

## **Opposition**

**From:** Milda Hedblom  
**Sent:** Sunday, June 14, 2015 6:18 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Cleveland ave bike lanes

Hello,

I am a resident in the local area where the plan for bike lanes is under discussion. I want to convey my strong opposition to this plan. The abolition of parking on Cleveland and the plan to narrow the streets will be a serious hardship for area business. I use the street regularly each week for trade. As an elderly and handicapped person the city plan will be the end of my trade and many others as well. The City needs tax base, not bike lanes on streets where business is producing revenue for the city and service to the community.

There are alternatives including Finn. It may not be the first choice of the biking community but it is a sound choice which does not threaten local business or mean no parking for elderly, handicapped, parents with children in strollers and others.

Milda K. Hedblom

**From:** Jim Masters  
**Sent:** Sunday, June 14, 2015 8:33 PM  
**To:** #CI-StPaul\_Ward3  
**Subject:** June 17th Council Meeting Agenda Item #32 - Loss of parking on Cleveland Ave.

Dear Chris:

Thank you for speaking with me and Stephen Maas regarding the removal of parking spaces on Cleveland Avenue. Below, for the public record are comments I am submitting to you and to each Saint Paul Councilperson.

Item 32 on this week's City Council Agenda is a request for your approval to remove 90% of the existing parking spaces (119 of the existing 135) on a vital stretch of Cleveland Avenue (Summit to Randolph) in order to make way for dedicated bicycle lanes. Please **vote no** on this plan for the following reasons:

1. The vast majority of your constituents residing in the affected neighborhoods are opposed to this plan.....not just those who live or work on Cleveland, but those in the surrounding neighborhoods and throughout the affected Wards 3 and 4 (see public comments).
2. The neighborhood concerns are valid: the loss of over 90% of the existing public parking spaces would prevent people from accessing their front yards (the homes where parking is to be removed face Cleveland Avenue), severely limit the public's access to 27 businesses and places of worship, and create increased vehicular traffic and parking congestion on the surrounding residential streets.
3. The young, the old, and those with disabilities will be heavily impacted. They need to have consistent, year-round parking that is reasonably accessible to their child care

facilities, places of worship, and neighborhood businesses. If this plan goes through as proposed, they will not.

4. Cleveland Avenue is a poor choice for bicycle lanes. It is a narrow commercial artery and public transportation route. Further narrowing the vehicular lanes from 12 feet to 11 feet, and creating narrow 5 foot bicycle lanes, will not make Cleveland a safe place for cycling. Bicyclists will still have to share the road with public buses, delivery and service trucks, and cars. This is not a good combination. Prior and Finn have minimal commercial traffic and should be considered.
5. A decision such as this one, which will have such a profound impact on the character of Cleveland Avenue, should not be made in haste - without sufficient study, without consideration of better and less damaging alternatives, and without involving all stakeholders.

While bicycling proponents and planners have been at work on a broad-brush bicycle plan for some time, the affected home and business owners on Cleveland Avenue, their customers, the neighborhood residents in Wards 3 and 4, and the public have had approximately 6 weeks' notice that implementation will result in the elimination of a 90% of the public parking spaces on a critical commercial artery in this dense city neighborhood, where parking is already limited due to permit parking and two college campuses.

6. A well-implemented plan need not be divisive. This is not a case of property owners vs. bicyclists. Many of those who have voiced opposition to the plan are avid cyclists - they just don't think that this plan is the right one for Cleveland Avenue, for the neighborhoods in Wards 3 and 4, and for Saint Paul.

Please listen, and vote no - send the Cleveland Avenue bicycle plan back to the table and involve the neighborhood in the planning process. Thank you for your consideration.

Jim Masters

Owner and Director, A Child's View Child Care Center

Attached: Comments Submitted on Open Saint Paul

My name is Jim Masters and I am the owner and director of A Child's View child care center on Cleveland Avenue. Our program has served children ages 1 ½ to 5 at this location for the past 27 years. My wife and I own the building. I am writing to register and explain my opposition to the proposed bike lane on Cleveland Avenue.

Three weeks ago, we were notified that the City of Saint Paul is considering a plan to convert all street parking in front of our building to a bike lane this summer. If implemented, this plan would pose a severe burden for our parents and young children, hinder the operation and success of the child care center, drastically reduce our property value, and impose on the parking available to our neighbors on the adjoining residential streets. Having occupied this building for almost three decades and having frequently biked to it, I can also attest that the volume of car, truck and bus traffic on Cleveland make it a poor candidate for a dedicated bike lane.

