

Bauer, Kelly (CI-StPaul)

From: Miranda Adams <madams1@macalester.edu>
Sent: Tuesday, June 16, 2015 3:52 PM
To: #CI-StPaul_Ward4
Subject: Support bike lanes

Councilmember Stark,

I am not able to attend tomorrow's city council meeting due to work, but I hope you will be a strong and vocal supporter of new bike lanes across St. Paul. As a former Highland Park and Mac-Groveland resident who biked in the area, I can say first hand that the lack of bike lanes endangers lives and discourages biking. Minneapolis is one of the most bike-friendly cities in the country, according to numerous rankings, and the only US city to make an international best cities for biking list. If St. Paul wants to retain young people, encourage healthy lifestyles, and create a vibrant city, we should take some cues from our twin.

We cannot create a truly bikeable city piecemeal; we need to make sure safe bike lanes exist on major thoroughfares, especially Cleveland.

Thank you in advance for your support.

-Miranda Adams
776 Curfew Street, St. Paul

Support

From: Lisa Kiesel
Sent: Wednesday, June 17, 2015 9:51 AM
To: #CI-StPaul_Ward3
Subject: Support Bike Plan Implementation

Council Member Tolbert,

I am asking for your support of the implementation of the St. Paul Bike Plan, beginning with the establishment of bike lanes on Cleveland Ave.

I live, work, bike, walk, bus, and frequent local businesses in the area of this first step in the implementation of the St. Paul Bike plan.

This bike plan, as you well know, has been thoroughly and thoughtfully planned and agreed upon. This plan is a reflection of St. Paul as a growing and evolving city. Please lead our city by setting an example of supporting the implementation of this plan in our ward.

Thank you.

Lisa R Kiesel

xxxx PRinceton Ave.
St. Paul 55105

From: Joan
Sent: Tuesday, June 16, 2015 3:18 PM
To: Tolbert, Chris (CI-StPaul)
Subject: please support bike projects

Chris,

I know you are still apprehensive about the Cleveland project but I hope that you can cast your vote to support the citywide bikeways network. The proposals to move parking are reasonable adjustments that allow businesses to provide access for their customers. This is a vote for the future of our city, an investment in equitable and sustainable transportation that will have benefits across all demographics. This project should not be delayed. Thank you for your thoughtful consideration of your vote on this project.

Regards,

Joan Pasiuk

xxxx Jefferson

Dear Councilmember Finney,

I urge you to vote in favor of adding bicycle lanes to all three of the County's Saint Paul mill and overlay project streets this Wednesday.

Yes, I am a bicyclist. And yes, I have biked these roads. I biked Cleveland from Pierce Butler to Mississippi River Boulevard as recently as Memorial Day, from the Battle Creek area.

Of the roads, Cleveland is probably the least bicycle-friendly, with some motorists unwilling to share the road, either because they do not know roads are by state law available for bicycle traffic, or they are distracted, careless and /or speeding to get somewhere without regard for others.

I am a District 1, Ward 7 citizen. I pay city, county and state taxes which support city, county and state roads, such as Cleveland. I should have a voice in the accessibility of these roads, just as you, as a City Council representative, should have a vote in determining proper treatments to make them accessible for all, including pedestrians and bicyclists as well as motor vehicle traffic.

I would like to be able to bike with my wife on streets across Saint Paul. Some work well now. Cleveland does not. My wife refuses to bike on unfriendly streets, but she should be able to feel safe if she chooses to bike. We do frequent restaurants along Cleveland. It would be great to know that they could be accessed by bike.

I have read most of the comments from citizens, both pro bicycling and con. I believe the city Public Works Department has addressed the issues raised, and offered viable solutions. The parking solutions that are offered seem reasonable

It takes time for streets to become bike friendly even after lanes are added because of the history of poor motorist acceptance of bicycles on roads they regard as for cars-only.

It was extremely heartening that the City Council unanimously voted for the Saint Paul Bikeways plan only weeks ago. Cleveland and Front Street are also on the County's 2012 bicycle map as proposed routes, so this fulfills the goals of both.

I urge you particularly at this first test of implementation, to vote to install bike lanes on these streets. Hopefully the upgrading of mill and overlay will not need to be done for years into the future. It would be a shame to have to wait until the next mill and overlay project to come around again before lanes can be added in Saint Paul.

Sincerely,

Ed Lehr

xxxx Powers Ave.

Saint Paul, MN 55119

Dear Council Member Tolbert,

It has come to my attention that at tomorrow's City Council Hearing on the Lexington, Front and Cleveland Avenue projects you plan to oppose stripping dedicated bicycle lanes on Cleveland Avenue. I strongly urge you to reconsider. This is the only major north-south artery between the

river and Snelling Avenue that connects Ford Parkway and Highland Village with St. Catherine's and St. Thomas and continues past I-94 to Pierce Butler Route to the north, and to the river south of Ford Parkway. Prior and Finn do not serve as adequate substitutes as they are not continuous streets that run from Ford Parkway north of I-94. Furthermore, with the discontinuation of the Associated Colleges of the Twin Cities student bus service, providing a direct bicycle route between St. Thomas and St. Catherine's is critical for students who don't have access to a car and choose to use a bicycle as their main mode of transportation.

Cleveland Avenue has been deemed a designated bicycle facility in the City of St. Paul's Bicycle Master Plan, and as such should be given high priority for implementation, especially when an opportunity such as this year's planned mill and overlay presents itself as little to no extra costs are incurred. Forgoing the implementation of dedicated bicycle lanes on Cleveland Avenue this summer when Ramsey County is planning to conduct a mill and overlay would be a major missed opportunity for promoting the kind of 8-80 city that dedicated funding has recently been earmarked for. We can not wait another 10 plus years to implement this kind of dedicated infrastructure while other cities around the county and Midwest (including Minneapolis) bypass us and reap the economic benefits.

Local business opposition has been strong as owners fear that a loss of street parking directly in front of their businesses would mean a loss in customers. However, this would not be the case as has been shown in multiple studies of bicycle infrastructure and it's related increase in economic gains for local businesses.

A recent study conducted by the University of California concluded that walking and cycling infrastructure projects return an average of \$20 in economic benefit for every \$1.50 invested (http://www.theguardian.com/cities/2015/jun/09/cities-physically-active-residents-more-productive-healthier-walking-cycling-economic-benefits?CMP=share_btn_tw). What local business owners on Cleveland Avenue have failed to recognize is that cyclists want to patronize their businesses, but often don't now because of a lack of adequate and safe bicycle infrastructure and lack of dedicated bicycle parking.

