

## **Opposition**

John Englund –

Opposed to bike lane on Cleveland. Lives nearby on Palace and they don't need overflow / more parking from Cleveland, and will hurt businesses.

Camille Scheele – XXXX Berkeley –

Concerned w/ bike lane on Cleveland; better to move it over to Cretin where there's not as many businesses that would be affected.

Robert Burns – xxxx St. Clair Ave., – Opposed to the bike lane, thinks it is the most stupid thing ever. The bike riders need to be stopped from taking over the city. There is already limited parking and to take it away for a bike lane, when there are plenty, it ridiculous.

Constituent does not want this bike lane to be created and for parking to be taken away. He rides a bike and thinks bike lanes are terrific, but the location of this one will do nothing but cause problems. This gentleman lives on Grand and said that the reduced parking on Cleveland will move people to park on Grand, which is already limited and tight.

Polaski – Lives on Cleveland, and is completely against the bike lane. He believes this will bring his property value down. He bought the property to be able to park in front of his home when needed and this will make that impossible. He believes that it will prevent him from being able to do yard work etc... Mr. Polaski has had numerous close calls with kids on bikes as it is because of how narrow the street is, and making it narrower even without parking to add a bike lane is going to make it worse, and he will not want to ride the road at all.

Plenty of bike lanes around the city already – Will negatively affect businesses in the area, and she'd rather see the businesses continue to prosper than a bike lane be put in.

Robert Ranfill – Lives on Princeton – Against bike lane taking up any parking space on Cleveland Ave. – Wants to register that complaint "very strongly".

John Romano – xxxx Juliet Ave. – Thinks the bike lane will be bad for small, local businesses, and would also pose a safety concern for a street as busy as Cleveland Ave.

Kathy Braga – Thinks the bike lane is a bad idea for Cleveland Ave. Although she think that bike lanes are great for certain areas and streets, this would not be an ideal location, as the bikers are out of control even when there is a bike lane, and there is just too much traffic on this street to make it a safe idea. Maybe a bike lane on Finn would be better.

Ms. Utvik – xxxx Jefferson Ave. – Has already fought against the bike lane on Jefferson, and will do it again now. She believes there is a better way to use funds and that it will do nothing but hurt the businesses along Cleveland to have a bike lane there.

Mac-Groveland resident in opposition to the proposed bike lane on Cleveland.

Pat Walker - Lives a block from Cleveland and thinks it's a bad idea to have a bike lane on that street, as it's already too chaotic and it will hurt the businesses with a lack of parking etc. She recommended Finn or Prior as possible bike lane options instead.

Doesn't think bike lanes are necessary, they aren't used on Jefferson, Juliet, Palace etc... Tax payers are paying for them, when the people riding bikes should have to pay to register their bikes etc like in the 1920's to help pay for the bike lanes. The people wanting to build the bike lane need to do research from 1920's about bikers paying a fee for their bikes. Older people can't use their bikes, need more mass transit accessibility. People just ride their bikes wherever they please and it works out fine. Thinks separate lanes are dangerous, and bikers don't stay steady in lane, and drivers aren't looking out for them because they expect the biker to stay in their own lane. Better off in traffic, where drivers actually look out for them.

Gladys Southward - Lives in neighborhood and feels like it will hurt businesses by taking away their parking.

Bruce Southward – xxxx Goodrich – Wants CM Tolbert to vote against.

Judith Kerr – xxxx James Ave. – Wants CM Tolbert to vote against.

Mac-Groveland resident – Thinks a bike lane on Cleveland Ave. would be unsafe due to the fact that it is a highly traveled street with a lot of speeding cars.

George Banyon – Lincoln Ave resident – drives Cleveland – Too narrow already, so opposes an added bike lane. Few bikers users that street, and don't seem to have a problem as it is, so it would be best to leave it.

Steven Benson – xxxx Sargent – Travels Cleveland Ave. a lot, and is completely against the bike lane. He said that he will be paying attention to Cm Tolbert's actions, and he plans to attend the PH on June 17.

James Wiblisheuser – xxxx James Ave. – Cleveland Ave is a major thoroughfare for trucks and traffic, also a commercial area. A bike lane will take parking from those businesses, some of which have been there for decades. If there is no parking directly in front of a business, some customers will not bother to stop at all, as they are making short stops that wouldn't be worth the hassle of trying to find parking on a distant side street which are already congested with residential parking. The businesses and employee wellbeing should come before the thought of a bike lane.