I understand that thoughtfully sited bike lanes add valuable recreational and commuting opportunities in our city. Small neighborhood businesses also add to the strength and character of Saint Paul - a city that is known for its appreciation of its historical buildings and the warm

welcome it extends to small businesses. This plan is being implemented on a fast track, with limited opportunity for public comment and insufficient consideration of the impact that it has on the small neighborhood businesses in its path. **Please locate the bike lanes on more suitable non-commercial corridors, or extend the timeline for this project to allow the City to work with the affected small businesses. A successful plan should incorporate provisions to address the legitimate parking needs of the small businesses (their owners, patrons, service providers, and staff), their neighbors, and the public at large.**

Many of the commercial buildings located on the Cleveland Avenue business corridor were built nearly a century ago. They complement the residences that were built in that same era. However, commercial buildings constructed at that time were often sited in a way that makes it very difficult to replace the on- street parking that would be eliminated if the bike plan goes through as proposed. Our building is characteristic of others on this stretch of Cleveland. It was built in the early 1900's on a 40x126 foot lot at the corner of Palace and Cleveland. According to our research, it was originally a neighborhood grocery store. The building was constructed so that it faces Cleveland Avenue and sits directly on the sidewalk and the alley. This leaves us no place to construct off-street parking on the alley side of the building, and city setback requirements prohibit parking on the rest of our lot.

Our lot has 126 feet of frontage on Cleveland Avenue. That frontage has provided our parents with parking in front of the center, so that they do not have to carry or escort small children for long distances to access the building. This is especially important during Minnesota's harsh winter months. Biking or walking is simply not an option for the consistent, daily, year-round access to the center that our families require. The availability of adjacent street parking was taken into account when the City approved our occupancy of the building.

Some have expressed the sentiment that the businesses do not own the parking spaces and are therefore not entitled to consideration on the parking issue. It is true that we do not own the spaces, but they serve a valuable purpose for our patrons and the public. Without adequate access, we cannot provide services, support jobs, and make our small (but collectively, strong) contributions to the economic viability and historic character of Saint Paul.

The businesses along Cleveland Avenue also contribute directly to the maintenance of the streets adjoining their properties. Higher street maintenance assessments are due for frontage on Cleveland Avenue than on neighboring residential streets because it is a "Commercial/Arterial" street. This designation recognizes the commercial character of the street and the validity of the businesses adjoining it. Businesses located on Cleveland Avenue pay more than double the right-of-way maintenance rates of residential owners on the street. There is a logic to this because Cleveland Avenue has a higher traffic use and because businesses in the Cleveland Avenue neighborhood should do their share to help maintain streets that benefit them and their customers. But where is the benefit to our neighborhood businesses if we cannot use this commercial street to access our properties?

While walkers and bikers can provide some traffic to our neighborhood businesses, it is nonsensical to think that they alone can provide sufficient commerce to keep our neighborhood businesses alive. These means of transportation should be options, not mandates imposed by exclusionary planning. In the case of our center, the vast majority of our parents transport their children to the center on a daily basis by car, with some walking or biking on occasion as weather or other conditions allow. Access is a daily need, and consistent parking options are essential to meeting that need.

If our only viable access is taken under the City's proposed bike lane plan, the value of our property will be compromised, if not destroyed. The building had fallen into disrepair when we purchased it. True to Saint Paul and its traditions, we saw potential and have invested in restoring and improving it over our 27 years of ownership. What was once an eyesore is now a pretty little building with window boxes on the street-side and children playing in the yard. The child care center is an asset to the neighborhood.

The needs of small businesses should be taken into account in any plan to install a dedicated bike lane in this historic commercial artery. If the lanes cannot be placed on more bike-friendly non-commercial corridors, viable options might include use of sharrows (such as is used on neighboring Jefferson Avenue) that allows for bikes and cars to share the parking lane, short-term parking in front of businesses, street widening, parking cut-outs, and/or variances of city building requirements to allow us to construct parking spaces on unimproved portions of our lots.

Please take the time to explore these options with the small business stakeholders on Cleveland Avenue and to arrive at a reasonable solution that accommodates the needs of all members of the public. A July implementation schedule for a plan announced in May is a disservice to all. Thank you for your consideration.

Jim Masters

From: Joseph Goswitz  
Sent: Saturday, June 13, 2015 1:32 PM  
To: #CI-StPaul\_Ward3  
Subject: Cleveland Bike Lanes

Dear Chris,

I you wrote several weeks ago to oppose the removal of parking on Cleveland and very much appreciated the reply from Libby Kantner. I'm writing you again to emphasize how important I feel it is to maintain parking along Cleveland. Businesses which I patronize such as the Sportsman's, Luci, Astound Video, and others rely on that parking to survive. Please vote to keep the parking on Cleveland.

Thanks so much,

Joe Goswitz  
xxx Woodlawn Ave  
St. Paul

**From:** Kiran Goswitz  
**Sent:** Saturday, June 13, 2015 1:22 PM  
**To:** #CI-StPaul\_Ward3  
**Subject:** Parking on Cleveland

Dear Councilman Tolbert

I am an 18-year old college student (registered voter!) who regularly patronizes the Sportsman's Barbershop on Cleveland Avenue. I am writing to express my opposition to the removal of parking on Cleveland as part of the bike lane project. My little brother uses his bike to get around Highland, so I get the need for safe biking routes. That said, I think removing the parking on Cleveland is the wrong way to achieve that goal. Sitting in the Sportsman's for a half hour makes you realize how important the close, on-street parking is for their customers.

Please oppose the removal of parking on Cleveland at the upcoming City Council meeting.