Local businesses have pitted bicycle lane proponents, as well as the Macalester-Groveland Community Council's Transportation Committee, against small local businesses when this is far from the truth. They have suggested that bicyclists are only recreationalists, when this is also far from the truth. Some bicyclists are recreationalists, while many are also commuters and use a bike as their main mode of year-round transportation (yes, even in Minnesota, much to the dismay of Pioneer Press Editorialist Joe Soucheray), which includes using it to shop at local businesses. Both the Macalester-Groveland Community Council and local area bicyclists fully support small local businesses. Also, during the MGCC's recent 10 year strategic plan update, we heard feedback from many community members that creating safer, more multi-modal streets in the neighborhood is highly coveted.

I find it incredibly unfortunate that the negative opinions of a few local business owners is enough to sway council member votes on implementing a relatively cheap infrastructure improvement that would benefit not only local businesses, but also residents, visitors, and those who either choose to live a car-free lifestyle or don't have the financial means or ability to own a

personal car. As a Macalester-Groveland homeowner and taxpayer, I fully support small local businesses AND designated bicycle infrastructure. As someone with a chronic disability that prevents me from riding a bicycle myself I strongly support designated bicycle infrastructure as it creates safer streets for all. My wife and I chose to live in St. Paul because of its walkability and the many opportunities to shop and support small local businesses. The mindset of some business owners on Cleveland Avenue that only motorists patronize their businesses and can only do so if they are able to park directly in front of their businesses is an outdated fallacy.

Local businesses on Cleveland Avenue will be positively affected by the implementation of bicycle lanes through the addition of a more lively, livable street directly in front of their buildings, bicyclists patronizing their businesses more frequently, vehicular traffic calming creating a more pleasant environment, and increased safety for motorists, bicyclists and pedestrians. Families, children, the elderly, those with disabilities and people who either choose not to or can not own a car because of personal or financial reasons will all benefit when bicycle lanes are added to Cleveland Avenue and will be able to more easily access and shop at small local businesses while also being able to travel to them more safely. Businesses along Cleveland Avenue will see concrete economic gains as a result of bike lanes being installed as those who don't have a car will now be able to more easily visit. Expanding the right-of-way and adding additional capacity for vehicular traffic and bicycle lanes during a future road reconstruction will not increase street safety, in fact the opposite will occur as motorists are given additional space to speed and swerve between lanes. Narrowing existing vehicle travel lanes will physically alter the layout of the street, reducing visual cues that currently exist, resulting in motorists driving more responsibly.

Please reconsider your motives and do the right thing tomorrow by voting for the addition of bicycle lanes on Cleveland Avenue. Motorists have been given priority on public streets through road design, implementation and high levels of unsustainable subsidies over the past 60 years. Its high time that the City of St. Paul implement dedicated infrastructure for multi-modal transportation for the benefit of all.

Sincerely,

Matt Frank
Macalester-Groveland Homeowner and Taxpayer
Macalester-Groveland Small Business Supporter
Macalester-Groveland Motorist and Pedestrian

Macalester-Groveland Community Council Transportation Committee Member

Dear Councilmembers,

I wanted to let you know that I am in support of the Cleveland bike lanes and the St. Paul Bike plan.

I live right on Cleveland avenue and I bike, bus, and drive to get around the neighborhood and frequently shop in Highland and Mac-Groveland. I wanted to give you some resources to support the benefits of bike lanes to our businesses and our neighborhoods. Nearly every study about the effects of biking on business and quality of life for communities shows that bike lanes are beneficial. You don't need to believe me, you can read for yourself! Here are several links to various studies on the matter:

http://www.bikeleague.org/sites/default/files/bikeleague/bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlybusiness/pdfs/toronto_study_bike_lanes_parking.pdf

<http://www.denvergov.org/Portals/708/documents/Economics%20Safety.pdf>

<https://transalt.org/issues/bike/bikefaq>

<http://www.marinbike.org/Resources/EconomicBenefitsOfBicycling.pdf>

<http://movabilityaustin.org/2012/11/pedaling-the-economy-bike-lanes-offer-growth-to-businesses-safety-savings-to-consumers/>

<http://www.citylab.com/cityfixer/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/>

<http://www.triplepundit.com/2013/12/bike-lanes-increase-small-business-revenue/>

<http://www.peopleforbikes.org/statistics/category/protected-bike-lane-statistics>

https://www.sfbike.org/wp-content/uploads/2014/04/Protected_Bike_Lanes_Mean_Business.pdf

<http://www.planetizen.com/node/74822>

After a few hours of research, I was only able to find **one** study that showed a detrimental effect from bike lanes. Here it is:

<http://www.peoplepoweredmovement.org/site/images/uploads/penv3-BusinessImpactStudyReportDowntownSeparatedBicycleLanes-StantecReport.pdf>

The “against” study was done at the time of an economic downturn in Vancouver and only lasted 2 months. In addition, road construction and other factors were contributing to the problem at the time.

Thanks for your time! I hope that you will vote in favor of the Cleveland and Lexington lanes.

Richard Scott Velders, MD
(Ward 3 Resident)

Dear Councilmember Finney,

I am a St. Paul citizen living in Ward 3, and I'm writing today in support of the proposed Cleveland Avenue Bike Lanes.

Cleveland Avenue is a narrow street, which is a particularly compelling reason to make it a safer thoroughfare for the bikers who use it by adding bike lanes. Cleveland connects many of the attractions that make Highland Village a great place to live, and making it safer for bikers would increase ridership and accessibility to our neighborhood, as well as the connections to other parts of the city.

The potential benefits of installing bike lanes are many and varied, and often are not measured by businesses that have spent years serving customers who arrive only by car. Adding bike lanes will give them increased visibility and access to bikers who would normally travel somewhere else. The Ford Plant re-development will surely change many things about our neighborhood, and everyone is going to need to adapt to change. Previous St. Paul projects have shown that businesses can survive and thrive after a change to their reliance on parking.

The Comprehensive Bike Plan previously passed by the City Council has already taken considerable time to study each proposed route individually. These recommendations were found to be the best of all the possible options for creating a city-wide network of safe bike pathways. We have a Bike Plan for a reason – it is a well-considered way to implement change to the ways people get around St. Paul by bicycle. It shouldn't be discarded at the first opportunity to put the plan into action. More people are biking every year, and change needs to be made to make St. Paul a safe and welcoming city to a growing segment of the population.

The proposed amendment to delay implementation of Bike Lanes on Cleveland until a full road construction is planned by the county is a poor solution, since there is no proposed time for creating these sorely needed neighborhood improvements. The streets belong to all citizens, not just those who drive a car.

