1610 Charles Ave #5	8-12	Resident
36 Lisa Johnson		1610 Charles Ave #5	8-12	Resident
37 Paulina McNamara		1618 Charles Ave #1	8/12	Resident
38 Tyler Lee		1618 Charles Ave #13	8/12	
39 Jessica Lee		1618 Charles Ave #13	8/12	Resident
40				
41				
42				
43				
44				
45				

## **Morrison, Christina (CI-StPaul)**

---

**From:** purcellrs@aol.com  
**Sent:** Thursday, July 19, 2012 5:05 PM  
**To:** Morrison, Christina (CI-StPaul); #CI-StPaul\_Ward4  
**Cc:** info@ellisdrumshop.com; nahuakid@aol.com; theowick@aol.com; bobbenke@cspedu.com  
**Subject:** Charles Avenue Bike/Pedestrian Concerns

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello Councilman Russ Stark and chairperson Christina:

Again, I want to stress to you how important the long term consequences of this project may have on not only my Funeral Home business but business's such as Ellis Drum Shop and Dey Appliance, all located at or near the Charles and Snelling Avenue intersection.

The question of safety keeps coming up with my many discussions with various clergy in our neighborhood these past few days and other neighborhood residents I have contact with in my day to day work as a funeral director, serving the community at a very difficult time in their lives.

I have a few questions for you both:

**What is the attraction of Charles Avenue, going from Park to Aldine ?**

There is no "natural attraction" at either end of these to points nor is there any between them. So why is Charles Avenue selected for this route ?

**What is the expected number of users on this proposed bike/pedestrian path ?**

**Why is there not a project taking the bike path to Como Park or to the Como Park Zoo area instead ?**

**Do we really need a bike path to help people commute ? Where are they commuting to or from going on this path from Park to Aldine ?**

**Isn't the light rail suppose to assist with our commuting needs ?**

**We the tax payers are already spending millions of tax payer dollars on this University Light Rail Project, and causing significant financial stress to all the businesses along and around the University Light Rail Corridor!**

**How much more, financial stress do we have to endure?**

**What is the cost of this proposed project ?**

In the roundabouts,

I would imagine vegetative plantings will be planted ? Who will take responsibility for these to be watered and weeded so they don't become an eyesore in the neighborhood ?

Biking in the 5 months of winter months (November, December, January, February and March) down Charles Avenue in St. Paul, Minnesota? Charles Avenue is not plowed of snow unless the city declares a snow emergency. And then it may take a day or two to get the snow removed.

Are you serious about creating serious financial problems for Holcomb-Henry-Boom-Purcell Funeral Home, Ellis Drum Shop and Dey Appliance business's, just to extend this bike and pedestrian route just two blocks to the west of Snelling Aveune, to Aldine ?

TWO BLOCKS WEST OF SNELLING is where one point of the bike/pedestrian path will begin or end, depending upon how you look at it.

**Are you willing to put these business's into financial stress for just two blocks of a bike / pedestrian path ?**

**Have you considered what the PROPERTY TAXES that are paid annually to the city of St. Paul** by our three businesses located on or near the intersection of Charles and Snelling Avenue represent in dollars ?

What will happen if our businesses need to re-locate because of this project (and I honestly believe that they will have serious financial stress from this plan if allowed to go forth as currently proposed) and the tax base they generate for the city ?

I would dare estimate you are looking at a loss of tax revenue in the amount of \$60,000.00 for the three businesses I have listed.

Why would any government agency/politician or concerned business person want to risk the loss of \$60,000.00/year and damage three viable businesses in a area of St. Paul ?

Do you realize that if businesses have decreased revenues, they will have to reduce their staff, or sell their properties/businesses's and relocate to places such as Roseville ? Outside of the city of St. Paul ?

We are talking about peoples livelihoods and ways to support their families, who in-turn live in these communities and support community efforts !

Why do you politicians keep causing problems for the small businesses in the St. Paul area ? Ie., CUPCAKE ???

Doesn't the City of St. Paul need the tax revenues that these businesses generate ?

I ask if the question of safety is being considered, crossing Snelling Avenue, (which is a busy north and south bound road), **perhaps the bike route should be redirected from the Corner of Charles and Asbury up to Thomas Avenue and continue on Thomas Avenue, crossing Snelling Avenue with a CONTROLLED TRAFFIC LIGHT SIGNAL that is already in place,** and continue just the TWO BLOCKS west to Aldine.

**Why does the proposed bike/pedestrian route have to be one straight path from west to east ?** Most biking or walking paths are not straight, but they do have turns and they do go various directions from their start to ending points.

**How many blocks does this project take up from one end to the other ?**

It seems to me that, **WE ARE TALKING ABOUT JUST TWO BLOCKS** LOCATED ON THE WEST SIDE OF SNELLING AVENUE, for this bike/pedestrian route !!!!! ????

Are **TWO BLOCKS** worth putting our businesses located at the intersection of Charles and Snelling Avenues, out of business and and causing our employees to be unemployed ?

The long term effects of this are significant to allowing our businesses to serve the community as we have for decades, continuing to employee people, who in turn have families to support, and who are active in our communities.

**There MUST be some compromising in this proposed plan** across the Charles and Snelling Avenues, to insure our businesses can meet the needs of our customers, and by that I mean having the ease of traveling to our business properties from Snelling Avenue.

**Again, We NEED to allow vehicle turns from the southbound Snelling Avenue traffic onto Charles Avenue** for our future business survival.

We need this turn off of Snelling Avenue onto Charles Avenue, southbound travelers can not make a U turn at the intersection of Snelling and University Ave., you can not make a U turn at the intersection of Roy and Snelling Avenue, you can not make a U turn at I-94 and Snelling Avenue.

Holcomb-Henry-Boom-Purcell Funeral Home and Cremation Services is the only remaining full service Mortuary in the Midway area left. I feel we offer a very valued and needed service to our community and its residents.

I look forward to your reply



Richard Purcell  
Holcomb-Henry-Boom-Purcell Funeral Homes & Cremation Services  
536 North Snelling Avenue at Charles  
St. Paul, MN 55104  
651-646-2844  
[purcellrs@aol.com](mailto:purcellrs@aol.com)

Rich Purcell  
c [651-373-0806](tel:651-373-0806)  
h 484-4991  
[purcellrs@aol.com](mailto:purcellrs@aol.com)

## Morrison, Christina (CI-StPaul)

---

**From:** Holcomb-Henry-Boom Funeral Home <hhbfuneralhome@qwestoffice.net>  
**Sent:** Wednesday, August 01, 2012 4:08 PM  
**To:** Thune, Dave (CI-StPaul); #CI-StPaul\_Ward1; #CI-StPaul\_Ward2; #CI-StPaul\_Ward3; #CI-StPaul\_Ward4; #CI-StPaul\_Ward5; ward6@ci.stpaul.mn; #CI-StPaul\_Ward7; Morrison, Christina (CI-StPaul); Lallier, Rich (CI-StPaul); Maczko, John (CI-StPaul)  
**Cc:** rick.beeson@parkmidwaybank.com; steve.johnson@parkmidwaybank.com; mike.derus@parkmidway.com; nahuakid@aol.com; pmcginley@loucksassociates.com; snelson@snelson.com; stevenkufus@comcast.net; theowick@aol.com  
**Subject:** Re: Charles Avenue and Snelling Avenue Intersection Concerns  
**Attachments:** Proposed directional options near Charles and Snelling Avenues.doc; Proposed directional options continued Option 4.doc; Proposed Charles and Snelling Avenue Bike footnotes pg 3.doc; Proposed directional options near Charles and Snelling Avenues.doc

Councilman Dave

Thank you for your email.

I think our discussions are more productive if we could meet in person. Do you have any time in the near future to meet for 30---60 minutes? We could meet at my funeral home here on Snelling and Charles Avenue if that could work into your schedule ?

I will attach my proposed ideas for options to closing the Charles Avenue intersection at Snelling Avenue.

I look forward to hearing from you and meeting if at all possible?