Sincerely,

Kiran Goswitz

xxx Woodlawn Avenue

St. Paul, MN 55105

**From:** goswitz  
**Sent:** Saturday, June 13, 2015 1:05 PM  
**To:** #CI-StPaul\_Ward3  
**Subject:** Cleveland bike lanes

Dear Chris,

I am writing to express my strong opposition to the removal of parking on Cleveland Avenue as part of the bike lane project. Our family of five are avid bikers, but this project jeopardizes numerous businesses which are part of the fiber of our neighborhood. For example, the northeast corner of Randolph and Cleveland features splendid mix of affordable apartments and small businesses including a landmark barbershop, a great restaurant, and multiple other interesting enterprises. These are all small margin operations which depend on convenient accessible parking to attract customers. The same is true for the other businesses along Cleveland. Some of these business have older clientele who need to park as close as possible.

The removal of parking on Cleveland will cause long term irreparable harm to a valuable collection of community business assets that make Highland and Mac Groveland such great places to live. Please vote to save the parking spaces.

Thank you for your consideration.

Visala Goswitz  
Homeowner  
xxx Woodlawn Avenue

Ward 3

From: Gerald Kettunen  
Sent: Friday, June 12, 2015 7:16 PM  
To: #CI-StPaul\_Ward3  
Cc: Angel Chandler; Jim Nuessle; John Kaplan; Norb Hauer; Rosie Rogers  
Subject: Cleveland Striping drawing, show Cleveland is too narrow.

Councilmember Tolbert,

The e-mail about the street dimensions had several errors which I corrected after I talked to Jim Tolaas, Director of Public Works for Ramsey County. Cleveland is under county jurisdiction. I did make a rough drawing with the corrected information using Excel. It is attached. It shows only 15" inches of space on each side of a bus/truck before they interfere with the bike lane.

This makes it too narrow for me or to allow my grandchildren to ride on it. Finn and Prior are excellent alternatives.

Jerry Kettunen  
xxxx St Clair

55105

From: Dave Ulve  
Sent: Monday, June 15, 2015 7:35 AM  
To: Tolbert, Chris (CI-StPaul)  
Subject: Cleveland Avenue Parking

Chris

I am opposed to the elimination of parking on Cleveland Avenue. Doing this puts the livelihood of the business owners in potential jeopardy. Are those that support this willing to compensate the owners should their profits drop? If not, their decision lacks accountability, is irresponsible and lacks common sense.

I also wanted to add something unrelated. Biking in winter months when roads are snow covered and icy should be banned. It scares me to pass a biker as I fear they may lose control creating an accident. In my opinion their decision to bike when roads are bad lacks common sense as well!

Thanks for listening

Dave Ulve

xxxx Jefferson Avenue

**From:**

**Sent:** Sunday, June 14, 2015 11:52 PM

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

**Subject:** No to Ranolph Bike Lane -

Quite simply, Cleveland is NOT a wide enough road for the cars and the bikers. AND, frankly, the 'casual family' bikers will go or remain on the side streets for safety, and the cars will move to the side streets to avoid the bikers who stray from the lane.

As a casual biker, Summit makes me nervous - even when I am driving! Today, I almost hit a biker who took a wide pass around a family biking too slowly for his group - fortunately I was a) Paying attention (more than the biker apparently) and b) had room to move over without worrying about on-coming traffic. This has happened more than once. While biking, cars move over sooner than needed to turn or cut off a biker once the turn lane lines appear.

This is not a debate about business or pursuing a healthier lifestyle.....it is basic common sense. The neighborhood offers safer roads for all bikers within a block of Cleveland, roads with families in their yards talking with neighbors,

kids playing on the sidewalks - minimal car traffic to worry about .....keep our neighborhood friendly, quiet and local traffic only. Who knows, the casual biker might meet some new friends as they run into a family they know from school, church, work.....

BTW: One really only needs to look at the Pedestrian Law to see how cars and people co-exist on a road.....how much time, money and angst has that caused over the years? Let alone fatalities. One is one too many. Cars are not going away.

Signed,

Anonymous.

**From:** Milda Hedblom

**Sent:** Sunday, June 14, 2015 5:53 PM

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

**Subject:** Opposition to bile lanes on Cleveland Ave.

Councilmember Tolbert:

I am a long time resident of St. Paul. I am writing to convey my deep opposition to the plan to remove all parking on Cleveland from Grand to Randolph and to narrow each car lane to add bile lanes in both directions. The reasons why this is a bad plan are many.

First, the impact on homeowners and local business will be very negative. In a time of economic struggle for small and medium size business how can the city even contemplate a plan which will make customer access to businesses along Cleveland difficult and for some (elderly, disabled, mothers/fathers with small children and strollers) impossible. Elimination of all parking on Cleveland from Grand to Randolph disregards the fact that most residents do move by car and should continue to have reasonable access to business along the street. I use it almost every day but as an older and handicapped person that will be the end of my trade on Cleveland. Physically able and overwhelmingly young bikers seem either hostile or indifferent to those who are not.

Second, this move raises once again the question how much the City really wants to retain tax base families in the city. I have remained in the city despite the punishingly high taxes. This causes me to question the wisdom of remaining while watching the city disregard loss of tax base



and for a move that benefits so small a segment of the population. Are taxpayers viewed as a bottomless well?