You have a chance to act courageously and be an agent for positive change in St Paul, and begin a process that will make your ward and the city a better place to live and work.

Thank you for your consideration.

Tyler Teggatz

Greetings Council members Tolbert and Stark,

CM Tolbert, thank you kindly for your time and sharing your perspective on Cleveland Ave. I appreciate hearing your perspective.

Although, we different perspectives on a few points. These include, supporting bike facilities on Cleveland now.

As a mother, who regularly bikes with my kids throughout the city, it is important for our family to have transportation options. Waiting 8 years for a fully reconstruction and alternatives aren't viable options. We frequent the highland area, and a piecemeal network is inefficient for us. Cleveland provides a direct route.

We can ease parking concerns in this area, and shift where current parking is available. Further, people patronize businesses, and it's known that people biking spend more money locally. This definitely includes our family.

Lastly, adopting the bike plan is to support safer places for people interested but concerned about cycling. This is a project that sends a message we are serious about creating a connected network for a livable city.

We want to trust our city leaders to make hard choices, choices that benefit the majority of people in St. Paul. Attached, please see images of our family doing ordinary things by bike: banking and going to church. Please support Cleveland bike facilities so other families and those with limited options may do the same.

Thanks for your thought and efforts to make St. Paul the most livable city.

Take care,

Amber Dallman

(Marc Schwartzmiller, Fritz and Elsie)
xxxx Sargent Avenue
Saint Paul, MN 55105

Council Members,

I proudly grew up in St. Paul a block from Cleveland Ave and several times per week visit the Cleveland Ave corridor now by bicycle with my two small children. I have fond memories as a child of 10 of biking along Cleveland between Montreal and St. Clair to visit friends, to go to stores on the corridor, and getting my hair cut at Sportsmens'. I relied on a bike back then because 10 year olds can't drive, but could have mobility in the city through biking, and should have access to safe mobility without being driven. That's all still true, and I travel by bicycle now, because it is a healthier option for my body and for the environment, both for me and for my children.

I'm pleased to see that the City has adopted the St. Paul Bicycle Plan, which provides a city-wide vision for a bicycle network, which can allow cyclists of all ages and levels of comfort the ability to access the entire city safely. It says that St. Paul cares about providing options for people who choose not to drive, or are unable to.

I also do drive, and in 30 years of regularly driving in Highland and Mac-Groveland, have never once had to park more than 300 feet from my destination. This is consistent with the overwhelming findings of research, which are that bicycle lanes coexist with businesses all sizes, and pre-construction fears of lost business from moved parking almost never materialize. And I understand that on Cleveland, city staff have identified extensive parking mitigation within 1/2 block throughout the corridor.

I urge you to support implementation of the St. Paul Bike Plan and the striping of bicycle lanes on Cleveland Ave.

I understand that an amendment may be put forward to delay implementation of bike lanes until full road reconstruction, which would be 10 years or more. I hope my children, and all children currently growing up nearby will be able to bike on Cleveland safely, while they are still children. I hope that you will support a comprehensive vision for a continuous bicycle network, and reject any amendment to delay the bicycle lane project.

Thank you.

Jonathan Ehrlich

Councilmember Finney,

I am writing to request that you support the proposed bicycle lanes on Cleveland Avenue between Grand Avenue and Hillcrest Avenue when they are considered at the public hearing on Wednesday, June 17. I'm a resident of the immediate area of the proposed lanes, and while I'm not a regular cyclist, I do recognize the importance of providing our friends and neighbors with alternatives to automobile dependence, for reasons of equity as well as due to the health, environmental, and economic benefits that will accrue to St. Paul as the city's new bicycle plan is implemented.

The establishment of bicycle lanes along Cleveland Avenue will be an important first step in creating a complete network of bikeways in the city, one that has connectivity between segments so that cyclists can travel safely and efficiently from one part of the city to another. The Cleveland lanes will be an important link in the city's bicycle network. They'll facilitate movement within the western part of the city, but will also allow cyclists from the western part of the city to connect to bicycle corridors at Summit, Marshall, and places further north, and of course will also enable cyclists to more conveniently reach the Highland area from other parts of St. Paul.

Also, I hope you bear in mind that the bike lanes are not only going to benefit cyclists. For example, based on what's happened with other streets that have been restriped to narrower traffic lanes I expect the restriping of the Cleveland will have a general traffic calming effect. Reducing the speed of cars and trucks traveling along the Cleveland will improve conditions for pedestrians walking along or crossing that street, and will add to the overall livability of the neighborhood. This was certainly the case with the restriping that took place on Fairview Avenue a few years ago, which was one of the best things the city's done in this area in

the time I've lived here. As you are no doubt aware from consideration of the bicycle plan earlier this year, based on the experience of other cities we also expect a variety of other health, business and environmental benefits from increased cycling in the city.

Finally, moving forward with the bicycle plan will also help maximize St. Paul's regional competitiveness in the future. Most of St. Paul consists of places developed during the streetcar era, and as a result we are fortunate to live in one of the few places in the Twin Cities where walking, cycling, and transit are (or at least have the potential to be) viable alternatives to driving for many purposes. The city should try to take full advantage of this fact, and make this area even more attractive to share of the population puts a high value on these qualities and the lifestyles they make possible. It's important for the city to make investments in public improvements that support these options, and the bike routes on Cleveland are exactly this type of improvement. Even better, since city staff has identified steps that will basically relocate the lost parking from Cleveland within a short distance, these lanes can be implemented with extremely little impact on the current parking spaces that are actually used on or near Cleveland Avenue.

Unfortunately, much of the public discussion of these bicycle lanes has been rather uncivil. No doubt this has dissuaded a portion of the population that would benefit from construction of these lanes from airing their views. There are also many people who live in the city who would benefit from implementation of the plan but who are not even aware of this discussion. Nevertheless, I ask that you take their interests into account when making your decision regarding these improvements to Cleveland Avenue. Finally, and this also has to do with the opposition to this project, you might recall that there was similar vocal opposition to other recent changes to streets in this area, including the Fairview restriping, the medians on Snelling and the Jefferson Bikeway. None of the doom-and-gloom forecasts voiced by opponents of these projects have come true. In fact, to the contrary each of these projects has made a positive contribution to the quality of life in this part of St. Paul. I fully expect that construction of the bike lanes on Cleveland will have a similar outcome.

The time to start implementation of the bike plan and thereby improving the lives of St. Paul residents is now. I urge you to support the implementation of the lanes along Cleveland Avenue, along with the parking mitigation strategies developed by city staff.