Tom Payolay – xxxx Berkley – Is a 20 yr plus biker, but thinks that adding a bike lane on Cleveland Ave. and removing parking, will destroy businesses. He said that there are plenty of bike trails in the area, including Mississippi River Blvd., Jefferson Ave etc... but he doesn't think that this one would be worth the damage it would cause the local businesses along Cleveland Ave.

Mary Clysdale – Constituent and patron of businesses on Cleveland Ave., and without convenient and reasonably close parking, she can't easily access those businesses.

Linda Hucke - Called in opposition – concerned for the businesses (hurtful and harmful to them) but also as a sr citizen it will be difficult for her to walk the 2 blocks+ if parking is removed. The young people don't understand yet. Lanes are too narrow the way it is and taking an add'l 10 feet – doubts her car will even fit. This is her first time ever contacting an official but this is very important to her. She feels Cleveland would just as dangerous as putting bike lanes down University.

David Johnson – xxxx Fairmount – He is against the bike paths on Cleveland. He doesn't mind biking, but does it have to be on a busy street? He pays a lot of money on license plates, fees, insurance to use the streets. There are so many things to contend with when driving. The bikers do not follow the laws in addition to the roller bladers, joggers. Driving can be scary.

Mary Skinner – xxxx Wellesley – She is against the bike lanes on Cleveland. Bikes can go to Finn or another way. Cleveland is too narrow. She is a biker. Businesses need to have parking spaces.

Ed Rotter – xx S Cleveland - He is against the silly bike lanes on Cleveland. He is wondering how the City would make this busy street into a bike lane. The cars would be squeezed too small. He was told that they could apply for parking permits, but other streets have parking permits, too. It would squeeze traffic too much.

Geri Norder – xxx S MRB Blvd – She has been a resident in Saint Paul practically her whole life.

She is against the bike lanes. She frequents several businesses in the area and does not know where she will park. She does not get around as well as she used to.

Richard Mahoney - would like to suggest that there not be a bicycle trail. When bikes have a trail of their own, they ride side by side, one in the street and one in the lane.

Cynthia re Cleveland Bike Lane Proposal - Called in opposition saying both businesses and homeowners need their parking. She owned a business on Lake St in Uptown for 8 years and knows what removing parking can do to a business – it will ruin them. And she had been looking to purchase a house on Cleveland – but knowing parking could be taken away, where

would she park or her friends and family? Why would anyone want to move there w/o being able to park? Bike lanes are well and nice but not at the cost to the locals and businesses.

Anonymous called in opposition to CBL proposal; she drives an elderly woman in a wheelchair who frequents those businesses – losing parking will be awful.

**From:** JOHNSON, MIKE

**Sent:** Friday, June 12, 2015 11:47 AM

**To:** Tolbert, Chris (CI-StPaul)

**Cc:**

**Subject:** Request to Keep our Business Street Parking on Cleveland Ave

To: Councilmember Chris Tolbert

Greetings,

I wanted to add my support, and request your support for the area businesses along Cleveland Ave. We need to be sure that St Paul's street planners keep (or grow) the available street parking along Cleveland Avenue, as the new bike lanes are set up.

As I talked with the guys at Sportsmen's Barber shop, they had some great ideas on reducing the size of the paved area at the store front to accommodate the bike lane and keep their parking there intact. They have many elderly clients that rely in those few spaces to get their services.

I'm sure other low-cost ideas exist for the other business that are potentially impacted and by working together (not by-passing input from the business owners) I'm sure several more low cost, high impact win-win-win solution can be found.

It's important to not make this a "Bikers" vs "Cars" issue, because we all support the addition of the bike lanes, as long as the needs and function of the area businesses are not compromised. We really need to be sure the area businesses retain (or gain) their Cleveland Ave street parking spaces so they can continue to serve our community and keep their doors open for years to come.

The small business in the neighborhood are a big part of why we choose to live here, and are a critical thread in the fabric of our community.

I hope we can count on your support for a re-visit of the Cleveland Ave Bike Lane plans to keep, and perhaps grow the available street parking for the area.

Many thanks,

**Mike Johnson** – xxxx Juliet Avenue - St. Paul, MN 55105

From: Gerald Kettunen

Sent: Wednesday, June 10, 2015 8:05 PM

To: #CI-StPaul\_Ward3

Subject: Keep bikes off Cleveland.