Third,, in regard to the intent to narrow the street it makes me wonder whether any of the planners have actually tried to drive the street in the winter when the elements themselves already narrow the road nearly as much as is proposed under this plan. Most of us support reasonable accommodation to dedicated bike lanes on streets that are wide enough to remain functional in winter ice and snow. Cleveland is not.

Last, I drive Summit daily and have for years so observe the traffic. It has had bike lanes for some while. The amount of bike traffic on a daily commute basis from November to April is nearly zero. The amount of bike traffic on a daily commuting basis is vanishingly small. Biking on Summit is largely weekend leisure biking. It has been apparent for some while that the goals for more dedicated bike lanes are driven more by zeal and belief in the rightness of the mode of transit than by a willingness to balance the needs of different age groups and the need to preserve access to businesses.

I urge you to vote to kill this plan and to persuade your colleagues to do the same.

Milda Hedblom, J. D., Ph.D.

**From:** Edith Vargas

**Sent:** Sunday, June 14, 2015 3:58 PM

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

**Subject:** Bike lane on Cleveland

I am writing to let you know I do NOT support a bike lane on Cleveland Ave. To me it seems ludicrous to use an already old, busy, narrow street and add another dimension to it, particularly when there are alternatives. Finn runs the same distance except for two blocks and Cretin has no businesses that would suffer from the addition of bike lanes. Furthermore, the little parking that is available on Cleveland for the small businesses that occupy the street, will definitely result in reduced business. If people cannot park in front of the shop/business, they will not stop. Please vote against this measure on WEDNESDAY!

Thank you,

Edie Vargas

xxxx Sargent Avenue

St. Paul, MN 55105

From: nsimon  
Sent: Sunday, June 14, 2015 11:32 AM  
To: Tolbert, Chris (CI-StPaul)  
Subject: Cleveland Av

Dear Chris,

Please do not remove parking on Cleveland to add bike lanes. As a senior, it makes it so inconvenient to shop at businesses on Cleveland Avenue if I have to walk a block or more. Moving the bike lanes to Finn would make more sense to me. My husband, who commutes to the U of MN by bike, feels that Finn is also safer because he doesn't have to compete with as much car traffic.

It will be sad if we force businesses to move else where. Thank you for your service.

Nancy Simon

**From:** Cynthia Macgregor  
**Sent:** Sunday, June 14, 2015 11:22 AM  
**To:** Tolbert, Chris (CI-StPaul)  
**Subject:** Proposed Bike Lane

Dear Mr. Tolbert,

I do not think I could be more opposed to this proposal. Cleveland Avenue is a very busy street already, and narrower car lanes will make things worse.

I am homeowner, not a business owner, but I cannot believe that the city of St. Paul is willing to sacrifice the wonderful, vibrant businesses on Cleveland Ave that employ many people, provide much service and pay a great deal in property taxes. I read in the St. Paul Pioneer Press a bike enthusiast complain that we need to stop pandering to businesses. I don't think I need to remind you that business is the crux of the vibrancy of a city. I truly believe that if parking is forbidden on Cleveland Ave, businesses will suffer. Bicyclists will not stop at the businesses.

I believe I have a lovely couple of solutions. There is a wonderful bike path along the Mississippi River, and if a person is biking 20-30 miles, a detour of that nature should not phase them. If the bicyclist is a casual biker, we've got the perfect street - Finn Ave. It is one block west of Cleveland and pretty much a worthless street. It ends two blocks south of Randolph.

I look forward to your response.

Sincerely,

Cynthia MacGregor  
xxxx Palace Ave

**From:** Deb Burns  
**Sent:** Saturday, June 13, 2015 7:30 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Subject:** Cleveland Av

Hi Chris,  
Please do not make Cleveland Ave a bike way!  
I oppose the plan to eliminate parking on Cleveland Av in favor of bike lanes.  
It will harm small businesses to lose valuable parking in areas that already have a shortage of parking near St Catherine and St Thomas Universities.  
I think a better plan would be to create the bike lanes on Prior Av. It is a safer alternative to Cleveland.  
I live on Jefferson Avenue and I see bikers run the stop signs frequently. They have a disregard for the law and their personal safety.

I want to support our small businesses and the charm they bring to our neighborhoods.  
Please do not make Cleveland Ave a bikeway!  
Thanks,  
Debra Burns  
xxxx Jefferson Av  
St Paul, Mn

**From:** Virginia Schubert  
**Sent:** Saturday, June 13, 2015 2:52 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Cc:** Virginia Schubert  
**Subject:** Bike lane on Cleveland Ave

I strongly urge you to vote against the plan to remove parking from Cleveland Ave in favor of a bike lane.  
Cleveland Ave is too narrow and carries too much traffic to do this. Besides it will adversely effect the small businesses along Cleveland.  
In an effort to be trendy and p.c., such a move would also make life more difficult for senior citizens and people with mobility issues who have difficulty walking. This would be especially true in the inclement weather and in the winter when piles of snow would make it virtually impossible for some of us to access the stores along Cleveland if we had to walk very far.  
In addition, please take into consideration the grade school children from Nativity and Groveland who have to cross Cleveland. Bicycles would just add one more element to make the street less safe.  
It is bad enough that Jefferson is now so narrow that we can hardly drive on it, but now the City wants to make our life even more difficult!