Richard Purcell  
Holcomb-Henry-Boom-Pourcell Funeral Home and Cremation Service  
536 North Snelling Avenue at Charles Avenue  
St. Paul, MN 55104  
651-646-2844  
*"Serving St. Paul Families since 1916"*

----- Original Message -----

**From:** Thune, Dave (CI-StPaul)  
**To:** Holcomb-Henry-Boom Funeral Home ; #CI-StPaul\_Ward1 ; #CI-StPaul\_Ward2 ; #CI-StPaul\_Ward3 ; #CI-StPaul\_Ward4 ; #CI-StPaul\_Ward5 ; ward6@ci.stpaul.mn ; #CI-StPaul\_Ward7 ; Morrison, Christina (CI-StPaul) ; Lallier, Rich (CI-StPaul) ; Maczko, John (CI-StPaul)  
**Cc:** rick.beeson@parkmidwaybank.com ; steve.johnson@parkmidwaybank.com ; mike.derus@parkmidway.com ; nahuakid@aol.com ; pmcginley@loucksassociates.com ; snelson@snelson.com ; stevenkufus@comcast.net ; theowick@aol.com  
**Sent:** Monday, July 30, 2012 7:46 PM  
**Subject:** RE: Charles Avenue and Snelling Avenue Intersection Concerns

Rich and John would you explain this to me? Sounds like a well established business has honest concerns. Let me know what you think of our options.

dave

---

**From:** Holcomb-Henry-Boom Funeral Home [hhbfuneralhome@qwestoffice.net]  
**Sent:** Monday, July 30, 2012 5:32 PM  
**To:** #CI-StPaul\_Ward1; #CI-StPaul\_Ward2; #CI-StPaul\_Ward3; #CI-StPaul\_Ward4; #CI-StPaul\_Ward5; ward6@ci.stpaul.mn; #CI-StPaul\_Ward7; Morrison, Christina (CI-StPaul)  
**Cc:** rick.beeson@parkmidwaybank.com; steve.johnson@parkmidwaybank.com; mike.derus@parkmidway.com;

[nahuakid@aol.com](mailto:nahuakid@aol.com); [pmcginley@loucksassociates.com](mailto:pmcginley@loucksassociates.com); [snelson@snelson.com](mailto:snelson@snelson.com); [stevenkufus@comcast.net](mailto:stevenkufus@comcast.net);  
[theowick@aol.com](mailto:theowick@aol.com)

**Subject:** Charles Avenue and Snelling Avenue Intersection Concerns

St. Paul Councilmembers:

**My name is Richard Purcell, and own Holcomb-Henry-Boom-Purcell Funeral Home and Cremation Services located on the corner of Snelling and Charles Avenues in St. Paul.**

Our funeral home has served St. Paul families on this location since 1916.

I am very concerned that if the current Charles Avenue proposed Bike / Pedestrian Path Proposal is passed,

This proposal restricts vehicles to enter onto the eastbound Charles Avenue, as they travel southbound on Snelling Avenue, my business and other local businesses will have significant negative impacts on the accessibility into our businesses and therefore cause our businesses to be forced to re-locate or go out of business.

I feel we are being legally forced out of business if the proposed bike and pedestrian path is approved, without modification and re-routing across Snelling Avenue.

Please review my options attached to help resolve the problem I have mentioned above.

I know we can meet the needs of the bike/pedestrians and preserve the accessibility to our businesses with these proposals I have attached.

Please feel free to contact me at

**Holcomb-Henry-Boom-Purcell Funeral Home**

536 North Snelling Avenue at Charles Avenue

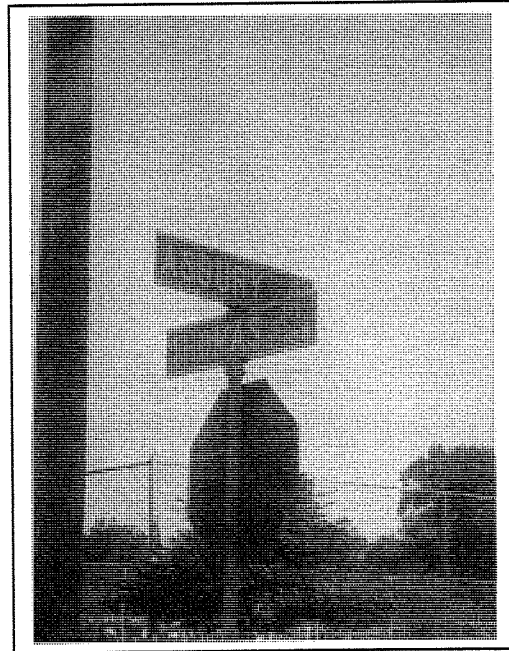
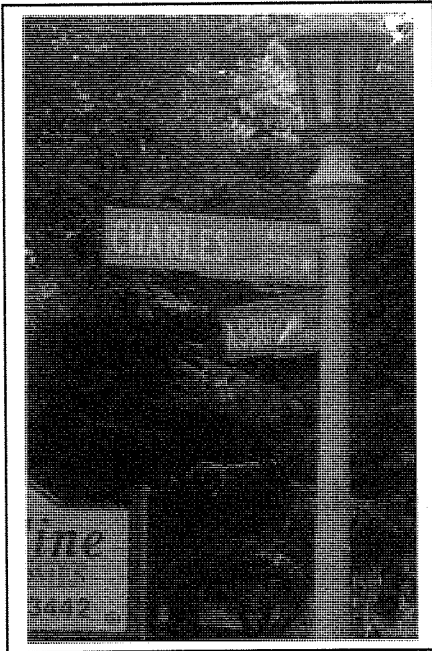
St. Paul, MN 55104

651-646-2844

***"Serving St. Paul Families since 1916"***

# Richard Purcell, Holcomb Henry Boom Funeral Home (Ward 4)

**Option #1)** Re-direct the bike/pedestrian path north from Charles Avenue onto Asbury Avenue to Thomas Avenue (Just...(2) Two blocks north of Charles Avenue)  
Cross Snelling Ave., at Thomas Avenue which offers a SAFE controlled lighted traffic light already in place ending proposed routh at Aldine (2 blocks west of Snelling Ave.)



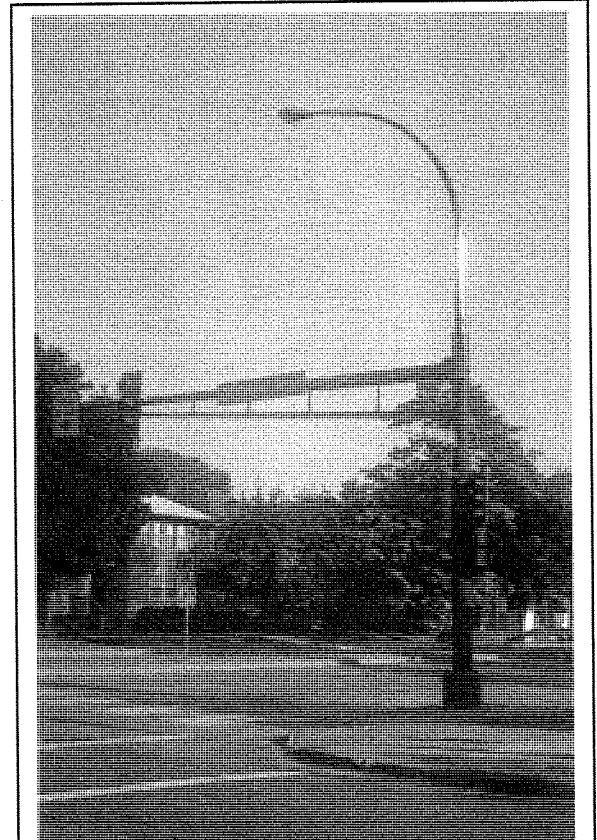
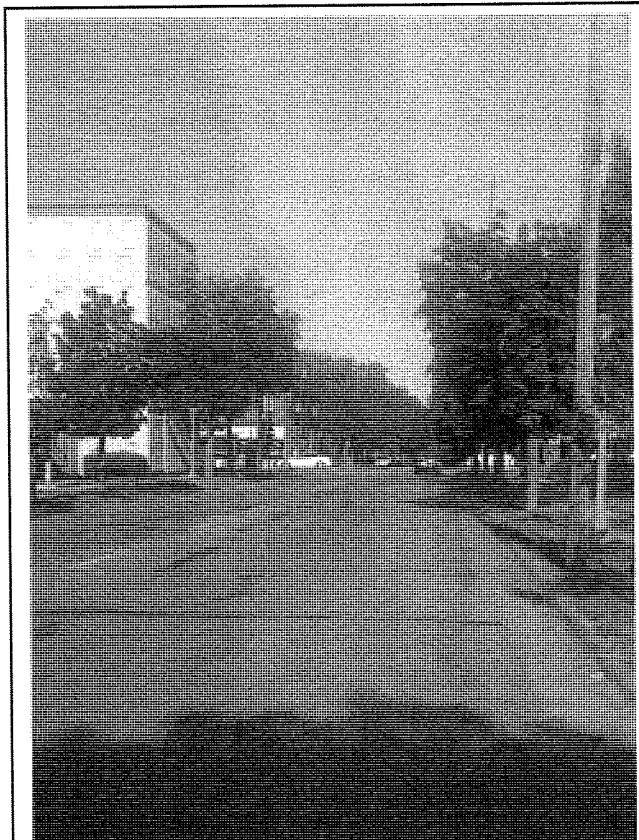
**View:**  
Looking  
West  
Towards  
Snelling  
On  
Thomas  
From  
Asbury

Here,  
Snelling  
Ave. is  
just  
One  
block  
West of  
Asbury.

