

Gene Baum - Cleveland Bike Lane
He's opposed to the proposed bike lane

From:

Sent: Wednesday, June 10, 2015 2:03 PM

To: Tolbert, Chris (CI-StPaul)

Subject: No parking/bike lane

Why would the city even think about adding a bike lane on Cleveland. Its one of the most ridiculous things ever proposed. The city already made a very bad choice by making Jefferson a bike lane. I don't know if you have been down Jefferson lately, but between Snelling to the River Road it's impossible to drive a car down the street. With bikers and a lane each way it's to congested. One can hardly even drive one car down the road. Whoever thought of that bike lane should be fired...

Now the city wants a bike lane on Cleveland. It's not only a very busy street (a lot more than Jefferson), but it's also going to hurt the small businesses. It will also put more traffic into the neighborhoods which are already getting more congested.

I do not support this proposal..

What is the city doing to control these bikers. What I mean by this is non of the bikers that I have seen ever obey the laws. They think they rule the road and don't have to stop or use a signal.

If the city goes ahead with this proposal you will see more traffic in the neighborhoods, struggling businesses due to no parking and most likely a bike vs car accident.

Sincerely,

Doug

Lisa Hambidge called re Cleveland Bike Lane – Lisa's very much opposed to the bike lane on Cleveland saying no matter what – if parking is removed etc – Cleveland just wasn't made for a bike lane. It seems every time they turn around, parking is being taken away – whether it's in the neighborhood or downtown. On Cleveland has anyone talked about emergency vehicles as they 'meet' a bus? Really, who doesn't want a bike? Most families do and hers does as well, but it's like all the sudden this whole bike thing is taking on a life of its own, like they're owed and they really have undue influence on the roads. She hopes you listen to the majority of your constituents.

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

George Tiers

5/31/2015

S. Cleveland

(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.

From: Rick Wilhoit

Sent: Tuesday, June 02, 2015 10:30 AM

To: #CI-StPaul_Ward1; #CI-StPaul_Ward2; #CI-StPaul_Ward3; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7; Collins, Reuben (CI-StPaul)

Subject: Cleveland Avenue Proposed Bike Lanes

Gentlemen:

Last evening I attended the information session regarding the remill and proposed bike lanes on Cleveland Ave. held at the Macalester Groveland Community Center. In this email I wish to make only very brief follow up additions to my email to you of yesterday.

1. The proposed bike lanes is new information to most area residents, namely only since March of this year. Because such lane designation only requires stripping of lanes, although convenient to do so when the county remills the road, it could easily be done at any later date after it has been given more careful thought.
2. You propose to reduce traffic lanes from 12' to 11'. Several MTC bus routes use Cleveland Ave. daily. I was informed by the MTC this morning that buses are 8 1/2 feet in width, plus mirrors. With significant bus and truck traffic the 11 foot width will leave little room for error, particularly since motor vehicles will not be permitted to cross into the bike lane. Remember, we are dealing with several thousand drivers a day on this stretch of road.
3. I do not believe you have considered the potential for significant adverse impact to home owners and businesses during snow emergencies when zero parking will be allowed on Cleveland during the plowing of east/west streets.
4. I reviewed the parking studies that are on your website. The parking reviews were done on several Tuesdays and Thursdays, plus a Saturday. This limited information is misleading by its incompleteness. The heavier class schedule, and thus parking use days, are typically on Mondays, Wednesdays and Fridays.

I earnest request the City Council postpone its decision regarding the creation of bike lanes until a more thorough study has been made and greater input can be provided by the impacted home owners and businesses. Approximately 90% of the attendees at last night's meeting were opposed to the proposed bike lanes. I have a conflict so I will be unable to attend the June 17 Council meeting.

Rick Wilhoit

From: Rick Wilhoit

Sent: Tuesday, June 02, 2015 10:30 AM

To: #CI-StPaul_Ward1; #CI-StPaul_Ward2; #CI-StPaul_Ward3; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7; Collins, Reuben (CI-StPaul)

Subject: Cleveland Avenue Proposed Bike Lanes

Gentlemen:

Last evening I attended the information session regarding the remill and proposed bike lanes on Cleveland Ave. held at the Macalester Groveland Community Center. In this email I wish to make only very brief follow up additions to my email to you of yesterday.

1. The proposed bike lanes is new information to most area residents, namely only since March of this year. Because such lane designation only requires stripping of lanes, although convenient to do so when the county remills the road, it could easily be done at any later date after it has been given more careful thought.
2. You propose to reduce traffic lanes from 12' to 11'. Several MTC bus routes use Cleveland Ave. daily. I was informed by the MTC this morning that buses are 8 1/2 feet in width, plus mirrors. With significant bus and truck traffic the 11 foot width will leave little room for error, particularly since motor vehicles will not be permitted to cross into the bike lane. Remember, we are dealing with several thousand drivers a day on this stretch of road.
3. I do not believe you have considered the potential for significant adverse impact to home owners and businesses during snow emergencies when zero parking will be allowed on Cleveland during the plowing of east/west streets.
4. I reviewed the parking studies that are on your website. The parking reviews were done on several Tuesdays and Thursdays, plus a Saturday. This limited information is misleading by its incompleteness. The heavier class schedule, and thus parking use days, are typically on Mondays, Wednesdays and Fridays.

I earnest request the City Council postpone its decision regarding the creation of bike lanes until a more thorough study has been made and greater input can be provided by the impacted home owners and businesses. Approximately 90% of the attendees at last night's meeting were opposed to the proposed bike lanes. I have a conflict so I will be unable to attend the June 17 Council meeting.

Rick Wilhoit

From: Jean Wincek
Sent: Tuesday, June 02, 2015 12:56 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Proposed bike lanes

Dear Councilmember Tolbert,

I became aware of the plans of the City Council to vote on a proposal on June 3rd that would eliminate parking on Cleveland Avenue from Grand to Randolph Avenues in order to put in bike lanes. As a frequent user of businesses along this street, I want you to know that this proposal would severely limit my ability and the ability of others in our organization to find parking and thus would affect my (our) patronizing of these business. I ask that you vote no on the proposal and look for other ways to accommodate bikers.

Sincerely,

Jean Wincek, CSJ

Sisters of St. Joseph of Carondelet

1884 Randolph Avenue

St. Paul, MN 55105

Peter Wong re Cleveland Bike Lane Proposal

Mr Wong has lived in St Paul since 1967, and lives on Mississippi River Boulevard. He is against the proposed bike lane on Cleveland – even if parking is removed, still too narrow and dangerous and he just knows there will be accidents. Choose Summit – already wide and would be a better choice.