Dear Councilmember Tolbert,

The money for striping on Cleveland would be wasted:

Finn is a quieter route to Highland Downtown even with options needed further south. The alley just east of Cleveland can be used.

Prior is a better quieter route from St Thomas to St Kates.

Cleveland is narrow and has bus traffic, making it functionally narrower.

The city council seems bent on spending money without regard to usefulness:

The Jefferson bike route, down/up a steep hill east of Lexington. It would only be used only by the Lance Wannabes if even them. Have you ridden a bike up of down Lexington? No parent would take a child less than 16 on it.

Alleys are a good alternative, especially if going up a steep hill. They have very little traffic and it is slower.

It is time to think before you spend. You should only vote for something if you have tried otherwise you are ignorant of the issues.

Thank you for your service,

Jerry Kettunen  
xxxx St Clair Ave.  
55105

**From:** Mary\_Jane Morrison  
**Sent:** Wednesday, June 10, 2015 9:54 PM  
**To:** #CI-StPaul\_Ward4  
**Cc:** #CI-StPaul\_Ward3  
**Subject:** Cleveland bike route proposal

I am astonished—and dismayed—to see there is a plan to put bike lanes on Cleveland Avenue between Ford Parkway and Summit Avenue.

I ride my bike often. There is no way I would ride on Cleveland, even with designated bike paths, at least between St. Clair and Summit. My safety is too important. I admit I have begun my seventh decade, but the traffic is simply too heavy on Cleveland and too fast for me even if I were half that age and even if there were bike paths on Cleveland.

Admittedly, Cleveland is wider between Randolph and Ford Parkway than it is between Summit and St Clair, but at least two huge MTC bus lines run Cleveland from Ford to Summit weekdays and one runs at least hourly on weekends, along with several school buses mornings and afternoons on weekdays.

Traffic is so heavy and fast on Cleveland that I regularly walk south from Princeton to St Clair to catch the light to cross Cleveland. Again, I admit I am in my seventh decade, but I have noticed parents who are walking their children to Groveland School do the same.

Plus, please take into account that, for the first blocks east and west of Cleveland, on Princeton and on Sargent, my neighbors and I already put up with MTC riders from outside our neighborhood using our streets to park their cars during the day while they catch an MTC bus to Minneapolis. As you surely know, there are parking restrictions on the first two blocks east and west of Cleveland on Lincoln and Goodrich because of UST parkers. Add bike lanes on Cleveland and ban parking and you will find you have generated more requests for parking restrictions to be put in place on streets south of Goodrich in the blocks east and west of Cleveland.

Bike lanes on Fairview, where there are no MTC buses, are sufficient for travel from Ford to USC via Raymond and to UST via Summit, at least for the students—and everyone else coming north from Ford but west of Snelling surely can use either Fairview or the river-road bike path.

PLEASE SAY “NO” TO BIKE LANES ON CLEVELAND.

Thank you.

Mary Jane Morrison, J.D., Ph.D.

From: paul bender  
Sent: Thursday, June 11, 2015 8:45 AM  
To: #CI-StPaul\_Ward3  
Subject: proposed bike lane on cleve;and avenue

Dear Councilmember Tolbert:

We are writing to urge you to reject any proposal to install bike lanes on Cleveland Avenue. As it stands now, the street is barely wide enough to allow for two lanes of auto traffic. We are greatly concerned that drivers and cyclists alike will be much less safe with the addition of bike lanes.

Moreover, if on-street parking is reduced or eliminated, businesses will be forced to move and the tax base will be diminished. Cyclists do not support the tax base like thriving businesses do.

There are alternate north-south routes available where the lanes are wider and where fewer businesses operate, Prior Avenue, for example.

The main issue for us as motorists and cyclists is safety. Installing bike lanes on Cleveland Avenue is simply ill-conceived and unsafe.

Please listen to your constituents, vote no, and urge your fellow council members to vote no too.

Joan Eichhorst and Paul Bender



From: Gerald Kettunen  
Sent: Thursday, June 11, 2015 9:04 AM  
To: #CI-StPaul\_Ward3  
Subject: Buses and bikes do not mix well, the bus wins

Dear Councilmember Tolbert,

Buses and bikes go about the same speed. The bus making stops and the bike either has to try to stay ahead of the bus, get forced to the curb or wait behind it in the exhaust.

The bus wins in a confrontation with a bike.

