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June 11, 2015

City Councilmember Chris Tolbert  
310-C City Hall  
15 Kellogg Blvd., West  
Saint Paul, MN 55102

Councilmember Tolbert:

On June 1, 2015 the Transportation Committee of the Macalester-Groveland Community Council held a special meeting to facilitate community discussion about the proposed Cleveland Avenue bike lane installation between Randolph Avenue and Summit Avenue. Reuben Collins presented the proposed plan and the recommendations from the City of Saint Paul Public Works department, and answered attendees' questions. Barbara Raye from the Center for Policy, Planning, and Performance facilitated the discussion. Over 50 community members attended the meeting. The Macalester-Groveland Community Council committed to sharing feedback presented at the community meeting with the City Council.

What follows is a summary of the views expressed during the question-and-answer session as well as the subsequent open community discussion:

In opposition:

**Accessibility**

- Two individuals felt that loss of parking on Cleveland Avenue would make it difficult for people with disabilities, seniors, and women who are pregnant or have children to access their homes or local businesses.
- One individual expressed concern that loss of parking on Cleveland Avenue would prevent seniors and individuals with disabilities from easily accessing weekly services at Kehilat Sar Shalom.
- One individual expressed concerns that loss of parking on Cleveland Avenue would make it difficult for families to pick-up and drop-off children at nearby child care centers.

**Parking**

- One individual expressed concern that loss of parking on Cleveland Avenue would cause University of St. Thomas students to park in residential areas.
- Five individuals expressed concern that loss of parking on Cleveland Avenue would be detrimental to businesses on that street.
- One individual expressed concern that parking data collected by Public Works staff did not accurately reflect parking counts, especially during special events at the O'Shaughnessy at St. Catherine's University.

- One individual expressed concern that loss of parking would negatively affect tenants living in apartments on Cleveland Avenue.

### **Public Process**

- Three individuals felt that community feedback from April 29, 2015 Public Works open house was not reflected in the proposed plan presented by Public Works.
- One individual expressed concern that Public Works was not adequately presenting community feedback from the community to the Transportation Committee of the Planning Commission or to City Council.
- Two individuals felt that the nearby business owners were not notified of the proposed plan early enough.
- One individual felt that the community was not consulted for input when the Citywide Bike Plan was developed.
- One individual felt the City of Saint Paul planners and City Council are biased towards bicyclists.
- One individual felt that community input would not be considered.
- One individual felt that decisions were being made by people who don't live in the Macalester-Groveland neighborhood.
- One individual felt it was a waste of time to attend community meetings.

### **Route Choice/Design**

- Six individuals advocated that Finn Street should be used as the North-South bike route through the Macalester-Groveland neighborhood instead of Cleveland Avenue.
- Two individuals advocated for protected bike lanes on Cleveland Avenue instead.

### **Safety**

- Four individuals felt that Cleveland Avenue was not a good candidate for a North-South bike route due to heavy traffic and expressed concerns for safety.
- One individual felt that since buses on Cleveland Avenue would need to stop in the lane if bike lanes were installed, traffic response could be unsafe.

### **Winter Weather**

- Three individuals expressed concerns that the bike lane on Cleveland Avenue would not be utilized in the winter.
- One individual expressed concern that residents would not be able to park on Cleveland Avenue during snow emergencies.

In support:

**Businesses**

- Two individuals felt bike lane development often fosters growth of local businesses since more people than before are walking and biking to destinations.
- Two individuals planned to use the Cleveland Avenue bike lane to patronize businesses along Cleveland.

**Safety**

- Four individuals thought the bike lane installation would improve safety for people biking on Cleveland and indicated they would use the bike lane.

**Parking**

- One individual felt that car storage was a poor use of public right of way.
- One individual suggested installing parking meters on Cleveland and using revenue to fund parking bays.

**Public Process**

- Three individuals thought the community had been given ample time to weigh in on proposed bike lanes through the years-long engagement process used to develop Citywide Bike Plan.