Thank you for your consideration of this important issue.

Regards,

Paul Sabourin
xxxx Fairmount Ave, St. Paul

Dear Councilmember Finney,

I am writing you to ask you to support the Cleveland Avenue Bike Lane as proposed by the City. Although this lane is outside of your ward, I strongly believe this is city-wide proposal that will benefit all citizens in St. Paul, including your constituents. Supporting this lane will provide a safe north/south bike lane in St. Paul and is an integral connection in the larger bike infrastructure outlined in the St. Paul bike plan.

I believe supporting the Cleveland Avenue project is the first step in building a safe infrastructure for future generations to use. This bike lane is about moving St. Paul into the future, a future that acknowledges and encourages all types of transportation for St. Paul residents.

In this particular situation, city staff have proposed parking mitigation solutions that are compatible with the interests of the business owners. The plan merely moves parking; it does not remove it. I support small businesses and frequent many of the businesses opposed to the plan. But, I believe the bike lane and the interests of the business owners are complimentary.

I also believe approving the Cleveland bike lane is about equity. Equity and access to safe roads for those who do not have cars, by choice or circumstance, as well as for children, college students and for citizens of St. Paul who live outside of these wards who do not have a voice in this discussion.

I hope that you will support this project and move the City forward.

Thank you kindly for your consideration.

Regards,

Amy Schwarz, J.D.
xxxx Itasca Avenue, St. Paul, MN 55116

Dear City Council, Mayor, and County Representatives,

As I am sure you are well aware, the debate over whether or not to put bike lanes on Cleveland has been contentious. It may seem like a political impasse for you as public servants, as [a few small businesses think a loss of parking will destroy their livelihood](#) and [bicycle advocates argue that bike lanes will actually do the opposite and vitalize the neighborhood](#).

Happily, there has been a great deal of engineering work put together by the Saint Paul Bicycle Coalition and Saint Paul Women on Bikes and a compromise where [NO PARKING IS LOST and BIKE LANES CAN BE IMPLEMENTED has been created](#). It is important to note that this compromise is the plan that is favored by city engineers.

Although many of the small businesses who read this plan rejected it angrily during community meetings, it does logically solve most if not all of the requirements that the same small businesses registered on Open Saint Paul including but not limited to:

Keeping ALL On Street Parking within 100 feet of Businesses

Removing 0 On Street Parking

Keeping Temple Parking

The implementation of bike lanes congruently with this plan solves many of the requirements of both the Saint Paul Bicycle Plan and Advocates including but not limited to:

Implementing Viable North South Routes

Connecting Cultural Institutions, Parks, and Businesses

Increasing the safety of pedestrians aged 8 to 80

I would encourage all of you as council people to vote in favor of the Cleveland bike lanes with the proposed compromise *as has been recommended by city staff*. Although there are many small business owners, home owners, and residents that have strong engineering opinions regarding bike lanes, I think it would be foolish to NOT implement a compromise crafted by your own engineers that fulfills all the requirements that small business owners along Cleveland Ave themselves recommended during the community involvement process.

Speaking personally, I was amazed when I first saw this compromise. It seems so rare to me in the process of being an advocate that such a clairvoyant compromise presents itself. As is the case, there is a solution fulfills the requirements 90% of the constituents that have participated in the community involvement process. To me as a layman, it certainly would seem foolish to not pursue such a simple, effective, democratic option.

Thank you for your continued service to our city. Let's all have some cake and eat it too together, eh?

Dan Choma

xxxx Duluth St

Saint Paul, MN 55106

Citations:

"Cleveland Avenue businesses fear proposed St. Paul bike lanes" *Star Tribune* June 14, 2015
<http://www.startribune.com/cleveland-avenue-businesses-fear-proposed-st-paul-bike-lanes/307317591/>

"We Bicycle St. Paul: Better Biking, More Customers" *Streets.MN* March 24, 2015

<http://streets.mn/2015/03/24/we-bicycle-st-paul-better-biking-more-customers/>

Open Letter to City, County, and Council Members Suggesting Compromise from Saint Paul Bicycle Coalition and Women on Bikes

http://www.saintpaulbicyclecoalition.org/cleveland_parking_suggestions.pdf

Dear Council Members,

Here's a letter I sent to my council member, Chris Tolbert that I think you should all read. I live a half-block from Cleveland Avenue and strongly support putting bike lanes on it. I also wrote a post about the proposed bike lanes (with photos) at Streetmn that some of you might find informative--

<http://streets.mn/2015/06/14/cleveland-avenue-bike-lanes/>

Thanks for your interest and service to the city.

Dear Council Member Tolbert,

I am disappointed by the letter that you have sent to some of your constituents saying that you are voting to "delay implementation of the Cleveland bike lanes until there is a full street reconstruction." That'll be in 25 years or more. By then, I'll be in a wheelchair or retired somewhere and you'll be in office somewhere else and in your 50s (or older).

You say "Little or no parking mitigation work has been done by Public Works" but I suggest you read my post at "Streetsmn"-- <http://streets.mn/2015/06/14/cleveland-avenue-bike-lanes/> If you do, you'll realize that Public Works has studied parking use on Cleveland very carefully, proposed giving parking permits to some buildings and business owners on the north end and adding parking restrictions in various places along the corridor to aid turnover for business. They also proposed a parking bay between James and Cleveland, with shared bike/driving lanes for this block being marked in the interim until the bay could be constructed.

You say "A full reconstruction could widen the street" but this is your solution for everything, be it here or (for traffic congestion) at Lexington and Randolph. The reality is there's no space to widen Cleveland. You're not going to get an extra 12 feet of width out of that corridor, and if you intend to do this all the way to Pierce Butler, implementing this bike plan is going to be impossible for the city purely based on cost.

You say you are "Going to submit an amendment to study Finn and Prior" but Finn and Prior are inadequate for various reasons (spelled out in my Streetsmn post), unless you want to stripe bike lanes on Randolph between Fairview and Finn. But this will require SOME parking removal and the same suspects who oppose parking removal on Cleveland will oppose parking removal on Randolph.

The bottom line is the city passed a bike plan after years of public meetings and research and public money. Now, on this very first opportunity to implement that plan, you are punting the ball 25 years to some future date when no one who is alive and interested in this issue will be around. In doing this, you

are listening to a bunch of mostly hysterical, selfish people whose opinions are simply not supported by any facts and you are throwing out thousands of hours of volunteer (and paid city staff) work by hundreds of folks who bothered to participate in the Bike Planning process. Plans are just promises on paper. It takes leadership to back up those promises with action. If you and the council vote down bike lanes on Cleveland, you will be reneging on that promise.