In Milwaukee, I rode in exactly this situation only the street was much wider than Cleveland, did not have the hill that Cleveland and had fewer buses.

Finn does not have the same hill as Cleveland does.

Basic vehicle safety is significantly differing speeds are a factor in many accidents.

Have you gotten an opinion from Metrotransit about this concept?

It is a lawsuit waiting to happen.

Jerry Kettunen  
xxxx St Clair

From: Gerald Kettunen  
Sent: Thursday, June 11, 2015 2:30 PM  
To: Collins, Reuben (CI-StPaul)  
Cc:  
Subject: Cleveland Avenue Bicycle Lanes "drawing" as seen 6/11/15

Reuben,

There are several things missing and incorrect in the "drawing". It should have a title, date and author as good engineering practice. The "drawing" is in the on-line City of St Paul Project Description. Your name is listed below it on the page.

The dimensions scaled for the vehicles are about 73.5 inches, if for a passenger vehicle it should be 78.7" the width of a Ford Expedition SUV. Worst case is required good practice.

No buses or commercial vehicles shown. They are a little less than the 96" wide allowed by law.

Mn Driver's Manual requires a motor vehicle driver to provide at least 36" of space between their vehicle and a bicycle. My bike handle bars are 20" wide, others may be wider.

The following dimensions assume everyone is exactly in the center of their lane:

From curb: 20" to handlebar end, 20" handlebar length, 20" to edge of bike lane, or 18" from required bike spacing to edge of bike lane (a bus/commercial truck must be within 2" of their lane centerline to comply with the 36" rule).

From edge of bike lane: 18" to 8' wide bus/truck, 18" to road centerline.

The expectation that everyone is going to drive with this precision is unrealistic.

A drawing with these dimensions shown is needed for a more complete view of the striping.

When can I expect to a up-date the "drawing" with the complete dimensions for vehicles using the road?

Jerry Kettunen  
xxxx St Clair Ave  
55105

I want to weigh in on the proposed bike lane on Cleveland. I'm most concerned about the section near Randolph. I think Cleveland is too narrow for bike lane. As an avid biker, I would never ride down Cleveland. I think you should leave the street as is and let people park their cars near The Barber Shop. From Betsy in this MacGrove neighborhood.

**From:** Sally Bruggeman  
**Sent:** Thursday, June 11, 2015 9:19 AM  
**To:** #CI-StPaul\_Ward3  
**Subject:** Bike Lanes

Hi Chris,

Please consider putting the bike lanes on Finn instead of Cleveland. I ride my bike in Highland and prefer the side streets because they have less traffic! Cleveland is too busy for my safety, even with a bike lane.

Thank you,

Sally Bruggeman  
St. Paul

**From:** David Devine  
**Sent:** Thursday, June 11, 2015 9:30 AM  
**To:** #CI-StPaul\_Ward3  
**Subject:** Cleveland Avenue Bicycle Lanes

Good morning Councilmember Tolbert,

The tail is starting to wag the dog on this bike lane stuff. Let's not forget bicyclists can (and do) use Cleveland Avenue in its current set-up. Let's also not forget cars can operate year round, whereas 98% of bicycles are used 6-7 months out of the year. Let's also remember bicyclists who want a more tranquil ride can use Kenneth to the east and Finn to the west. (Full disclosure: I live on the corner of Palace and Kenneth.) **Why would we create a bike lane which puts cars onto our side streets, and pulls bicyclists off of our side streets?** As a homeowner/neighbor/ taxpayer/voter, I want bicycles on my streets and cars on the busy streets (i.e. Cleveland). This Cleveland Ave. bike lane is all backwards.

Also, Cleveland Avenue to the south of Grand always has a lot of cars parked on it. The argument I hear is they are St. Thomas students... so what? Those cars would park (and cause more neighborhood/side street traffic) off of Cleveland if a bike lane is put in.

I know I am partially preaching to the choir on this one. Thanks for listening to my input.

Best,

David Devine  
xxxx Palace Avenue, 55105

From: Roseann Rogers  
Sent: Thursday, June 11, 2015 3:29 PM  
To: #CI-StPaul\_Ward3  
Subject: Cleveland Ave

Dear Chris Tolbert,

Many of us are really upset about the proposed bike lanes on Cleveland Ave.