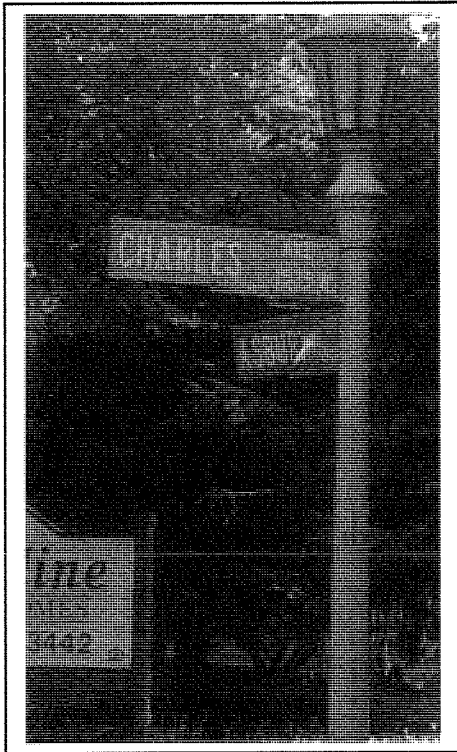
This  
Already,  
Offers a  
Safe  
Bike/Ped.  
Traffic  
Light  
Inter-

Turn north one block from Charles on  
Asbury, to Thomas Ave. 2 blocks  
North of Charles

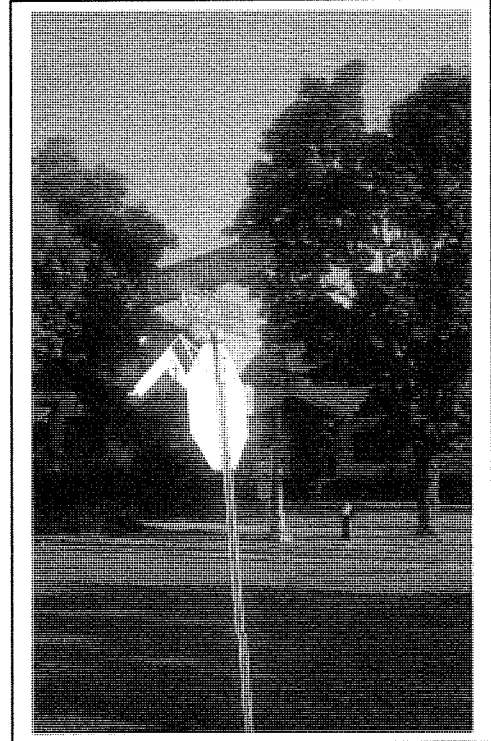
Go north on Asbury from Charles to  
Thomas Avenue which is just two blocks  
north of Charles with a lighted intersection.



**Option #2)** Re-direct the bike/pedestrian path north from Charles Avenue onto Asbury Avenue  
Just (1) one short block north, to Edmund Avenue. Snelling Ave., this Snelling Avenue  
intersection has a widened median this intersection is already blocked from vehicular traffic  
turning east or westbound from Snelling Avenue. Then, **Cross over Snelling Ave., at**  
**Edmund Ave.,** then continue to Aldine (2 blocks west of Snelling Ave.)



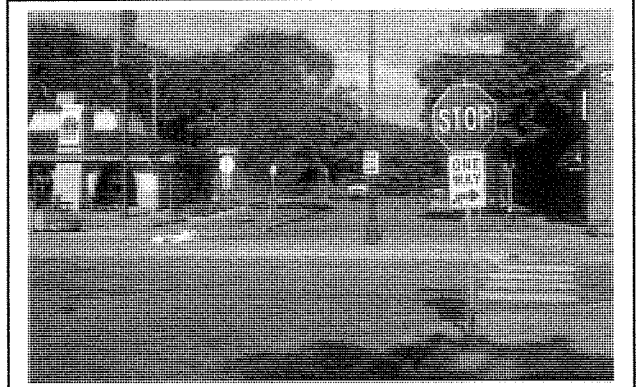
Turn north one block from Charles on Asbury  
To Edmund



Edmund is a short "One Block" length  
east/west street between Asbury and Snelling



Looking from Asbury west onto Edmund with  
Snelling Ave. one block to the west from Asbury.  
\* This residential street is only one block in length  
between Asbury and Snelling Avenue.



Edmund and Snelling Ave., already has a blocked  
cement median in place, restricting vehicles onto  
east or westbound Edmund. \* Construct the  
bike/pedestrian crossing design here on Snelling.

**Option #3) Re-direct the bike/pedestrian path north from Charles Avenue onto Asbury Avenue to Minnehaha Avenue ( Six (6) blocks north of Charles Avenue) Cross Snelling Ave., at Minnehaha Avenue which has also has a safe controlled lighted traffic light already in place taking bikes towards Fairview Ave.**

**NOTE \*** *Once the bike riders/pedestrians reach Aldine Street (which is 2 two blocks west of Snelling, most of them travel northbound to reach Thomas or Minnehaha Avenue to continue on their destinations if they come from or travel to or from any points west of Aldine Street.*

Most will not travel south on Aldine to travel onto University westbound, because of the light-rail implementation, and congestion that will be prevalent on University Avenue, due to that, in the near future.

**\* Minnehaha Avenue is already a marked/posted bike path/route with installed signage, which bikers use now to access to or from the points west of Aldine Street.**

- **The Lighted/Controlled intersections at Thomas Avenue or Minnehaha Avenue offer a much safer alternative/option to safely cross Snelling Avenue.**



***Above, Photo of Snelling and Minnehaha Avenues.***

Shows that Minnehaha Avenue is already a marked Bike Route.

This intersection already offers a safe pedestrian/bike crossing at the intersection of Snelling and Minnehaha Avenues with the lighted control traffic sign and ties into an existing Bike Route, just 6 blocks north of Charles.

- **Thomas Ave. intersection would also offer the same safety for a bike/pedestrian crossing with the lighted traffic light already in place, this is just two (2) blocks north of Charles.**
- 
- **These options preserves all interested parties, with both the pedestrian safety and being sympathetic to the future interests of our community business needs.**



#### **Option #4)**

##### **Compromise:**

**Bike & Pedestrian Crossing goes across Snelling Avenue at Charles still allows all Snelling Ave. southbound cars from the points north of Charles Ave., to turn left, onto eastbound Charles Avenue.**

##### **Construct only one (1) pedestrian crossing on the south intersection area.**

Not allowing left hand turns (going southbound) from the westbound Charles Ave., at Snelling Avenue as photo below shows.

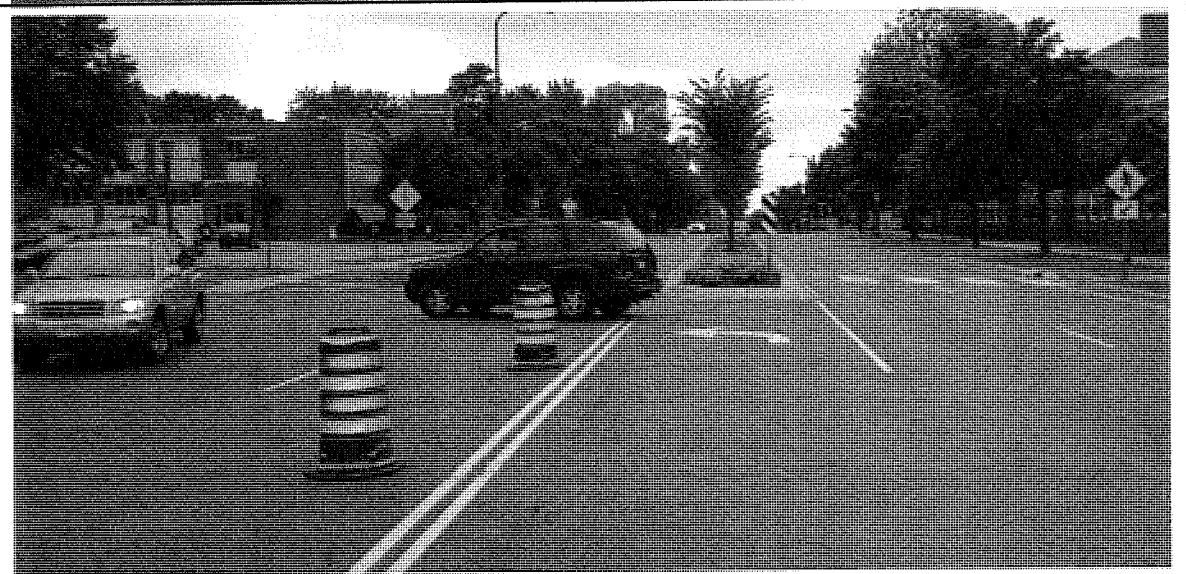
**Prohibit U Turn on the Northbound Snelling Ave., traffic at Charles Ave.**