If you vote down these bike lanes, we might as well throw out the bike plan and I, for one, will never attend another public planning meeting nor can I in good conscience ask other people to do so. What's the point?

Sincerely,

Andy Singer
xxxx Berkeley Avenue
Saint Paul, MN 55105

Hello Mr. Stark, Mr. Tolbert and Ms. Lantry,

I wanted you to know I strongly support the investments the city is making in bike infrastructure through the St. Paul Bike Plan. My husband, two sons and I have lived in the Mac Grove neighborhood for 13-years. My husband bikes to work in downtown St. Paul three seasons out of the year. This is our first summer without a nanny, and our twelve and 15 year-old sons get around almost exclusively on bikes. We bike for fun as a family on weekends.

Having safe spaces to bike is extremely important to us. A bike lane on any road, including Cleveland Ave., is a step in the direction of more safety for cyclists. For an eternity it seems, cars and the people who drive them have been the primary consideration of city planners and politicians. The world is changing. People want to walk and bike to destinations in their neighborhoods and cities, not take their mini van. More people will cycle if we can make it safer and easier for them.

Businesses owners who may lose a parking spot or two to make way for bike lanes can't really believe their livelihood will be threatened just because patrons can't park four feet away from their front door. And what about the business they'll be gaining from happy, local business supporting cyclists who actually saw their establishment because they rode by and didn't cruise past in a car, or biked over from their home a few blocks away?

We're excited and proud to support you in the effort to make St. Paul a more bikeable and livable city!

Jean Madden

Hi Councilmember Tolbert,

I am disappointed to hear that you will be offering an amendment to delay and effectively kill the proposed Cleveland bike lane and any other north/south bike route in our neighborhood. I understand that Cleveland is a narrow street and that a loss of on-street parking is frightening to many of my neighbors. However, the city has proposed three parking mitigation solutions that make sense and address the concerns. In this case, there are easy parking mitigation solutions that will work. We are not losing parking, we are just moving it. I encourage you to support the plan with parking mitigation solutions.

The college kids, high schools students, 30 somethings like you and me are not commenting because to people in our generation, a bike lane and loss of on street parking is part of living in a city, and not a big deal. This bike lane is about the future, not about the loss the of five to nine parking spaces used by businesses on Cleveland. I encourage you to show leadership and stand up for ours and future generations instead of listening to the loudest complainers. I do not think the complaints generated by the business owners are an accurate representation of our ward. There is a silent majority who you are not hearing from because it seems like such an obvious decision to support the bike lane.

There will never be an ideal time and there is always another study to be done. The bike plan was carefully crafted over years with multiple opportunities for public input. Finn and Prior have already been studied and were rejected as options by the City engineers. Cleveland is it if we want a bike route into our neighborhood. The complete reconstruction of Cleveland will not happen for at least 8 years, if not more. And, I highly doubt any politician or city staffer will be successful in widening that road. So this is it.

The amendment your office proposes will delay bike infrastructure for the entire city of St. Paul and set our neighborhood back years, instead of moving it forward. The Ford Plant is going to increase density in our ward and we need to have mulit-modal transportation options. This is a city-wide issue, an issue for future generations, one that should not be decided based on the interest of a few business owners. The bike lane and the businesses are completely compatible. I also encourage you to think about the precedent this will set for future projects. Any proposed bike lane will be able to be killed by those who are willing to generate negativity and fear-based organizing around parking.

I strongly encourage you to support the Cleveland bike lane with parking mitigation.

Thanks for your time.

Thanks,
Amy Schwarz

From: Tom Roth
Date: June 16, 2015 at 7:24:57 PM CDT
To: chris@christolbert.org
Subject: I support the Cleveland Ave bike lane

Hello Council Member Tolbert,

As an avid road cyclist, I feel compelled to let you know my opinion about the Cleveland bike lane. I believe that this bike lane would be very helpful to those of us who live in this neighborhood to bridge our neighborhood with other cycling avenues. As it is now, Cleveland Avenue is very dangerous for cyclists so I fully support the addition of bike lanes.

If this bike lane is built, I think there should be consideration to NOT build the pedestrian bump-outs at the corners, because they force cyclist right next to cars which can be as dangerous as no bike lane at all.

Sincerely,

Tom Roth
xxxx Wellesley Avenue

Hello Council Member Tolbert,

I'm writing you today in order to express my support for bike lanes on Cleveland Avenue. I ride my bike all the time and would really appreciate bike lanes on Cleveland. It is so dangerous to ride on Cleveland the way it is now, I always ride on the sidewalk and seem to annoy the pedestrians but I'm afraid to ride in the street.

I can understand why businesses are concerned about parking, but I think bike lanes could bring in new business for them too. Cyclists passing through the area will be exposed to different businesses they might not have noticed before. I hope boulevards can be made more narrow with indentations like the parking in front of Willies Guitar to accommodate businesses.

I also think bicycle riding is the future. We need to embrace cycling which promotes better health and happiness for our citizens.

Thank You for you Time and Consideration,

*Kathy Magne
xxxx Wellesley Avenue*

Dear Council Members Thao and Finney:

I understand that shop owners on Cleveland are very concerned the removing off-street parking on Cleveland will ruin their businesses, but I think that they are only looking at half of the equation. If you haven't seen it, please look at this [15-minute video about Groningen, Holland](#).

A few years ago, Groningen was being choked by cars and needed to do something about it. A ban on cars in the city center was proposed and, as in St. Paul, the business owners were sure that all of their businesses would die.

In fact, the opposite has occurred. Business is thriving beyond imagination in the car-free areas of Groningen simply because people can stop and shop.

I drive Cleveland nearly every day on my way to work and back, and it never occurs to me to stop and shop. I don't even know what shops are available on Cleveland because I need to pay full attention in the chaotic traffic. I'm sure that the same is true for the thousands of commuters who use the street.

When I ride my bike to work, however, I am able to look at the shops, stop, and shop whenever I want without having to find a car-sized parking spot.

I urge you and the business community to take a few minutes to look at the video and ask, "What is the real value of on-street parking versus the value of bicycle-based access to my business?" I think that you will conclude that bicycle-based access is the truly business-friendly option.

Warmest regards,

Thomas E. Kottke, MD
571 Otis Avenue
St. Paul, MN 55104

Councilmember Finney,

I am writing to share my opinion on the proposed bike lanes on Cleveland Avenue and to urge you to vote for them during the upcoming City Council session. I think having a safe, connected route for cyclists is a good thing for the city, a good thing for people that bike, and the downsides are small.