This is such a bad idea because the traffic and parking is already so bad in Highland. What are you all thinking? So many of us can't ride bikes and need to be able to park to reach the retailers in the Village. You have invited new retailers into the village and more parking is needed for them. It will be interesting to see how bikers will deal with buses. I would think their safety would be an issue. How about distracted drivers? Bikers have other options with bike lanes on roads that are not as busy as Cleveland Ave. Please rethink this idea.

Roseann and Bill Rogers

**From:** Gail Lundeen Brand

**Sent:** Thursday, June 11, 2015 9:19 PM

**To:** Tolbert, Chris (CI-StPaul)

**Subject:** I am concerned for the small businesses on the one block north of

I am concerned for the small businesses on the one block north of Randolph and how the proposed bike path could devastate them. I support biking and try to find alternatives to driving. Nonetheless, I feel that small businesses add diversity, help the economy and generate interest in our community. We need to find ways to support and encourage small business, not put them in an environment where if they work to establish themselves and invest in our community they may find are at risk of having their business dry up due to lack of parking access. Ignoring their interests will influence future small business investment in our community.

Gail Lundeen Brand  
xxxx Sargent Avenue  
Saint Paul, MN 55105

From: William Turley  
Sent: Thursday, June 11, 2015 7:36 PM  
To: Tolbert, Chris (CI-StPaul)  
Subject: Save Cleveland Ave. Businesses & Parking

In the 46 years we have lived on Sargent Ave, between Finn and Cretin, it has always been preferable to bicycle on Finn rather than either Cleveland or Cretin. There are so few cars on Finn that bicyclists can practically have the entire street to themselves and even ride two abreast if they wish. This seems to be such an economic and painless solution -- it is a mystery if was not proposed at first. Please save our long-time Cleveland Avenue businesses.

Bill and Kathleen Turley  
xxxx Sargent Avenue  
Saint Paul, MN 55105



**From:** Rochelle Allison  
**Sent:** Thursday, June 11, 2015 5:28 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Subject:** Cleveland Ave bike lane

Hi Chris,

I wanted to take a moment to express my opinion on the cleveland ave bike lane. While I support biking through out city and enjoy it myself, I do not think it is adviseable to forgo parking on Cleveland Ave. I believe this will have an adverse affect on businesses and give bikers a false sense of confidence on an already busy street. There is widespread sentiment in the neighborhood that this is not great and I hope you vote against this proposal. Have you taken a stance on this measure. I am interested to hear what your opinion is and if you have decided how you are going to vote.

Thanks,  
Rochelle Allison  
xxx Woodlawn Ave

From: Susan.Budelis  
Sent: Friday, June 12, 2015 8:20 AM  
To: Tolbert, Chris (CI-StPaul)  
Subject: NO - Cleveland Avenue Bike Lane

Chris,

Please take the appropriate action that will not permit a bike lane from Grand Avenue to Randolph Avenue and eliminate on street parking. St. Paul has plenty of options for bikers including sharing the road. The elimination of parking will increase congestion in the area and impact small (all) businesses in the area.

Susan E Budelis

**From:** Lynn Hertz  
**Sent:** Friday, June 12, 2015 9:10 AM  
**To:** Tolbert, Chris (CI-StPaul)  
**Cc:** Dennis Merley  
**Subject:** Bike Lane on Cleveland

Dear Chris,

I'm writing to share my thoughts about the proposal to add a bike lane on Cleveland. I've lived within a half mile of Cleveland for more than thirty years, first at xxxx Palace and now at xxx Woodlawn. I work and shop in Mac-Groveland. While I appreciate St. Paul's desire to encourage biking I strongly believe that the cost of this particular project to homeowners and businesses greatly exceeds any benefit to bikers.

I know Cleveland as a pedestrian, as a driver, and as a consumer. I have a friend who lives in the affected area. My sons got their first haircuts at Sportsman's.

Cleveland is busy. The intersection of Randolph and Cleveland is already congested, especially north-south. However, if the issue were only traffic I would not be writing.

When I was a young mother of three I went to Sportsman's every few weeks for kid haircuts. In good weather we walked. But in bad weather it was nice to be able to pull up in front, unload the kids, and go into the shop for haircuts and lollipops. I would not have wanted to park halfway up the block on James and schelp a preschooler, a toddler, and a baby two blocks, especially since side streets often become impassable to strollers about a third of the way through the winter.