**Route Choice**

- One individual felt that Cleveland Avenue was an optimal choice for a North-South bike lane, since Finn and Niles are discontinuous.

Please find enclosed written comments submitted by community members prior to and during the meeting.

Please let me know if you have any questions.

Sincerely,



Liz Boyer  
Executive Director  
Macalester-Groveland Community Council



Jennifer Wustmann <jennifer@macgrove.org>

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## Special Meeting of MGCC Transportation Committee: Mon., June 1 at 6:30 p.m.

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**Tom Dietsche** <tdietsche@comcast.net>  
To: Jennifer Wustmann <jennifer@macgrove.org>  
Cc: David Pasiuk <davepasiuk@msn.com>

Tue, May 19, 2015 at 2:06 PM

Jennifer and Dave,

I am not on the Trans. Committee but as a board member and nearby resident, I:

1. oppose remove any parking on Cleveland for bike lanes
2. suggest that the bike route be on Prior between Randolph Ave and Grand Ave, because Cleveland is way too busy of a street for bikes with the heavy traffic, buses and trucks.
3. if #2 cannot be done, put a shared bike lane on Cleveland without removing parking, like was done on Jefferson.

Removing parking will be a VERY serious problem for many of the small businesses and residents on that section of Cleveland. VERY BAD IDEA!

Tom Dietsche  
[Quoted text hidden]

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Tom Dietsche  
651.274.6324  
tdietsche@comcast.net

June 1 2015

I have been an employee of Distrante Luci  
for 12 years, the increase of options

in the  
twin cities have expanded dramatically. <sup>dining</sup> in the  
Things like parking directly effect a  
persons decision when choosing a place to dine.

during the warm weather months I  
bike to work from my home on  
snelling : selby. - to Randolph : Cleveland...  
I use the bike lane on summit to Finn  
I never have used Cleveland due  
to ~~narrow~~ narrow streets : poorly lit  
streets. → it is dangerous.

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kateec/asen@hotmail.com.

~~you~~ <sup>an</sup> you talk about interrupted route  
people deal w/ an interrupted driving route  
all summer long due to construction.

30 mins parking permit additions will  
not accomidate diners at our restaurant.

Thank you for the opportunity to speak with you this evening. My name is Tony Desnick and I live at 2166 Randolph. I work for Nice Ride Minnesota and I'm on the Board of Directors of St. Paul Smart Trips. I'm here not as a representative of either organization but as a neighbor concerned about the safety of my family and my neighbors.

I want to talk about a couple things today: First, bike infrastructure and business. Last September, the Wall Street Journal that bastion of left wing thought leadership, published an article about how cities, including Minneapolis, are adding development directed to and brought on by the increased numbers of people who ride bikes. In Minneapolis, bike infrastructure along the Midtown Greenway has directly resulted over 2000 new units of housing and all the construction and maintenance jobs that that brings, not to mention the vitality and desirability of the city to workers who want to move and live there. But that's at a macro level. What about the micro?

Study after study has shown that when parking is removed in favor of bike and pedestrian infrastructure, businesses don't lose customers or revenue and depending on the business, they have seen business grow. Most of the businesses along Cleveland Avenue have been there for a long long time and enjoy a loyal following. Loyal customers will walk a few extra feet to visit. Restaurants and coffee shops should enjoy increased revenue from the community of people who ride bikes who don't go there now. I know that change is hard to accept and it comes with a lot of fear. We remember the horror that the neighborhood felt when Caribou opened the store across from Brewberries. It was thought that the corporate behemoth will swallow up our neighborhood coffee shop. Drive by today and both establishments are full of people and the bike racks at Espresso Royale are full as well. I rarely see bikes parked at Caribou. A win for the local guy.

Second: Safety. We can all wax poetic about safety, about the desirability of moving this north south bike route to Prior or to Finn but at the end of the day it comes down to this. Like it or not many children, either on bikes with their parents or riding along with them take this route and making it safer for them is a good thing. Please tell me this: Which of these children will have to die before we think seriously and realistically about safety?