Virginia Schubert  
xxxx Stanford Avenue  
St. Paul, MN 55105

**From:** PATRICK W MANION  
**Sent:** Saturday, June 13, 2015 1:34 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Subject:** No Bike Lane

Dear Chris,

The Cleveland Bike Lane is not worth the trade off!

My wife, kids & I and bike. We have commuted. We have taken our kids biking, and used tagalongs on our bikes! People need the parking spots MORE than the bike lane. We do just fine on side streets & on Cleveland. I NEED the parking spots not just for the business, but also to park on snow plow days. We use these to parking spot to move our cars on plowing days! By NOT having these are for parking, we will have more snow clearing problems. There is no need to take away the parking spots. bikes can still use this area!.

Thank You,

Pat Manion  
xxxx Berkeley Ave.  
St. Paul, MN 55105

From: Kirsten Ingerson  
Sent: Saturday, June 13, 2015 1:23 PM  
To: Tolbert, Chris (CI-StPaul)  
Subject: Bike path on Cleveland - a "no" vote

Dear Mr. Tolbert

We are very much against removing parking from Cleveland Ave from Grand to Randolph and making car lanes even narrower than they are now.

Cleveland and Cretin are this neighborhood's "thoroughfares" and need to be protected as streets allowing traffic to move through with as few stops and obstacles as possible. If it were possible, I would be in favor of widening both streets for car traffic or making it easier for traffic in any possible way on those streets. As it is, making left turns on those two streets can be difficult and dangerous.

Adding a bike lane will not help matters for traffic, it will only make it more difficult to navigate. Add to that that bicyclists rarely honor traffic rules and we have the recipe for more accidents. While I appreciate the environmental importance of bicycling vs. driving, adding a bicycle lane is not going to help either traffic or safety on Cleveland Ave. We need to look at other solutions for bicyclists, such as turning the boulevard into a lane divided for pedestrians and bicyclists. In the meantime, isn't there something that can be done to encourage bicyclists to be safe, respectful "drivers" who honor the rules of the road?

Kirsten Ingerson and Charles Pinto  
xxxx Wellesley Ave.  
St. Paul, MN 55105

**From:** [donohues@att.net](mailto:donohues@att.net)

**Sent:** Saturday, June 13, 2015 8:04 AM

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

**Subject:** Bike lanes on Cleveland

Mr Tolbert:

There is simply no need for these lanes and many reasons they should not exist.

1) If folks want to bike North/south between Grand and Randolph bike lanes already exist on Fairview. less than 1/4 mile east or less than 2 minutes on a bike. Why are we duplicating them?????????

2) Living on Fairview for 30 years I know how inconvenient it is to lose your parking in front of your house. Why should people who live there be inconvenienced for folks who don't? I understand you sometimes have to be inconvenienced for the general good, I already have, why do we need to do it again to folks 10 blocks away. The bickers can bike the extra 2 minutes to fairview, they too can sacrifice for the general good! And if they want a nicer ride they can go the 4 minuets west to River Road. There is no shortage of bike lanes!

3) I know what a problem it causes on the side streets !!! where all the cars then go to park. There are now ALWAYS lots of cars parked on both sides and it is very tight with 2 way traffic. And that does not even address what happens during our VERY SHORT snow season!!!!!!

4) I am a resident so therefor am a property taxpayer. I hate to see you guys do things that drive out small businesses. They run on thin margins. One of their competitive advantages is their convenience. You make it hard to park and you take that away from them. When they give up the ghost that means my taxes now have to make up for what the city was getting from them (and the only thing that is likely to get me to move out of St. Paul is the property tax rates!!). So I care alot about making a good business environment both for my own convenience and my finances.

So YOU need to stop this foolish plan!!!! And please don't give me the "I am only one vote" BS. You are employed by us (through the election) and if you can't figure out how to get things done in our interests then we need someone who can! And if you don't stand for us the same is true.

Sincerely

Stephen Donohue

PS I can think of better ways for the city to spend money than re-striping and putting up NO Parking signs!!!!!! I hope you can also!

**From:** Doug

**Sent:** Friday, June 12, 2015 11:37 PM

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

**Subject:** cleveland bike lanes

I have lived on goodrich av for over 25 years and use cleveland frequently. I feel it would be bad idea to put bike lanes in .

bye from Doug

**From:** Tom Lux  
**Sent:** Friday, June 12, 2015 5:46 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Cc:** 'Tom Lux'  
**Subject:** Strongly Against the Modifications to Cleveland Avenue for Proposed Bike Lane  
**Importance:** High

Mr. Tolbert,

I've owned and lived at my property at xxxx Grand Avenue since 1991. I've been a St. Paul resident for the last 55 years. I've been a "tax paying", voting member of St. Paul since I was 15 years old and voting since 18.

I will be unable to attend the hearing on June 17<sup>th</sup>, so I am writing you today to voice my concerns and opinion.