As you well know parking is limited in the Cleveland Randolph area. One of the reasons we moved from 1929 Palace was we had a minivan and a small garage and thus needed to park on the street. It was a pain to go grocery shopping and come home to find that all the spots near my house were full of student cars. If you eliminate what parking exists on Cleveland you push it into the neighborhoods. If they get annoyed enough they will go to permit parking, which will reduce access to businesses even more.

River Road and Fairview are both bike streets. Fairview has little bike traffic, RR has a fair amount. Neither sees many bike riders between November and April. This is a decision that has a significant year round impact on people who live and work in this neighborhood. I think that Luci Ancora and Sportsman's should take precedence over a bike lane, at least until such time as Fairview is busy year round with bike traffic.

I am happy to have you share my thoughts with the City Council.

with every best wish,

Lynn Hertz



From: Mary Ellen Johnson  
Sent: Friday, June 12, 2015 9:52 AM  
To: Tolbert, Chris (CI-StPaul)  
Subject: Proposed Cleveland ave. bike lanes

I am opposed to this proposal. I am not in favor of narrowing each car lane a foot or eliminating parking for residents and businesses between Grand and Randolph avenues on Cleveland. Even with these changes I feel this street is too narrow to safely accommodate 2 bike lanes. There are other close north/south bike routes such as the Mississippi River blvd. only a few blocks away.

Mary Ellen Johnson  
xxxx Juliet ave.

**From:** Judy Rehak  
**Sent:** Friday, June 12, 2015 10:18 AM  
**To:** Tolbert, Chris (CI-StPaul); Stark, Russ (CI-StPaul)  
**Subject:** Bike Lane on Cleveland Avenue

I have lived at xxxx Lincoln Avenue for almost 30 years. When I moved in I rode my bike around the extended neighborhood. My son rode his bike to school, work and friend's homes around the neighborhood. We rode on city streets, carefully and without incident. We did not have, did not need, and do not now want special bike lanes. I am writing to urge you to vote no on the Cleveland Avenue bike lane between Mac Groveland and Highland Park.

I urge you to vote no for the following reasons:

1. Alternative bike lanes or quiet neighborhood streets already exist for bike riders in the neighborhood. Stop signs have been installed almost every other street to slow down auto traffic in order to provide safe crossing and travel for non-car traffic through the side streets in the neighborhood.
2. Cleveland is a relatively narrow, but busy street. Bikers frequently ride in tandem and/or on the traffic side stripe of the bike lane (watch the bikers on Summit) forcing cars to move to the middle of street or into oncoming traffic. This creates an unsafe condition for both the biker and the car driver. Installation of a structural divide will only make if they the competition between bikers and cars for travel space worse.
3. Even on scenic Summit Avenue, I never pass more than 10 bikers during the morning rush hour headed west to the Capitol or downtown, even in nice weather. The expense of installing and maintaining duplicative, multiple and costly bike lanes through neighborhoods seems extravagant and unnecessary. This is especially true when the city and the state can't afford to maintain the road surfaces we already have which are damaged by winter weather each year. The pot holes will be more dangerous for the bikers than for cars.
4. Having visited the underutilized Union Depot yesterday, I can't help but think that the bike lanes will be another expensive project that will be not be cost beneficial and will have to be paid for by the majority of neighbors who will not use it and do not want it.
5. Finally, I urge you to consider carefully the concerns of the neighborhood businesses, which have invested in the well-being of the neighborhood for many years and shaped its character. To dismiss these concerns because they come from the business community as if they are not of equal importance to a vibrant community is distressing and does not bode well for a sustainable tax base.
6. The concerns of the people who are already here should have priority over the possible attraction to people who might possibly, someday, want to move in - the millennials. When the millennials finish paying off their student loans and can afford to move into the neighborhood,

their priorities may well have changed. As a family which is and will be paying student loans for a long time, I mean no disrespect by that statement.

I urge you to vote no on the installation of a bikeway on Cleveland Avenue.

From: David McDonell  
Sent: Friday, June 12, 2015 10:48 AM  
To: Tolbert, Chris (CI-StPaul)  
Cc: DavidScots McDonell  
Subject: We oppose eliminating parking on Cleveland Avenue  
**David was a member and chair of the St. Paul Planning Commission from 1978 - 2003**

Dear Councilmember Tolbert,

As long-time residents of Macalester-Groveland, we are opposed to the plan to eliminate parking on Cleveland Avenue from Randolph Avenue to Grand Avenue.