I recently moved to St. Paul after living in Minneapolis for 10 years. I bought my first house in Mac-Groveland because of the wonderful urban neighborhood where I could live in a house with amazing character and close to shopping, eating, and recreation. I very much enjoy being able to walk to the grocery store, bike to a coffee shop, and the proximity to the Mississippi River. I drive quite a bit as well, but I've noticed that I am much slower and more courteous because it's "my" neighborhood now, and one full of families.

I live on Princeton Ave. between Prior and Howell, about 3 blocks from Cleveland. I bike for fun and fitness as well as transport. Even though I am confident cycling in traffic I think bike lanes are awesome! They help drivers see where to expect bikes and leave enough room that they don't get antsy having to wait behind a cyclist. Bike lanes also help drivers expect bikes on non-bike lanes, which promotes safety on other streets. I like Cleveland because it's a nice, through north-south route that connects Highland Park all the way past 94. I've biked from my house to get coffee in Highland Park and have needed to avoid Cleveland until south of Randolph because it's too narrow and the traffic moves too quickly. It works, but takes longer

I've read some of the commentary in the local press and on neighborhood facebook groups and I am honestly embarrassed by it. I hope you'll see through the one-sided hatred (on both sides) to

what this issue truly is. It's about promoting an alternative transportation method. It's about safety. And it's about local businesses. I don't think the two 'sides' have to have winners and losers. I think the only downside about the city's plan is the loss of parking for local businesses. Based on the parking tallies conducted by St. Paul and posted on the project page, I see very little disruption with the loss of parking at Randolph and Cleveland, and am optimistic that customers will be able to find street parking within a block, which seems reasonable. If, after implementation, there seems to be parking issues, especially around St. Thomas I think adjusting the permits would help, or installing more (metered?) spaces on Randolph.

In return, the city vastly increases safety for cyclists. It also encourages sustainable, healthy transit and will likely encourage people to move to the city. I know I'll use the bike lane once it's installed. More than once I've wanted to go out for a short ride and have ended up at a local business because I've been riding by and could easily stop. It might also calm traffic on a busy street where people are likely to speed, which could make it safer.

The city has limited paved street real estate. I'd much rather see it used for clean, safer transit than free car storage that's not always utilized.

One important aspect of the plan I haven't yet heard about (but I haven't read the entirety of the bike plan) is education for drivers and cyclists. If we all drive and ride predictably many negative encounters will be eliminated.

I know there's been a lot of contention about a bike lane. I hope you agree that a bike lane on Cleveland is a good idea for safety, for St. Paul (and beyond) cyclists, for St. Paul as a city, and that we can minimize impact to our businesses. It's my city too and I hope to be here for a long, long time.

Thank you!
Dan O'Neal
Princeton Avenue

From: Cindy Zerger
Sent: Tuesday, June 16, 2015 1:12 PM
To: #CI-StPaul_Ward3; rafael.e.ortega@co.ramsey.mn.us
Subject: Bike Plan Implementation

Dear Council Member Tolbert and County Commissioner Ortega,

As a Ward 3 resident who walks, rides, and drives in Saint Paul I support the implementation of the Bike Plan, including the upcoming segments on Cleveland, Lexington, and Front.

The plan was adopted by City Council in April of this year and the process at this time should be to start to implement what is stated in the Plan. Yes, we can discuss details of the implementation (such as the type of facility in a given location), but the **location** should not be up for discussion. That conversation happened months ago and it was a very open and public process.

It is paramount that these projects are implemented to ensure the execution of the Bike plan to its fullest potential and to meet the mode share goals put forth by the Bike Plan and, before that, the city's Comprehensive Plan. These lanes will encourage more of the "interested but concerned" demographic to ride our beautiful city for errands, community, or recreation and we'll build momentum for future projects and a more connected bicycle network.

The Scope of implementation for each of these projects is just the first step in what will be larger more connected routes. The Cleveland Ave lanes will eventually extend from Mississippi River Blvd on the South end to Pierce Butler Route on the North end. Front Ave will eventually connect from Park St. in the heart of the north end to Energy Park Dr and the U of M Transitway to the cities Western border. Lexington will serve as a link up the bluff from the river and Shepard/Davern neighborhood up to the Jefferson Ave Bikeway. These projects are only the first steps in what will become larger regional routes that will extend beyond neighborhoods and connect parts of the city that are often cut off from access for people on bicycles.

Please support the implementation of the Bike Plan.

Thank you,
Cindy Zerger
xxx Fairview Avenue S

Greetings all,
I am writing all of you to reiterate my support for the implementation of the Bicycle Plan on Front, Lexington, and Cleveland Avenues. As someone who rides a bicycle regularly for many of my trips in the City and beyond, please allow me to explain the need and the reasoning as to why these projects are so important and should receive your support.

Transformation

These projects are the first steps in the execution of the bike plan. All of these projects span entire wards or connect to future legs of projects that extend them beyond individual Wards and even beyond the borders of the city and County itself. This is important. If we can't move forward with simple low-cost project on important connecting streets, imagine how challenging it will be to create momentum around challenges like downtown or new connections across many of the physical barriers in this city be they man made or natural. This is the first opportunity to bring the vision of the St. Paul Bike Plan to life.

Connectivity

This is one of the biggest barriers to riding a bicycle in St. Paul, there are few if any routes in the city that don't result in an abrupt end where you are left to fend for yourself the rest of the way to your destination. Or needing to know a "secret hand shake" where there might be a hole in a fence so you can cut through a parking lot or railroad tracks as opposed to sucking car exhaust on some car choked stretch of county road, or trunk highway to get where you are going. I have lived and ridden regularly in St. Paul since 2009 and I am still to this day discovering new short cuts or a linkage of several side streets to make that last mile connection with a little more comfort than taking the lane and getting honked at or nearly run off the road. A good bicycle network should not require this level of investigation and/or having people show you the way to get somewhere on a bicycle. It should be direct, obvious and safe.

All three of these routes are all important connections. Lexington provides a connection up the bluff (a major physical barrier in this part of the city) from the Shepard/Davern area to the destination of trader Joes and eventually up to the E/W route of the Jefferson Bike Blvd. The segment of Front provides a connection to schools and businesses, and is part of a much larger route that will extend to the cities Western border via Energy Park drive to the U of M campuses and beyond. Cleveland is also an important connection and part of a much larger route extending from the Mississippi River Blvd up to Pierce Butler route, and even beyond if other plans are brought to fruition all the while connecting 2 university campuses numerous businesses and the future Ford Site.