I am strongly against the proposed modifications to Cleveland Avenue for a new Bike Lane.

I drove down Cleveland last night to sign the petition at Astound Video. I wanted to see the current road and envision the proposed change for myself.

I think this proposed change will benefit a few at the expense and burden of many. The cyclists that will use this new lane will benefit and all of the rest of us will pay the price and have to accept the change and inconvenience forced upon us. That really bothers me.

I fear and suspect that the change in parking availability will have "unfortunate outcomes". Sure you can force their customers to park on the side streets, but that will only increase the traffic and activity in those residential areas. I guess this is just an unfortunate outcome for those who live there. This change may cause some businesses to close. Another unfortunate outcome? Again, this change only to benefit the few people that will use this new bicycle lane.

The proposal not only eliminates the majority of parking, it also decreases the width of each driving lane by 1 foot. This is also a major route for busses and emergency vehicles. Isn't that change alone going to make it more dangerous for cars, busses, and emergency vehicles to pass each other? Again, this change and, increased danger to benefit the few.

While it's nice that the city has a comprehensive plan that promotes the development of streets for all users of the transportation system, I feel that we've gone quite a bit too far in the direction of benefitting a few at the cost and burden of the many.

How much of the project cost will be off-set with city revenue from the "cycling community" vs. the "automobile community"? Is there any cycling revenue? Clearly there are tax dollars from the automobile community. Cyclists benefit, while the people who drive cars receive less parking, smaller lanes, and also get to pay for it. Does that sound like a good deal for those of us that drive cars?

I urge you to stop this proposal.

The actions of our elected and appointed officials over the last decade is causing me to consider retiring in Wisconsin. I'll spend my retirement dollars in another state. I guess just another unfortunate outcome.

Sincerely,  
Tom Lux  
St. Paul Resident

**From:** Susan  
**Sent:** Monday, June 15, 2015 1:27 PM  
**To:** Collins, Reuben (CI-StPaul); #CI-StPaul\_Ward3  
**Subject:** Cleveland Ave Bike Lane

Hello Chris Tolbert & Reuben Collins,

I understand there will be a hearing on the Cleveland Ave Bike Lane on Wednesday. In the event that I am unable to attend the meeting, I would like to share the following suggestion. Perhaps it has already been shared and discussed:

What about a bike lane put on Finn instead? I live near Cleveland and it seems like a heavily traveled road as it is. We live near Grand & Cleveland, and when we bike to Highland Village, we typically will bike down Finn as it is quieter. It goes all the way from Grand to Highland Ave.

I support efforts to make our city bike-friendly. I do not feel Cleveland is the best road to chose to put in bike lanes. It is a very busy road. The parking spaces are likely needed.

Thank you,

Susan Hinze

**From:** Shelley Strohm  
**Sent:** Monday, June 15, 2015 2:20 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Subject:** We're opposed to a bike lane on Cleveland Avenue

Please do NOT put a bike lane on Cleveland Avenue. This will most certainly hurt small business and possibly put them out of business. Bikers have plenty of places to bike: small businesses have few alternatives.

Thank you for your consideration.

Shelley Strohm and Steve Boda  
xxxx Sargent Ave  
St. Paul, MN 55105

**From:** norb hauer  
**Sent:** Monday, June 15, 2015 1:27 PM  
**To:** #CI-StPaul\_Ward3  
**Subject:** Cleveland Ave proposed bike lanes

Dear Councilman Tolbert,

I am writing to encourage you to vote against the proposed bike lanes on Cleveland Ave. I am concerned that this proposal would result in unsafe road conditions being that Cleveland Ave is already a fairly narrow street and there is not enough room for other cars and especially buses to operate safely. I believe a better alternative would be for the bikers to use Finn Ave. Also, I do understand that these proposed bike lanes would jeopardize normal business for some of the small businesses in the along

Cleveland Ave. All in all, I believe that this proposal is not a very good idea. Also, please refer to Gerald Kettunen's e-mail to you for a more detailed explanation. Thanks you for your consideration.

Norb Hauer  
xxxx Sargent Ave  
St Paul, Mn, 55105

**From:** JOHN GUSTAFSON  
**Sent:** Monday, June 15, 2015 12:15 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Subject:** Bike lanes on Cleveland Ave.

I want to expres opposition to bike lanes on Cleveland Avenue, primarily for safety concerns.

I don't want us to wait for a kid on a bike to get hit by a car before we decide this was a bad idea.

My primary concern is that bikes and busses should not be routed on the same streets. When a bus pulls over to the curb for passengers, both cars and bikes will attempt to go around the bus creating a terrible risk of bike-car interference or collision.

I also support the local small businesses need for convenient parking. If patrons have to walk half a block, many will find a more convenient source.

Bikes should be routed through residential streets. The bicyclists' objections to "Thru Stop" signs can be overcome by replacing STOP signs with small traffic circles similar to the one at Finn and Lincoln. These have the effect of slowing traffic on residential streets without using stop signs that bicyclists ignore.

The user activated warning lights at Jefferson & Cleveland seem to work well for both pedestrians and cyclists on Jefferson who want to cross the busier Cleveland avenue.