The section of Cleveland impacted by this proposal is one of busiest, yet narrow, parts of Cleveland. At Randolph and Cleveland, the city also has one of the more significant traffic bottlenecks because of the narrow street. Traffic moving south on Cleveland is trapped if a car at the intersection attempts a left turn onto Randolph (which happens often because of the traffic volumes generated by students and visitors to the University of St. Katherine's campus). This bottleneck has existed for years and the city has failed to correct it. This new proposal will take even more space from an already congested street and eliminate parking for businesses and residents along this segment of Cleveland.

A more practical - and safer for bikers - solution would be to swing the Cleveland bike paths route west 1 block at Randolph and Summit Avenue and run it along Finn Street. Northbound bikers from Randolph can connect to an already existing bike path at Summit and can take that path back to Cleveland and continue north on Cleveland on a street that is less congested at that point. Finn is much less traveled and would offer a safer venue for bikers.

This approach would have least impact on Cleveland businesses and residents - who are paying property taxes but gaining no benefit and incurring a significant burden. Also, the Finn plan would offer a safer route for bikers with little additional burden.

If this Finn Street suggestion isn't adopted, we still stand in opposition to the proposed removal of parking on Cleveland from Randolph to Grand Avenue.

Sincerely,

David and Margaret McDonell  
xxxx Wellesley Avenue  
St. Paul, MN 55105



**From:** Ruth Kline

**Sent:** Friday, June 12, 2015 11:27 AM

**To:** Tolbert, Chris (CI-StPaul)

**Subject:** NO Bike lane on Cleveland

NO BIKE LANE on Cleveland Ave. We need to have parking on Cleveland to get to the businesses. We need to have education for bike riders as they do not seem to know the rules of the road and they don't seem to care.

**From:** Regina's Candies  
**Sent:** Friday, June 12, 2015 1:59 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Subject:** Cleveland Avenue bike lane proposal

Dear Chris,

My name is Mark Elliott and I am the owner of Regina's Fine Candies, Inc. located at 2073 Saint Clair Avenue. I am writing you with my concerns about the upcoming bike lane proposal for Cleveland Avenue. My family has owned this business since 1926 and we have been located on the corner of Cleveland and Saint Clair for over 50 years. We have been in our current location since 1990. On my busiest days I have up to 480 customers (Christmas, Valentines Day, & Easter) at those same times I have up to 9 full & part time employees. We have only enough parking for 4 cars in my lot so all other cars use street parking. My employees park on other side streets during these busiest days. This will present a major problem for my business as the church behind us uses many street parking spots as well, especially on Saturdays which is typically my busiest day of the week. I also use Cleveland Avenue to Saint Paul Avenue on my daily commute to and from work and believe more bike traffic will create more danger for both bikers and drivers as it already is heavily traveled. Please keep these issues in mind when voting on this proposal.

Sincerely,

Mark Elliott.

**Regina's Candies**  
**2073 St. Clair Ave.**  
**St. Paul, MN 55105**

Lee Hallgren  
xxxx Eleanor Ave

Lee called to talk to the Council President. He stated he had already left a message in CM Tolbert's office.

He stated that he is kept awake at night thinking about the bicyclist that ran a stop sign and made him swerve into the oncoming traffic lane. He said that everyone was okay but what if he had killed that idiot. He thinks about his family bailing him out of jail and how he would have to come up with a lot of money for attorney fees to fight vehicular homicide charges.

He doesn't understand how these bastards riding their bikes are exempt from the traffic laws. Most riders are breaking laws daily and with the lack of enforcement it's like giving them the right to break the laws while holding the cars liable. People riding their bikes and breaking the laws are the most arrogant people he's ever met. He sees most of them weaving in and out of traffic stopping only when it's convenient for them.

He can't believe the raised bike path downtown is going to take away all that downtown parking. He & his wife went to the farmers market last Sunday and they couldn't park any closer than 4-5 blocks away (they are both in their 70's and she is impaired). He said taking the car to the train and then trying to carry all their stuff on the train and back to the car is too much for them. He stated that St. Paul is catering to the 20-30 crowd and forgetting about the rest of us.

He never hears anyone on the Council commenting on what's going to happen to Highland Village with the development of the Ford Site. He believes there are plans to widen Cretin to make it an expressway. Will Highland Village survive once it's developed?

Lastly, he said Where did such a small group of people get all this money for bike lanes, but they can't fix the sidewalk outside of Café Latte, 850 Grand Ave. The holes aren't very big but they're enough to make his wife trip.