All three of these routes were selected as part of the bike plan because they are direct and obvious. With much of the city if you want to go anywhere more than 5 or 10 blocks away you are reliant on the County network to get where you need to go, regardless of what mode of transportation you are using.

Loss Aversion

Much of the push back from these projects is over the loss of parking in front of businesses or nearby parking that may be perceived as needed customer parking. While I sympathize with these concerns I don't think that businesses need parking right outside the door. As someone who bikes for most of my trips in Highland park I often am forced to lock my bicycle to some object like a street sign around the corner or in the back of a building. even when I drive to many popular neighborhood destinations I find myself parking a half a block or more away which usually isn't an issue because a great destination is worth it. And the great neighborhoods that these projects take place in are nice areas where a brief stroll to a destination can be a pleasant experience and part of the trip. These are great neighborhoods, we shouldn't be concerned about visitors having to spend a little more time in them.

Safety

All of these routes have a heavily under utilized parking for the majority of their stretches. This results in excessively wider lanes that result in increased speeds and more unpredictable driving. The act of striping bike lanes on these routes will help slow traffic by creating a sense of a more narrow driving lane as it will now be defined on both sides of the lane. This would be a much needed side benefit of these lanes as mode share shifts and we start seeing more and more cyclists than we are currently seeing.

Defined space for the rider is the safest for all users, this is especially true when it includes physical separation. While none of these projects provide physical separation from vehicles they do provide pedestrians with the physical separation from a cyclist who might be traveling and 12,15, or more miles per hour. This is an extremely important part of these projects. As someone who has done bicycle counts on Cleveland I've seen the number of bikes using the sidewalk.

I am asking all of you as city leaders to be the visionaries we need to help bring this plan to fruition, and help this city become the most liveable city in America that claims to be.

Sincerely,
Jeff Zaayer
xxxx Saunders Ave
St. Paul, MN 55116

From: Lauren Della Selva
Sent: Tuesday, June 16, 2015 4:39 PM
To: Tolbert, Chris (CI-StPaul)
Cc: toni.carter@co.ramsey.mn.us
Subject: Please Support St. Paul Bicycle Projects

Hello Councilmember Tolbert,

I am writing to you to ask that you vote in favor of the Saint Paul Bicycle Projects. I have spent my entire life in this city, and continue to live here now as a college sophomore at the University of Minnesota, TC. I have never been fully comfortable biking in the streets alongside the cars and I believe that anything that we can do to make the city more bike friendly is a step in the right direction. Many of my fellow students own a bicycle as there main form of transportation. This generation makes up a large percentage of consumers all over the city. To be bike friendly is to welcome more business into the city, especially in the coming years. I live near Cleveland and would certainly find myself biking there if I felt that it were safer.

Thank you for your vote to improve bike paths in the city.

Lauren Della Selva
xxxx Jefferson

Beth Hayden Left a VM at 6:20 pm June 16 in support of the Cleveland/Lexington bike lane proposals. She's an avid biker and feels a n/s route is good.

From: Gretz/Chutich [<mailto:susangmikec@q.com>]

Sent: Wednesday, June 17, 2015 8:36 AM

To: #CI-StPaul_Ward3

Subject: Support Bike Lanes!

Please support the bike proposal to increase bike lanes on North-South routes in St. Paul. I am a daily bike commuter from March to November, and in order to ride safely designated bike lanes are a must.

Thank you.

Susan Gretz

xxxx Sargent Avenue

St. Paul MN 55105

From: Tyler Teggatz

Sent: Tuesday, June 16, 2015 6:56 PM

To: #CI-StPaul_Ward1; Xiong, Mai Chong (CI-StPaul); Zimny, Joanna (CI-StPaul)

Subject: I support the Cleveland Avenue Bike Lanes

Dear Councilmember Thao,

I am a St. Paul citizen living in Ward 3, and I'm writing today in support of the proposed Cleveland Avenue Bike Lanes.

Cleveland Avenue is a narrow street, which is a particularly compelling reason to make it a safer thoroughfare for the bikers who use it by adding bike lanes. Cleveland connects many of the attractions that make Highland Village a great place to live, and making it safer for bikers would increase ridership and accessibility to our neighborhood, as well as the connections to other parts of the city.

The potential benefits of installing bike lanes are many and varied, and often are not measured by businesses that have spent years serving customers who arrive only by car. Adding bike lanes will give them increased visibility and access to bikers who would normally travel somewhere else. The Ford Plant re-development will surely change many things about our neighborhood, and everyone is going to need to adapt to change. Previous St. Paul projects have shown that businesses can survive and thrive after a change to their reliance on parking.

The Comprehensive Bike Plan previously passed by the City Council has already taken considerable time to study each proposed route individually. These recommendations were found to be the best of all the possible options for creating a city-wide network of safe bike pathways. We have a Bike Plan for a reason – it is a well-considered way to implement change to the ways people get around St. Paul by bicycle. It shouldn't be discarded at the first opportunity to put the plan into action. More people are biking every year, and change needs to be made to make St. Paul a safe and welcoming city to a growing segment of the population.

The proposed amendment to delay implementation of Bike Lanes on Cleveland until a full road construction is planned by the county is a poor solution, since there is no proposed time for creating these sorely needed neighborhood improvements. The streets belong to all citizens, not just those who drive a car.

You have a chance to act courageously and be an agent for positive change in St Paul, and begin a process that will make your ward and the city a better place to live and work.

Thank you for your consideration.

Tyler Teggatz

From: Steve Morse
Sent: Tuesday, June 16, 2015 8:29 PM
To: #CI-StPaul_Ward1
Cc: Debra Elias Morse
Subject: St. Paul Bike Plan

Council Member Thao - We are writing to express our strong support for the proposed St. Paul bike plan and ask for your support to move ahead with the complete set of projects that will be considered tomorrow, June 17th.

As a one car family of four with two active children, we regularly use bikes for to get to work and activities. The city could do a much better job of developing the infrastructure to support this transportation option. We need a better network of dedicated and protected bikeways. Some days we have more bikes than cars lined up at the stop signs on the bikeway on John Ireland Blvd.

Bikeways increase safety and also provide a greater sense of security for bikers, which results in more people making use of this inexpensive, efficient and healthy form of transportation. These are especially important considerations to our family as we often bike with our children.

The current gaps in the system have resulted in a patchwork of bikeways. It is important that the complete network is developed as quickly as possible. This includes the important Cleveland Ave. route.

We are also hopeful that the Downtown loop and connecting bikeways can also move forward soon. Biking downtown is a bit of a hazardous nightmare.