There are better solutions than routing busses and bicycles on the same streets.

Sincerely,

John Gustafson  
xxxx Palace Ave.  
St. Paul, MN 55105



Good morning Mr. Tolbert,

I live in the area of the proposed bike lane down Cleveland Avenue; I have lived in St. Paul since 1982 and see how reckless drivers can be on the two main north south roads on this end of the city (Cleveland and Cretin). I understand the need for a green transportation corridor for those who wish to travel through our city; however I think this is too dangerous a street to be co-mingling bikes with cars. I hate to think of how many people will be hurt or perish with this experiment.

I understand parking on the street will be removed, this being said will the removal of the parking encourage faster speeds with drivers? Just this last Saturday south of the intersection of Grand and Cretin it looked like some aggressive drivers were in too much of a hurry to cut each other off in the southbound lanes in front of St. Thomas one guy found himself wrapped around a tree in the middle of the day. Thankfully there were no pedestrians or bikes in the area at the time.

I think this plan to change the Cleveland Avenue corridor to include a bike lane will endanger the lives of bikers who wish to use it. Why not try Finn, Prior or other north south streets. I see that Jefferson is a designated bike route, is there much information on how that is working for the car bike mix, do bikers even use Jefferson? Is Fairview wider than Cleveland, I know it is as it passes by St. Catherine's, however between Grand and Randolph it could be the same issue of too narrow, imposing hardship on the owners of the property that face the street and the business owners will be left without parking for customers.

I do not know what the ultimate goal is for this traffic option, sometimes the smart people can get lost in the weeds with a project like this and not take a step back and really think about what they are attempting to develop. I guess I am asking you to take a step back and really look at the options before voting up or down.

I believe you will make a wise choice, when the time to decide is at hand. I am looking at this issue with the voice of concern in mind, I am apposed however I will learn to live with the end result, the upside it will be easier to enter traffic on Cleveland with the parked cards not impeding my line of site.

## **Joe Haub**

Chris Tolbert,

I'm writing to you concerning the proposed addition of dedicated bicycle lanes and removal of parking spaces on Cleveland Ave (north of Randolph). My family lives one house off Cleveland on James Ave (one block north of Randolph), and as a nearby resident I am greatly opposed to this idea. While this discussion is around adding bicycle lanes (and not adding room for more cars), there will be an overall increase in the amount 'traffic' using Cleveland Ave. This stretch of Cleveland (Marshall to Ford Pkwy) has already experienced an increase in traffic over the past 10+ years, and the concept of continuing to make this a higher traffic load-bearing north/south street (like Hamline or Fairview) has numerous negative carry-on effects on nearby residents:

- There will be higher noise levels due to the increased level of people using Cleveland.
- For residents with garages, the increased traffic makes it very challenging to get in/out of our alley that joins with Cleveland...AND due to limited visibility it can be dangerous in that cars pulling out run the risk of hitting (or being hit by) cyclists.

- During rush hour times of the day, people heading south on Cleveland frequently become frustrated waiting in traffic (as they approach the lighted intersection at Randolph), and they'll turn off and race down James...and I mean *way* too fast for a residential street.
- There will be an impact to parking. I have read some positions that have tried to minimize this aspect saying that only a few spaces are being eliminated, and that there will be new considerations made to allow for parking in new areas. However, this argument shows a lack of understanding of the true current conditions (at least in our immediate area); we already have insufficient parking in the Cleveland/Randolph area. We regularly have people parking on our street (James Ave) who commute into St. Cate's or are looking to visit one of the nearby local businesses, but were unable to find alternative parking. This fills our street and forces us to park further away from our home. (And as the father of a toddler, I can tell you this is a real inconvenience.) This proposed plan will only exacerbate the existing issues and, in my opinion, create new problems.
- I also worry that all of the aforementioned items will have a negative effect on our property values.

While I appreciate there is an overriding desire to add bike lanes throughout St. Paul, I struggle to understand how/why certain routes are selected for these bike lanes. If there is truly a need for a dedicated bicycle lane in this neighborhood, why does it need to be added to Cleveland? Is there a reason it can't be added to Finn Street (one block to the east)? This would allow a north/south artery for bicycle traffic, would separate cars and bicycles to avoid potential incidents (or accidents), and would not have the same impacts to current parking spaces and local businesses.

Thank you,  
Michael

Councilman Tolbert-

A while back I attended the update you provided to the residents at 740 River Drive regarding the status of the Ford site. Thank you once again.

I have been following the conversation regarding the proposed additional bike lanes- especially those proposed on Cleveland Avenue.

While I applaud the efforts to make St Paul a bike friendly environment, I cannot support the plan under discussion for Cleveland:

- 1) I frequent businesses at Cleveland and Randolph and use Cleveland avenue frequently. There is already a parking problem on that corner from traffic at the college and the nearby businesses. *Less parking* is contrary to common sense and will damage the businesses while providing a great inconvenience to their customers.
- 2) Cleveland is already narrow; with stop and go traffic to accommodate left turns. Additional bike traffic will further interfere with the safe flow of traffic and add additional hazards.
- 3) There are many north-south streets nearby which can easily accommodate the bike traffic with much less damaging impact.