And lastly: What are streets and roads for? Unpaid car storage is not the best and highest use for streets. They were built to move people from A to B. One would hope they do that safely. They were not built for storage. We often hear about how because we pay property taxes, we have a right to park for free on the streets. If this were the case, why are there parking meters in some parts of the cities? Why aren't all public parking ramps free to St. Paul residents? Storage is simply a bad use of the right-of-way.

There are on the other hand other ways to think about this. We are told the mill and overlay project must respect existing curbs. What about installing meters all along Cleveland using the revenue to, for example carve parking bays out of the wide sidewalks or shoulders? We can think creatively about these problems. Let's not jump to conclusions that will ultimately create an unsafe environment. Thank you again.

**BIKE LANES ARE POWERFULLY PROPOSED ON CLEVELAND AVE.,  
DENYING ALL PARKING TO RESIDENTS.**

**George Tiers 5/31/2015**

**(A) HAZARDS TO BIKERS**

- (1) WINTER.** Snowplowing has NEVER been "to the curb" or "to the pavement". The resulting frozen slush in the bike lane will be avoided, and the (few) bikers will travel in the street, or risk injury in the bike lane.
- (2) UNSEEN LANE MARKING.** Snow and ice conceal lane striping. Even with signs, in bad weather non-local drivers may not be aware of the bike lanes.
- (3) NO SAFE HAVEN.** Currently, bikers can pull over in front of parked cars and be safe from passing cars and especially from large trucks. The air blast from such vehicles can dangerously destabilize a biker. This is worst in winter.
- (4) BIKER COMPLACENCY.** Feeling safe even next to the lane stripe, bikers may be injured when a vehicle passes rapidly near the lane stripe. The stripe does not protect the biker. Injuries seem inevitable.
- (5) OPEN ROAD EFFECT.** Without parked cars to induce driver caution, careless, distracted, aggressive, or impaired drivers are certain to veer into the bike lane. Smart bikers will use alleys, other streets, or sidewalks, not Cleveland Ave.
- (6) VEHICLE LANE SHRINKS TO 8 FT.** The 3 ft. leeway required for vehicles passing bikers, who may be close to the lane stripe, cuts the usable vehicle lane to 8 ft., not enough for trucks and buses.
- (7) AFTER SUNSET.** Bikes NEED to have large bright tail and stop lights and turn signals.

## **(B) SEIZURE OF RESIDENTS' PARKING SITES**

- (1) HOME OWNERS PAY** property width assessments and fees for street maintenance and cleaning, snow and leaf removal, street lighting, and of course taxes. Bikers do NOT pay, but want to seize, 24/7, our paid-for street segment for their infrequent use. Such taking is clearly unfair, and unworthy of a decent city.
- (2) "NO PARKING"** means NO parking, even to unload groceries needing to be put in the refrigerator. Nor can visitors park legally - see(3).
- (3) FORBIDDEN SIDE STREETS.** When Permit Parking is extended to ward off cars from St. Thomas U. that currently flood Cleveland Ave., parking is hopeless.
- (4) SNOW EMERGENCY** will NOT allow moving cars from side streets to Cleveland Ave., but there's no practical alternative.
- (5) BIKES ARE VEHICLES** and must obey all traffic laws, including right-of-way. This means STOPPING for pedestrians IN crosswalks.

## **(C) THE SOLUTION - SHARROWS**

- (1) DO NOT DENY** existing parking.
- (2) PAINT SHARROWS** along the northbound lane, and along the southbound vehicle lane alongside the parked cars.
- (3) WINTER VISIBLE.** Traffic partly or completely exposes sharrows.
- (4) REFLECTIVE SHARROWS** needed, both dry and wet, for night safety.
- (5) SHARROWS WARN BIKERS** not to relax vigilance.

**NOTE:** Signs give legal notice, but may not be read when travel is hazardous and requires extreme attention to the road.