**Still allow a U Turn on the Southbound Snelling Avenue at Charles intersection to allow traffic to go back north to access into Holiday Gas Station business on Edmund.**

##### **Compromise:**

**Construct only just ONE (1) Ped/Bike Crossing on the south Side of Charles Ave.**

**\* Still allowing the Southbound Traffic on Snelling Ave. to turn Left going East onto Charles Ave. To access the Mortuary**



**\* Above:** Photos above are at the intersection of Snelling and Lincoln Avenues, south of Grand Ave., near Macalester College.

- This is not a lighted controlled intersection, but does have ONE (1) Ped. Crossing on South side of intersection.
- Options #2 and #3 offer a safer lighted controlled crossing at Thomas and Minnehaha Aves.



Christina Morrison, Senior Planner  
City of Saint Paul  
25 West Fourth Street, #1200  
Saint Paul, MN 55102

Re: Nice Ride Minnesota Support for Redesign/Reconstruction of Charles Avenue

Dear Ms. Morrison,

I am writing on behalf of Nice Ride Minnesota to express support for the proposed Charles Avenue Redesign/Reconstruction.

Active transportation within the Central Corridor will increase substantially over the next few years as the boom in multi-family, transit-oriented development continues and light rail begins service. Nice Ride is close to reaching our goal of adding a bike share station near every future stop in the corridor. We are excited that intermodal transportation using light rail and bike will be a fast, efficient, and economical choice for Twin Cities residents and visitors. Recent studies have shown that bicycling infrastructure benefits urban retail districts by bringing customers and enhancing vitality of the streetscape.

We support the Charles Avenue Redesign/Reconstruction because it will make it possible for more people to ride bicycles with confidence in the Central Corridor. These improvements will benefit Nice Ride users and all cyclists who want to access businesses on University Avenue.

Sincerely,

Bill Dossett, Executive Director  
Nice Ride Minnesota  
Midtown Bike Center, Suite 3  
2834 10th Avenue South  
Minneapolis, MN 55407  
niceridemn.org  
bdossett@niceridemn.org  
612-436-2074 (office)  
612-747-4659 (cell)

Cc: Lars Christensen





# Charles Avenue Proposed Design

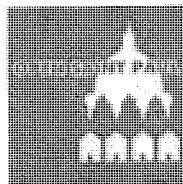
*What is your opinion of the Charles Avenue proposed design?*

Public comments as of August 23, 2012, 12:33 AM

All Participants around Saint Paul Wards

Comments sorted chronologically

[ posted on Open Saint Paul  
at [www.stpaul.gov/open](http://www.stpaul.gov/open) ]



*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.*

# Charles Avenue Proposed Design

*What is your opinion of the Charles Avenue proposed design?*

## Introduction

Based on comments received at public meetings and online, staff has developed a Charles Avenue revised design for public review.

Please look through the draft design and provide your thoughts below. Additional information on the project is available at [www.stpaul.gov/charles](http://www.stpaul.gov/charles).

This version will serve as the public hearing draft as the project moves through adoption at Planning Commission and City Council. There are several ways to comment. Any of these options are interchangeable – in each case your input will be included and considered in the official public record.

- Write a comment card at the open house on July 25, 2012
- Comment online at [www.stpaul.gov/open](http://www.stpaul.gov/open)
- Send comments to Christina Morrison, 25 W. 4th Street, #1200, Saint Paul, MN 55102 or [christina.morrison@ci.stpaul.mn.us](mailto:christina.morrison@ci.stpaul.mn.us)
- Testify in person at the City Council meeting on September 5, 2012 at 5:30 pm, Council Chambers, 3rd floor, 15 West Kellogg Boulevard.

Thanks again for helping to make Charles Avenue a more safe and livable street, and for providing your thoughtful feedback throughout this process!

# Charles Avenue Proposed Design

*What is your opinion of the Charles Avenue proposed design?*

---

As of August 23, 2012, 12:33 AM, this forum had:

Attendees:	52
Participants around Saint Paul Wards:	15
Minutes of Public Comment:	45

## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

### All Participants around Saint Paul Wards who selected 'It's great'

Erin Stojan Ruccolo inside Ward 1

August 6, 2012, 9:36 PM

I think the project is great as shown.

I live on Charles Avenue, and I regularly bike as well as use the bus and drive. I regularly run on our street, and we walk our dogs here as well. I love the idea of having a safer bike route and appreciate efforts to make Charles Av more bike-friendly. We regularly have traffic speeding down our streets, and I think in addition to making our streets more bicycle friendly, streets will be more usable to a variety of users, including pedestrians, runners, etc.

I especially like adding medians on Charles at Lexington and Dale to allow bicycles only. I think the Chatsworth traffic circle will be an excellent addition to our neighborhood, as this is currently a school bus stop and cars regularly blow through the four-way stop there. My only concern is that the traffic circle may delay snow plowing, but that's a concern that should be met by the city and hopefully not an issue that prevents us from implementing this valuable street design element.

1 Supporter

---

Name not shown inside Ward 1 - **Eve L. Rahkonen**

August 6, 2012, 10:08 AM

I think the project is great as shown.

I believe overall the project is great and a much needed improvement to make St Paul a more liveable city. We are long over-due to make improvements to our inner city communities to support healthier choices for transportation.

2 Supporters

---

Paul Nelson inside Ward 4

July 31, 2012, 1:34 AM

I think the project is great as shown.

I am very supportive of the complete Charles Avenue Project with all elements of design including all traffic circles, all medians at major crossings including Snelling and Charles, and all signs and street markings including sharrows street symbols. While these street design features provide a great variety of benefits for everyone including those who live on the street, the Charles Avenue Project could for me personally provide a significant east/west commuting route, and not only an alternative to University, but an alternative to Summit Avenue or Marshall to travel east or west. I currently live a couple of blocks west of Snelling on Van Buren Avenue. For thirty years I lived on Charles Avenue two blocks east of Lexington. Many years ago due to difficulty commuting west to Minneapolis through the Midway on Charles, I changed my route south to Portland and then to Summit when the bike lanes were first striped, to travel west into Minneapolis (across the new Lake Street Bridge circa 1996), or east into Saint Paul. From a commuting standpoint it would be wonderful if Charles Avenue could be improved with all design elements. And this would benefit everyone, not just me.

## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

All Participants around Saint Paul Wards who selected 'It's great'

3 Supporters

---

## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

All Participants around Saint Paul Wards who selected 'Looks promising'

(No statements)

## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

### All Participants around Saint Paul Wards who selected 'Needs revising'

Frank King inside Ward 6

August 15, 2012, 8:12 PM

The project needs to be revised.

Frank King, Ward 6

Hope you will leave the Snelling and Charles intersection as is.

As a bicycle rider, the proposed crossing at Snelling and Charles does not look good and safe. I do make trips along the University Ave. corridor.

Would rather go up to Thomas where there are traffic lights: less hassle crossing the street.

When driving, traffic lights at the Charles and Snelling intersection is too close to other lights for reasonable traffic flow coordination.

I do attend funerals at the Snelling and Charles funeral home.

Making a left turn from south bound Snelling is beneficial.

1 Supporter

---

Name not shown inside Ward 4 - **Dave Edquist**

August 15, 2012, 11:18 AM

The project needs to be revised.