Thank you for your interest in resolving this issue  
Sincerely,

David DeGree  
xxx S Mississippi River Blvd  
St Paul MN 55116

**From:** Hanna M. Werner  
**Sent:** Monday, June 15, 2015 10:03 AM  
**To:** Tolbert, Chris (CI-StPaul)  
**Cc:** [news@macgroveland.com](mailto:news@macgroveland.com)  
**Subject:** Proposed Cleveland Ave Bike Lane

As a 30 year resident of the Mac/Groveland community (and a bike rider myself) I am voicing my opposition to establishing a bike lane on Cleveland Avenue between Grand and Randolph Aves. I envision faster car traffic and the inevitable accidents resulting from that. Most cyclists are aware of a safe, quiet side street (Finn Ave) parallel to and one block west of Cleveland Ave.. Residing on the corner of Finn and Stanford, I see plenty of commuter cyclists on this route. Leave things as they are.

Thanks for your time.

*Hanna Werner*  
*Minnesota CLE*  
*xxxx University Ave W/Saint Paul MN 55114*

Dear Chris,  
I moved into the neighborhood 25 years ago with one major goal- to live where I can walk, bike, drive or transit to my work, services and recreation. Today that marker is still important and possible. So I am a multi-modal transit user, walking to stores, biking to libraries, driving to appointments and using transit for cultural and other reasons.

I am very much against taking all street parking off Cleveland as called for in the bike plan. While the businesses have a legitimate argument, homeowners will be adversely affected by this change too. Eliminating the parking that homeowners have used, purchased their homes with this expectation and needing it while families grow and change is not in the best interest of the community overall. Many homes have one car garages so a second car needed in the family must park out front of their home. To have to walk blocks to their parked car puts an unfair burden on them and clogs up the parking for other homes in the neighborhood. Elderly, disabled and young children could end up having to park too far away from their homes to be safe for crossing and walking, especially in inclement weather. Cleveland is not an easy street to cross as a pedestrian.

While this parking situation occurs in other living areas, it is usually known and been designed to not have parking so renters, owners, and guests know that there is an issue to include coming to that home. The businesses and homes on Cleveland were set up and operated with the option of some parking and to take it all away seems drastic.

Bicycling is an important part of our city's future but bikes and cars must learn to share the roads that are available to them. Europe is a good example of this. While some countries have focused very much on bicycle infrastructure in new development, there are many cities where the roads can not be widened, parking is limited or not at all and cars and bikes have to share a very small section of the land with pedestrians and they do so with little ado.

I will support a revised plan that allows bicyclists to share the road with cars like the Jefferson corridor. But I do not support the removal of all parking on both sides of the street on Cleveland. I hope you will take my position on this issue into consideration when making your final decision.

Sincerely,  
Cynthia McArthur  
xxxx Juliet

Dear Councilmember Tolbert,

Use the stencil for a bike route as seen on Jefferson to mark the following route:

Finn south from Summit to Niles.

Niles east to Cleveland.

Also, mark Prior from Summit to Randolph.

There is no loss of parking and the stencil is an inexpensive solution.

Bicyclists are using and will continue to use Finn and Prior instead of Cleveland regardless of striping on Cleveland.

In my attached Xcel drawing, I added the bus rear view mirrors which extend a further 1.2' (14"). The buses mirrors would be within a few inches of each other as buses pass. The number 87 bus is on a 20 minutes schedule from 6 am to 6 pm M-F, 9a to 6 pm on Saturday and Sunday, less frequent other times. The 134 bus makes 12 runs in each direction during rush hours.

Garbage and other commercial trucks run often and have similar mirror extensions. Their turning into Cleveland traffic from alleys with the potential addition of more bikes is a dangerous situation.

I apologize for not have created a more accurate drawing initially. I expected a public employee engineer to have done it and for elected officials to have demanded it.

Jerry Kettunen  
xxxx St Clair  
55105

### **Phone messages in opposition**

Ruth Murray – Opposed

Charlie Pepiz – Opposed – Seems pointless

Jeanine and George Hawkins, and adult son Barry – opposed

Lydia Hoffman – opposed; it's a major thoroughfare, she parks there for businesses, already limited parking because of school; bikers (most) don't follow road laws

Lillie Quinn – Opposed; put on Cleveland instead; already ruined Jefferson.

Tim Dyrhaug – Opposed; businesses will lose clients and it's terrible to remove their parking

Charlie Betz –Opposed, hope it doesn't go through

Julie Fargo – Opposed; will move if the bike lane goes in

Patricia – Very concerned with elimination of parking – let the bikers use the sidestreets. Why and who even came up with stupid idea?

Jay Webert – Opposed; this is totally getting out of hand. Bikers already don't obey the laws. Who's going to patrol them? He won't be riding a bike to a grocery store for 4 bags of groceries and back again – he goes to Ceciles now but if he has to end up parking blocks away, he'll just drive to Cub and so much then for supporting local neighborhood businesses.

Earl Flowers – VM in opposition – he's a frequent drive of Cleveland and removing parking in front of small businesses is unacceptable.