There are two significant issues with this plan. SAFETY and ACCESS. This design is narrowly focused on ONLY the casual bike rider, the most convenient (not safest) route for bikers, and the special interest of some people who live on Charles Street. SAFETY needs to be the top priority if a bikeway is to be designed, especially when that bikeway crosses a busy 4 lane State Highway and Truck Route. Crossing such a street demands that there be a traffic control light to ensure the safety of those using the bikeway. It is apparent that routing the bikeway to Thomas Ave. where there is a traffic signal is the safest alternative for everyone. The plan as proposed is not only a SAFETY issue, but is also an ACCESS issue for all the businesses along this busy and important commercial corridor. The closure of the left turn lanes from Snelling Avenue to Charles Ave. is a selfish gesture on the part of the special interest folks on Charles Ave to make their streets calmer and place the special interest of the significantly fewer bikers ahead of the 31,500 motorists that use Snelling Ave. every day. ACCESS is the life-blood of business. Closing the ACCESS at Charles Ave takes away the one and only access available between Thomas Ave and University. Businesses depend on that access to remain viable and healthy. This closure will stress many of the businesses that provide necessary services to the very customers that use Snelling Avenue. Many of these customers are brought to the City and neighborhood from outside the area and keep the neighborhood, and the economy of the neighborhood healthy and robust. The financial and human safety costs of this project can be significantly reduced by the simple adjustment of the route to the signalized intersection at Thomas Ave. Safety is the first and most important aspect of this project, yet it is being ignored in favor of the special interests of a small group.

2 Supporters

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## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

### All Participants around Saint Paul Wards who selected 'Needs revising'

The project needs to be revised. - *Cathy Lilligren*

I am all in favor of spending money on our beautiful bike paths and park systems in the city of St Paul. However, closing Charles Avenue at Snelling for this proposed bike path has too many serious implications, especially since there is a bike path On Minnehaha and Snelling which is just a few short blocks away. The funeral home on the corner of Charles and Selling has been there for 96 years. Imagine traffic not being able to turn into their parking lot to attend a funeral of a loved one. Elderly having to walk a distance to get into this establishment during a tough time for them. Please consider putting the path at a different location to keep the parking lot to the funeral home open to the public.

St Paul,mn

3 Supporters

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Eva Kuznia inside Ward 4

August 13, 2012, 3:00 AM

The project needs to be revised.

Many valid arguments have been made in this forum. I would like to see the study which proves without doubt that Charles Avenue is more heavily used by pedestrians over University Ave, Thomas or even Minnehaha. The avid bicyclist will not see a problem with traveling to Thomas or Minnehaha to traverse this area. These (bike and pedestrian) amenities have already been placed and used for several years on Thomas and Minnehaha. Why would we as a neighborhood want to add headache and expense to what is working. Like I said before, use Lexington to guide traffic to the streets that are already set up for the flow (Thomas and Minnehaha).

The waste of resources this project proposes reminds me of when the city decided to put paver stones at the major intersections (IE: Lexington and I-94) for crosswalks. The stones fell apart, were replaced and fell apart again! Guess what? There are no paver stones located at these intersections any more. There is painted concrete.

Listen to the people who know, live and use regularly this avenue. Leave it alone. Move on to some other unsuspecting community.

---

Holly Purcell inside Ward 4

August 11, 2012, 9:17 AM

The project needs to be revised.

I believe the proposal needs to be revised. I live on the corner of Snelling and Charles Avenue and I have a concern about the safety for bikers and pedestrians crossing Charles. I watch pedestrians now who cross at this marked pedestrian intersection and vehicles traveling north and southbound on Snelling Avenue rarely stop now for those trying to cross this busy intersection. In everyone's best interest I would encourage a small re-routing of the bike/pedestrian path up two blocks to the north of Charles to Thomas Avenue. Thomas Avenue already has a controlled traffic light, where pedestrians and bikers can cross with safety at this lighted signal. May I also add that there is currently a posted



## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

### All Participants around Saint Paul Wards who selected 'Needs revising'

bike path route in place 6 blocks north of Charles Avenue on Minnehaha. Isn't this a redundant project? Why do we feel the need to spend taxpayers dollars for an unnecessary bike path on Charles Avenue?

2 Supporters

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Name not shown outside Saint Paul - *Julie Anderson*

August 10, 2012, 11:30 AM

The project needs to be revised.

I think I understand what the City is trying to accomplish, but I would ask that you consider safer/better options.

I'm particularly concerned about bikers crossing Snelling. I think all city drivers agree that some bikers make safe driving very difficult. Some (many?) are less than careful and do not seem aware that drivers have many distractions to pay attention to besides just bikes! Anyplace bikers ride/cross needs to be very well planned to minimize accidents. Personally, I think bikes should always have to cross at very well-monitored intersections with stoplights and signage, like maybe at Thomas where there is already a stoplight. That would certainly cost less and seems like a much safer alternative, plus it's just as convenient. Isn't there already a dedicated bike path just a few blocks away on Minnehaha?

I think the proposal, as is, is unsafe and unnecessary.

1 Supporter

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Joan Sedlacek inside Ward 3

August 10, 2012, 9:46 AM

The project needs to be revised.

The Charles Avenue Bike/Pedestrian Path proposal needs to be revised with out saying. I am a biker myself, I enjoy biking and I bike in the Midway area. However, businesses are also important to a neighborhood and the safety aspect of cars and bikes has to be addressed. Thomas Avenue already has a signal light at the corner of Snelling Avenue which offers a safe intersection crossing for bikers and pedestrians. Snelling Avenue is too busy to expect anyone to cross without a lighted intersection. The idea of opening Sherburne at Snelling Avenue for U turns would be inviting disaster.

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Name not shown outside Saint Paul - *Linda Lundquist*

August 10, 2012, 8:31 AM

The project needs to be revised.

I am one of many people concerned over the proposition idea of closing Charles Ave., at Snelling Ave for a bike path.

## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

### All Participants around Saint Paul Wards who selected 'Needs revising'

I am sending you this letter to voice my concerns over what the city is proposing for this corner. Having bike paths in the city is wonderful in many respects. It is where you are attempting to locate this one and what it will do to the surrounding area and business that concerns me.

There is a bike path now at Minnehaha and Snelling Ave. Why would you close off another street going into Snelling Ave when a path is located on Minnehaha, just a short distance away? Why would the city consider spending more monies for this project when there are so many other worthy pressing needs in our city?

During my childhood, I was raised on the corner of Snelling and Charles. Having clear access to Snelling Ave is vital for the business on that corner. If the city closes off Charles Ave., at Snelling, you will risk causing the closing of a business that has been on that corner since 1916. I am referring to the publication in the Sunday, Pioneer Press issue regarding the Holcomb-Henry-Boom-Purcell Funeral Home.

Why would the city want to make life more difficult for grieving families to try to navigate thru the neighborhood? You would be creating so much additional traffic on local streets as people tried to find their way to the funeral home. For the most part, you have many senior people coming to the funeral home. Closing off Charles Ave., would confuse their route and make it impossible for some.

Having the corner of Snelling Avenue and Charles Ave. is vital to the funeral home.

Why would the city want to be responsible for closing down a business located on that corner for such a long time? Would the closing down of this business be worth a bike path?

There is a bike path right now at Minnehaha Ave., and Snelling. What more do you need? There are stop lights at this corner making it safe to cross the street. There is also Thomas Ave., and Snelling Ave. It also has stop lights making it a safe corner to cross. Why would you not use either of these locations which already established?

Why would you think it would be safe for anyone to cross at Snelling and Charles Ave., where there is NO stop light? Why would the city want to make life harder for people living on Charles Ave with their access to Snelling Ave cut off? Why would you want traffic in this neighborhood to increase as people try to navigate around this street closing?

What about all of the other projects in this city that need attention? What about feeding people and getting more people off the street? What about hiring back our policemen, firemen, paramedics, and school teachers? What about the school programs? What about spending money on worthwhile issues? All we hear about is the shrinking federal funds. Where is the city coming up with all of the monies to spend on these non-essential projects?

What about doing something worthy instead of strangling a well-established business to death?

## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

### All Participants around Saint Paul Wards who selected 'Needs revising'

Please, let's use some common sense and look at what you already have in place, Minnehaha Ave. or Thomas Ave. There are alternatives other than destroying the businesses on Snelling Ave.

Sincerely,

Linda Lundquist  
St Paul, MN

#### 2 Supporters

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Carol Joly inside Ward 4

August 9, 2012, 4:43 PM

The project needs to be revised.

I am very very against any change to Charles Ave!!! I am told that you don't want to allow traffic on Snelling going north to be able to turn left onto Charles Avenue. Please do not do that! If you block traffic from turning left onto Charles Ave, and let people turn left onto Sherburn instead, people will just turn right onto the alley behind Checker Board Pizza to get to Charles! That means LOTS of traffic on that alley which runs along my apt.... along the 1598 Apt building. My apt is right beside the alley. There's already too much traffic using that alley! And cars honk their horns to warn pedestrians on the upcoming sidewalk that they are coming. This wakes me up and is hard to tolerate as it is, but if you only allow a left turn onto Sherburn instead of Charles the traffic will be very busy down that alley!!! Please do NOT do this. Just leave it alone and continue to let people turn left onto Charles!!! There is a LOT of people living in Apts and houses down Charles. It will make it very difficult for people on my block to get home if you block that left turn on Charles!!!

I AM AGAINST BLOCKING THE LEFT TURN OFF SNELLING ONTO CHARLES!

Carol Joly  
1598 Charles Ave  
apt 2  
Saint Paul, MN 55104  
651-917-5574

#### 2 Supporters

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Name not shown inside Ward 5 - **Bill Klein**

August 5, 2012, 2:04 PM

The project needs to be revised.

This is just another total waste of money the city needs to spend without having the funds! I for one

## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

### All Participants around Saint Paul Wards who selected 'Needs revising'

am tired of catering to bicycle groups who pay little to none for vehicle(bicycle) tabs. Why is this necessary? With bike paths nearby why should we spend money for not just the original construction but also for regular maintenance. Are we expecting hundreds of thousands of bicyclist to traverse this route yearly? At what dollar amount per bicyclist it is acceptable to waste tax payer dollars?

Now lets address the business aspect. With the down town losing private business, Highland area losing a major employer(Ford) why on earth do we want to hinder business in the light rail corridor more than the original construction has and lack of convenient parking in the future has and will be doing? Has anyone of the bright bulbs on the city council given thought to what happens to the taxable income from the businesses at the intersection of Charles and Snelling should these entities suffer a loss of business or worse, pack up shop and leave, all this for "bicyclist".

1 Supporter

Joseph Gustafson inside Ward 6

July 25, 2012, 7:06 PM

The project needs to be revised.

Hello,

Creating bicycle-friendly streets that facilitate regional bike trips are a great goal, and this project is a step towards that. Additionally, the project need is clear to give cyclists a smoother, more efficient alternative, with fewer conflicts and hazards, than University Avenue. In particular, the removal of inefficient stop signs, while effectively calming vehicle traffic with physical features, is a very positive feature of this plan.

That said, this plan also contains some components which are wasteful of city resources and potentially hazardous to vehicles, cyclists, and pedestrians alike. These elements should be eliminated from the plan, as they will set regrettable precedent for other projects throughout the city and region. Although I do not live on Charles Ave, I am a St. Paul resident and taxpayer and am concerned about some of the safety and cost implications of some of the project elements. St. Paul has thus far done an exemplary job on some of its past bicycle projects (Marshall Ave is one such example), and should avoid some of the pitfalls currently shown in this plan, listed below:

1. The combination bicycle/pedestrian warning signs shown at major street crossings (Snelling, Dale, Lexington, etc) send a conflicting message to drivers on those roadways and should be eliminated from the plan. A bicycle riding on Charles Street is legally obliged by the stop and yield to north-south traffic and pedestrians, as would be the case with any other vehicle using the street. However, the juxtaposition of the bicycle warning sign, crosswalk paint, and "yield here" regulatory signs and stop bar markings on north-south roadways will create right-of-way confusion by all user modes. Some north-south drivers, with good intentions, will stop for east-west bicyclists (who have a stop sign) and try to wave them across, which creates rear-end crash hazards and also puts the cyclist at risk by creating an urgency to cross when all lanes may not be stopping. This dynamic also creates

## Charles Avenue Proposed Design

What is your opinion of the Charles Avenue proposed design?

### All Participants around Saint Paul Wards who selected 'Needs revising'

additional uncertainty for any pedestrians crossing in all quadrants. The bicycle legend should be eliminated from the warning signs, if warning signs are to be used at all.

2. This plan proposes an alarming use of crosswalk paint throughout the corridor. Crosswalk paint markings across high-volume multi-lane roadways have been shown to have worse safety for pedestrians than no markings at all, and no case has been made for why Charles Ave would be more heavily used by pedestrians than any other east-west street in this area. In particular, the use of crosswalk pavement markings across north-south arterials must be reconsidered. Pedestrian crossing treatments across Snelling, Dale, Lexington, etc should be evaluated consistently with all other parallel streets which may in fact carry more pedestrian volume than Charles Street, both now and in the future. Improvements to Charles Ave should focus on in-street bicycle treatments; Pedestrian crossings, and pavement markings in particular, should be considered in a consistent, city-wide context.

3. The use of bicycle blvd pavement markings are of high annual maintenance cost and dubious benefit. Failure to maintain them could create financial civil liability for the city, but what safety data is available to support the use of these devices and their annual maintenance needs?

4. How will snow be effectively cleared from the complex median passages proposed at major north-south roadways?

In sum, the use of physical devices proposed by this project are laudable and will create real safety by calming vehicle traffic speeds. The removal of stop signs will create a corridor in which cyclists can travel safely without being criminalized by unnecessary stop signs. And the provisions of medians at major cross streets have a proven safety benefit and will increase the usable gaps for east-west bicyclists and pedestrians alike, and curb bump-outs reduce pedestrian crossing distances and exposure to traffic. These physical improvements are commendable. However, the plan also proposes an excessive use of signs and pavement markings which have no safety benefit, and some devices (crosswalk paint) which have been shown to actually worsen safety for pedestrians. The overuse and inappropriate combinations of multiple signs and pavement markings at major street crossings is expensive and will create right-of-way confusion for all modes using these intersections. Any pedestrian treatments across major roadways should be objectively considered and based on actual safety research, and should be applied consistently throughout the city. If pedestrians encounter excessive delay in crossing these arterials, only devices proven to safely reduce pedestrian delay should be used, and should be prioritized relative to all other crosswalks in the city.

Thank you for the opportunity to comment on this project. If modified appropriately, this concept could set a great example for improving bicycle safety and convenience both on this project and on future projects throughout the city.

1 Supporter

Charles Avenue Project Public Comment - July 25, 2012 Open House

Please submit at meeting, or return to Christina Morrison, 25 W. 4<sup>th</sup> Street, #1200, St. Paul, MN 55102, [christina.morrison@ci.stpaul.mn.us](mailto:christina.morrison@ci.stpaul.mn.us), or enter your comment online at [www.stpaul.gov/open](http://www.stpaul.gov/open)

Name: Vanessa Long  
Address: 629 EDWARDS ST NW

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike I would be to early to do another street project until you know how the traffic

Other comments: is going to come with the traffic and traffic is everywhere into the neighborhood. you should see what happens to the traffic after the first one is done.

I would like to receive email updates on this project. Yes ☐ No ☒

Email: \_\_\_\_\_

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Name: FRED SCHUSSLER  
Address: 446 CHARLES AVE

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike EVERYTHING

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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Name: Jeanna Sheppheard  
Address: 471 Thomas Ave.

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike it because it creates more traffic on Thomas & makes it unsafe for kids, elderly, etc.

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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Name: Jerilyn Sheppheard  
Address: 471 Thomas

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike I am a kid and when I want to go to my friend across the street I have to wait 5 min. Also one time my friend almost got hit by a truck

Other comments: he shirt Blushed

I would like to receive email updates on this project. Yes ☒ No ☐

Email: Phone 651-647- [REDACTED]

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Name: SAILIE SHEPPARD  
Address: 971 THOMAS AVE

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike the plans for this project

It will create a high traffic flow going down Thomas Avenue

Other comments: Also - why weren't provisions made for the safety of residents on Thomas

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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Name: ROSA LARA  
Address: 961 THOMAS AVE, ST PAUL, MN 55104

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike NO consideration being given for the potential increase in traffic being redirected from Charles. No plans are in place to assess the increase in traffic to Thomas Ave (per city engineer).

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [redacted]@yahoo.com

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Name: CHARLES ROSNER  
Address: 1080 CHARLES AVE

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike shutting down CHARLES  
to left turn onto this street

Other comments: This Tunnel Traffic to other streets  
(THOMAS) in the neighborhood

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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Name: Sharon Purcell  
Address: 536 Snelling Ave N @ Charles

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike This is a want project and not a need. This will  
destroy access to my business, Holcomb-Henry-Broad-Purcell funeral home  
1/2 million dollars spent on a bike/ped trail when the economy suffers  
Other comments: is absolutely ridiculous. There must be some other  
alternatives to closing thru lanes at Charles!  
I'm concerned about the safety at an unlit intersection.  
I would like to receive email updates on this project. Yes ☒ No ☐  
Email: [REDACTED]@aol.com

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Finding out about this project 6/15 for a 6/1 Meeting also  
didn't say much for how the communication flows from government to business.

Charles Avenue Project Public Comment - July 25, 2012 Open House

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Name: Stephen L. Nelson  
Address: 665 N. Snelling Ave

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike Isolate Businesses by  
Blocking off Charles at Snelling

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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Charles Avenue Project Public Comment - July 25, 2012 Open House

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Name: Jeff Arndt  
Address: 1164 CHARLES AVE

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike The bike path idea, the traffic grade  
idea and think it is completely unnecessary

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]@ron.com

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### Charles Avenue Project Public Comment - July 25, 2012 Open House

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Name: Katie Ponke  
Address: 1200 Dayton Ave

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike that it will hurt businesses and waste taxpayer dollars

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]@STP.EDU

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### Charles Avenue Project Public Comment - July 25, 2012 Open House

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Name: Charis Arndt  
Address: 1164 Charles Ave

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike Leave Charles Ave alone! The streets are too small for roundabouts and bike paths.

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]@yahoo.com

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Name: Dennis Boom  
Address: 515 Highway 96W - St. Paul, MN 55126

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike Blocking entrance to Charles Ave from the South going traffic

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: \_\_\_\_\_

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Name: Rev. Robert Benke  
Address: Pastor at 1566 Thomas Ave. St. Paul

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: My major concerns are ACCESS to the businesses and access for emergency vehicles.

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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### Charles Avenue Project Public Comment - July 25, 2012 Open House

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Name: FRED MIDDLESTEAD  
Address: 1184 CHARLES AVE

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about REMOVAL OF STOP SIGNS

☐ I oppose the project, and dislike ROUNDABOUT STREETS ARE TOO SMALL

Other comments: HAVE A PARKING ISSUE AT WADING & CHARLES AT THE CHURCH (PARKING TO CORNER BLOCKS SIDE OF TRAFFIC)

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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Name: Andrew Reiter  
Address: 791 Charles Ave / Avon intersection

☐ I support the project, and like \_\_\_\_\_

☒ I support the project, but have concerns about roundabouts maybe need more of them

☒ I oppose the project, and dislike Flipping Stop Signs not good. need 4 way stops especially at Avon/Charles St Albins intersection?

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]@comcast.net

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676-0832

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Name: John P. Morrison  
Address: 550 W. 1st Street

☐ I support the project, and like \_\_\_\_\_

☒ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: to make it safer

I would like to receive email updates on this project. Yes ☐ No ☐  
Email: \_\_\_\_\_

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Name: Mark Appelbaum  
Address: 1177 Charles Ave.

☐ I support the project, and like \_\_\_\_\_

☒ I support the project, but have concerns about still worried about lack of 4-way stop at Dunlap...

☐ I oppose the project, and dislike not sure traffic circle is the answer(?)

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐  
Email: [redacted]@gmail.com

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Name: LISA + JASON Como  
Address: 1160 Charles Ave St. Paul

☐ I support the project, and like \_\_\_\_\_

☒ I support the project, but have concerns about We live on Charles + Dunlap and I have EXTREME concern about removing the 4-way stop. we have three young children and a round-about simply

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]@aol.com

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adds more obstruction + obstacle for them to look around when crossing the street. Being only one block from Lexington, we have people blowing by as it is, and these are not the type of drivers to slow for a round-about. They like the thrill of driving fast around something. And my children will be the ones they hit. At least now they are obligated to stop/hit that they always did and the.

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Name: JOHN BRODRICK  
Address: 1007 CHARLES AVE, ST. PAUL, MN 55104

☐ I support the project, and like \_\_\_\_\_

☒ I support the project, but have concerns about parking and the use of chicanes.

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]@spps.org

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Name: Andy Doran  
Address: 1315 Minnesota Ave W, St. Paul, MN 55104

☐ I support the project, and like \_\_\_\_\_

☒ I support the project, but have concerns about I'd like to see bike lanes closer University.

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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Name: Mark Davis  
Address: 1016 Charles Avenue

☒ I support the project, and like Traffic Circle

☒ I support the project, but have concerns about Median on Snell/lyp affecting businesses

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]@comcast.net

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Name: Christopher Gineham  
Address: 500 N. Robert Street #506

- ☒ I support the project, and like the suggested improvements will make Charles safer for motorists, pedestrians + bicyclists and will make the street a more pleasant place.
- ☒ I support the project, but have concerns about I think the median on Grelling should be continuous from University to Thomas (i.e., not be opened @ Edmund).
- ☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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Name: Amy Schrecengost  
Address: 1083 Charles Ave

- ☒ I support the project, and like the proposed medians at major intersections we have too much speeding traffic coming off of Lexington.
- ☐ I support the project, but have concerns about traffic circles - I don't completely dislike them, but I've seen people go at least 20-30 mph around them, which to me is worse than enforcing a stop sign
- ☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [redacted] @gmail.com

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Yikes! Some functioning pens! I used six

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Name: JEFF KIDDER  
Address: 529 MACKUBIN ST

- ☒ I support the project, and like the traffic calming features that will hopefully make our neighborhood safer + friendlier for cyclists, pedestrians & drivers.
- ☒ I support the project, but have concerns about parking + access to businesses
- ☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: ~~Jeff Kidder~~ [redacted]@gmail.com

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Name: Nancy Fisher  
Address: 1358 Lafond Avenue

- ☒ I support the project, and like the idea of a street that is safer for bicyclists, pedestrians. I see a real benefit to this project for St. Paul.
- ☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☐ No ☐ I already get them.

Email: ~~Nancy Fisher~~ [redacted]@gmail.com

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Name: Heidi Wilson  
Address: 777 Charles Ave

☒ I support the project, and like the whole Charles Avenue

☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]

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Name: Jessica Mustful  
Address: 1230 Charles Ave St Paul MN 55104

☒ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]@yahoo.com

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Name: Kathy Quick & Guillermo Narváez

Address: 1307 Edmund Ave St Paul MN 55104-2625

- ☒ I support the project, and like the whole idea of a bike Blvd  
(very much!) and the thoughtful execution of it in the  
plan, and the extent of meaningful public involvement in the decision making
- ☐ I support the project, but have concerns about \_\_\_\_\_

- ☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: I am concerned about pedestrian safety at Hamline & Charles, especially for unaccompanied children arriving at Baker School in the morning. The current intersection is not pedestrian protection

I would like to receive email updates on this project. Yes ☒ No ☐ (stop sign?) possible? It would be more valuable to

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at Hamline & Charles (especially) and at Hamline & Edmund Charles, for example

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Name: Lars Christensen

Address: 1358 Lafayette Avenue

- ☒ I support the project, and like the project in totality. In order to make this successful, all of the elements must be in place. This includes  
median crossings at the major arterials and the traffic circles.
- ☐ I support the project, but have concerns about \_\_\_\_\_

- ☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [redacted]@gmail.com

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I also like the fact that hundreds of people (about 900) have supported this project over the last two years.

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Name: Kristen Kidder  
Address: 529 Mackubin St.

Also the way the project respects our Area Plan.

- ☒ I support the project, and like the way the project connects our neighborhood to other existing bikeways; the way the project makes ~~safe~~ pedestrian crossings at Dale + Western + Marion much safer - especially for children + the elderly.
- ☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: Thanks to the city and our neighborhood organizations for providing lots of opportunities to residents to provide opinions + input

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [redacted]@vfamily.net

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Name: Paul Nelson  
Address: 11678 Van Buren Ave / 1015 Charles Ave St. Paul

- ☒ I support the project, and like the whole basic concept. This will do many things without damage, much benefit
- ☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: Thank You!

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [redacted]@v8family.net

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Name: Stacy Drude  
Address: 1053 Charles

☒ I support the project, and like Biking + improvements

☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: We are avid bikers and are excited

I would like to receive email updates on this project. Yes ☒ No ☐  
Email: [redacted]@stthomas.edu

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Name: Elijah Ross  
Address: 1053 Charles

☒ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☐ No ☐  
Email: \_\_\_\_\_

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Name: Matthew Lang  
Address: 1509 Lafond Ave, Saint Paul, 55104

☒ I support the project, and like the medians, traffic circles, pretty much the whole project

☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: This will be an improvement for residents, businesses and visitors to our neighborhoods

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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Name: Max Holdhusen  
Address: 284 Milton St. S

☒ I support the project, and like that it is not watered down like the Jefferson "Bike Boulevard"

☐ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: \_\_\_\_\_

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [redacted]@summit-va.com

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Name: Tim & Aisha Gilbert  
Address: 1282 Charles Avenue

☐ I support the project, and like \_\_\_\_\_

☒ I support the project, but have concerns about \_\_\_\_\_

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: Keep 4 way stop @ Charles & Syndicate - TONS of kids  
crossing with Galtier & the park. I know a raised intersection would  
slow traffic down but they need to stop for these kids. I live @ that  
intersection & must  
I would like to receive email updates on this project. Yes ☒ No ☐  
Email: [redacted]@yahoo.com  
Anonymous comments can not be used as part of the public record provided to Planning Commission and City Council for decision making purposes. Your name and address will be shared only for the purpose of identifying your comment.  
the day - when  
cars stop during  
the kids are  
crossing, but  
roll through then

tons of kids @ cross without parents too! Right now at  
minimum cars slow down which is what they  
would do for a raised intersection - but high schoolers  
probably think it's fun to hit the intersection  
stop, especially during  
4 way stop!



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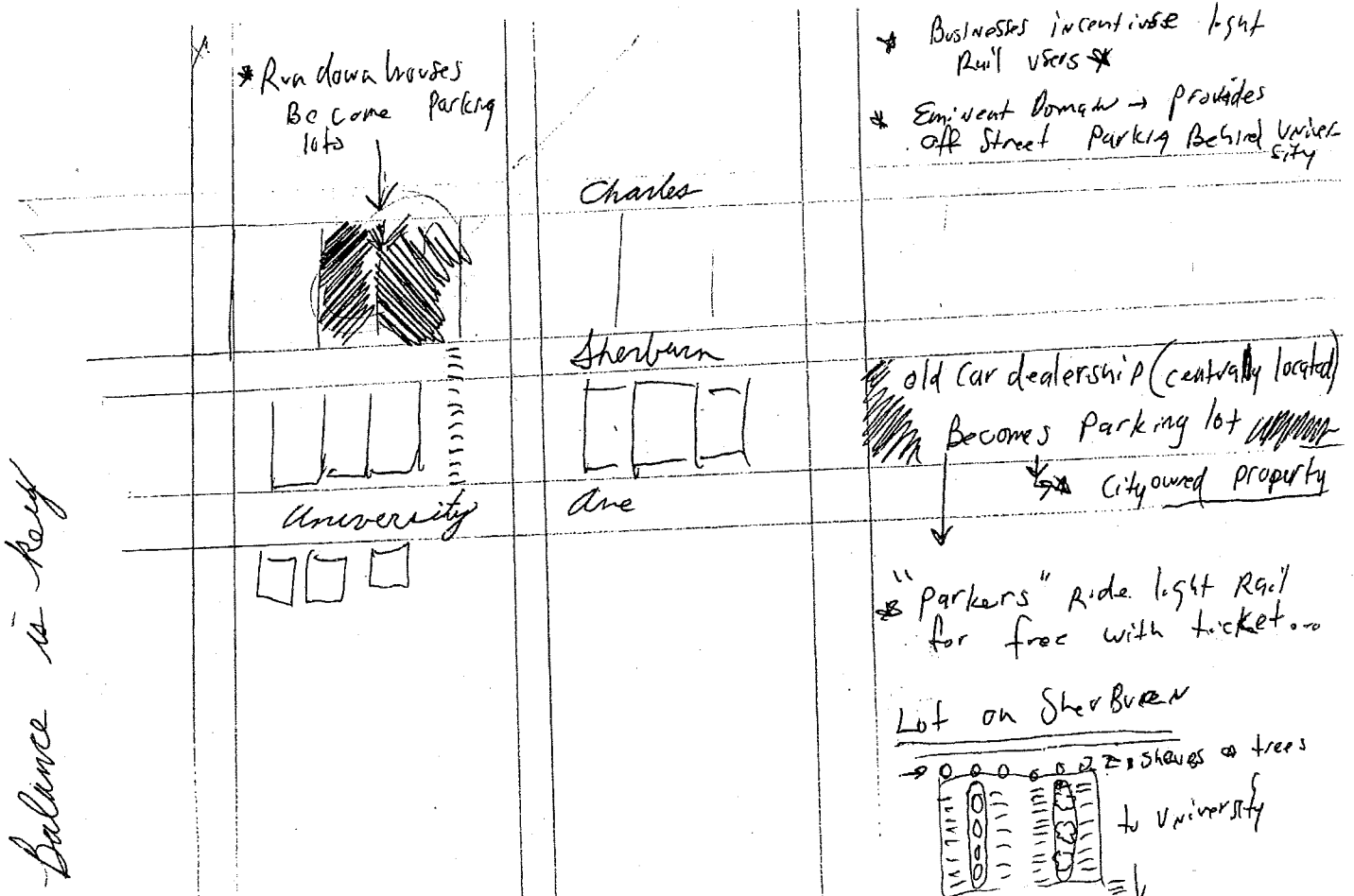
Name: Todd Richard Crothy  
Address: 701 Van Buren Ave.

- ☐ I support the project, and like the fact that the city is willing to use our neighborhood as a model of current and future infrastructure.
- ☐ I support the project, but have concerns about community preserving the historical integrity of our community. (houses, history, etc.)
- ☐ ~~I~~ I oppose the project, and dislike the lack of information provided to those residents of projects that line off of Charles Ave.

Other comments: please include me in future developments

I would like to receive email updates on this project. Yes ☒ No ☐  
Email: [redacted]@Live.com

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Name: DUANE ENGLE  
Address: 1404 CHARLES AVE

☐ I support the project, and like \_\_\_\_\_

☐ I support the project, but have concerns about \_\_\_\_\_

☒ I oppose the project, and dislike TRAFFIC CIRCLES IN RESIDENTIAL (See Reverse)  
STREETS, MID BLOCK Bumpouts, COST OF PROJECT

Other comments: Pedestrian Islands on higher traffic streets  
ie Hamline are a good idea

I would like to receive email updates on this project. Yes ☒ No ☐

Email: [REDACTED]@YAHOO.COM

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We live next to the traffic circle @ Charles & Albert. While the circle does indeed slow traffic - it also is a place where snow piles in the winter. For the last 2 winters we have seen buses & snowplows stuck. One snowplow had to be towed out by a grader.

There are cheaper & more efficient methods to accomplish a "bike corridor" than adding calming circles & additional pavement.

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Name: Kristine L. Vesley  
Address: 1598 Edmund Ave. St. Paul 55104

☒ I support the project, and like the general idea

☒ I support the project, but have concerns about "bad" traffic getting shunted to Sherburne and Edmund and Thomas

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: I think it could be helpful and interesting to have traffic circles of different sizes, or some more

I would like to receive email updates on this project. Yes ☒ No ☐ like ovals to keep drivers alert  
Email: [redacted]@earthlink.net

Anonymous comments can not be used as part of the public record provided to Planning Commission and City Council for decision making purposes. Your name and address will be shared only for the purpose of identifying your comment.

(over →)

- Improvements to linkages w/ Hamline going south and Lexington going north.
- I'd like to see some rain gardens in traffic circles
- I'd like some brickwork at key intersections (Shelling + Charles)
- I'm unsure about removing left turn lanes at Shelling; would love to see a bike bridge there, ideally.
- Stop bars? Okay, but they will be under snow and ice for six months of the year.
- I'd like signage indicating turn-off points for coffeehouse, stores, gas stations (for air).

Charles Avenue Project Public Comment - July 25, 2012 Open House

Please submit at meeting, or return to Christina Morrison, 25 W. 4<sup>th</sup> Street, #1200, St. Paul, MN 55102, [christina.morrison@ci.stpaul.mn.us](mailto:christina.morrison@ci.stpaul.mn.us), or enter your comment online at [www.stpaul.gov/open](http://www.stpaul.gov/open)

Name: Mark Vesley  
Address: 1593 Edmund Ave., St. Paul, MN 55104

☐ I support the project, and like \_\_\_\_\_

☒ I support the project, but have concerns about restricting turns onto  
and off of Snelling from Charles.

☐ I oppose the project, and dislike \_\_\_\_\_

Other comments: It seems like this plan would put a lot more  
car traffic on Thomas... maybe that's okay, but maybe not.

I would like to receive email updates on this project. Yes ☐ No ☐

Email: \_\_\_\_\_

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