Thank you for your attention and we hope you will support this important set of projects.

Steve and Debra Elias Morse
xxx Mackubin St.
St. Paul, MN 55102

From: Lesley Guyton
Sent: Wednesday, June 17, 2015 9:08 AM
To: #CI-StPaul_Ward3; #CI-StPaul_Ward4
Subject: I support bicycle lanes

I am a Mac Grove resident. I am 60+ and I bike to work through the neighborhood and the midway area nearly every day, and most winter days. We need to keep to the plan of expanding bicycle lanes that encourage people of all ages to feel safe in biking in their community. The benefits include a healthier citizenry and a better environment. Lesley Guyton

From: Nathaniel M Hood
Sent: Wednesday, June 17, 2015 9:14 AM
To: Tolbert, Chris (CI-StPaul); Kantner, Libby (CI-StPaul); Collins, Reuben (CI-StPaul)
Subject: Letter of Support for Cleveland Ave Bike Lanes

Attn: CM Chris Tolbert
CC: Libby Kanter, Reuben Collins

Chris, Libby & Reuben -

As residents of Highland Park, we would like to offer support for the Cleveland Avenue bike lanes.

Cleveland serves as an important connector in the neighborhood. We bike a lot and would utilize this bike lane to travel to friend's houses, to businesses, and for recreation. It has been exciting to see the transformation of Minneapolis' streets with the addition of new bike infrastructure, and we would love to see that change happen here in St. Paul.

Furthermore, the loss of parking seems minimal. We have lived in the neighborhood for 4 years and have not had issues with parking. We believe that the removal of some off-street parking spaces for a bike lane is in the best interest of the City of St. Paul.

The re-design proposal (with bike lanes) enhances the existing characteristics of our walkable neighborhood, and is a solid investment. We both believe it will make Highland/Mac-Grove safer and more vibrant for all.

Sincerely - Nate & Kelly

Nathaniel & Kelly Hood
xxxx Davern St.
Highland Park, St. Paul

June 17, 2015

Council President Stark and Members of the City Council
Saint Paul City Council
15 West Kellogg Boulevard, #310
Saint Paul, MN 55102

Dear Council President Stark and Members of the City Council,

Macalester College encourages you to vote in favor of bike lanes on Cleveland, Front and Lexington.

Macalester College is a private liberal arts college sitting at the crossroads of major transportation arteries. Many Macalester students get to and from social and work activities via transit, biking and walking. Macalester College has been working to build a 21st century transportation hub near our campus with features that make the neighborhood safer for pedestrians, people on bicycles and transit users.

Macalester College has significant experience with neighborhood businesses being opposed to street level changes. When Macalester College proposed the Snelling Avenue median, local businesses and their landlords, strongly opposed the Snelling median because of their fears about parking and access. They argued that if the median were built they would likely go out of business. The Snelling median was built in 2011 and those same businesses thrive today. It happened again a few years later when local businesses raised the same fear-based concerns about the Charles Avenue Bikeway, which Macalester College actively supported. It was built, and those businesses are doing very well.

There is value in listening to the concerns of affected businesses and providing mitigation where possible. However, Macalester College's experiences demonstrate the real business outcomes of pedestrian and bike friendly initiatives. That experience strongly suggests that the fears of the Cleveland Avenue businesses are unlikely to be realized.

Macalester College strongly supports improving biking corridors in Saint Paul on Front, Cleveland, and Lexington and encourages all Council Members to vote in favor of these improvements to our city.

Sincerely,

Tom Welna
Macalester College

June 16, 2017

Council member Russ Stark
Council member Chris Tolbert
Saint Paul City Hall
Sent by e-mail to: ward4@ci.stpaul.mn.us
Sent by e-mail to: ward3@ci.stpaul.mn.us

Re: Bike Lanes on Cleveland Avenue

Dear Council members Stark and Tolbert:

We are writing to support the restriping of Cleveland Avenue to include bike lanes. There is not currently a good north south bike route to Highland Village - an area of the city with a substantial and growing number of retail, restaurant, and commercial uses. Bike lanes will make riding safer and will help to reduce the traffic congestion and vehicle emissions in Highland Village.

This corridor is part of the adopted bicycle plan. If the city does not go forward with this project, it will undermine the potential for implementing other corridors. An improved environment for bicycling is one way to continue to attract young people to the City of Saint Paul and make the City more sustainable, affordable, and livable.

We understand that some residents are concerned about the loss of car parking in front of their homes. Affected residents will need to utilize their driveways and garages more often. When guests are visiting, they may have to park on the adjacent street. This is what people along the stretch of Cretin Avenue north of Marshall Avenue near our house do all the time.

Sincerely,

Barb Thoman
Chip Welling
xxxx Roblyn Avenue
Saint Paul, MN 55104
thomwell@bitstream.net

Cc: Reuben Collins
reuben.collins@ci.stpaul.mn.us

District 4 strongly supports the integrated bike plan, including Cleveland Avenue.

From: KEVIN D LEE PAMELA F MC*INNES
Sent: Wednesday, June 17, 2015 10:49 AM
To: #CI-StPaul_Ward4; #CI-StPaul_Ward3
Cc: Collins, Reuben (CI-StPaul)
Subject: Cleveland Bike Lanes

June 17, 2017

Council member Russ Stark
Council member Chris Tolbert
Saint Paul City Hall

Sent by e-mail to: ward4@ci.stpaul.mn.us

Sent by e-mail to: ward3@ci.stpaul.mn.us

Re: Bike Lanes on Cleveland Avenue

Dear Council members Stark and Tolbert:

As a long time resident of St. Paul that does a lot of bicycle commuting I am writing you to support the restriping of Cleveland Avenue to include bike lanes. I commute by bike on a regular basis to my job in Bloomington. I have been envious of the progress that Minneapolis has made in becoming a bicycle friendly city and dismayed at how far Saint Paul has fallen behind. From my home in Merriam Park I usually cross the Lake Street Bridge to utilize the many bike routes set up in Minneapolis as I bike to Bloomington. This means that I often do my shopping in Minneapolis as I bike home.

If there were a nice north/south route in Saint Paul I would do more of my commute in Saint Paul and more shopping in the Highland area as I ride home from work. As it is now I rarely shop in Highland since there is not a nice route to get there. Instead I cross the river and shop along Lake Street.

If the city of the Saint Paul wants to become more attractive to young people we need become a more bike friendly city. Currently Minneapolis has the hip image as the place to live, work, and play where you can get by without having to buy a car. Providing a north/south route would make all the neighborhoods along Cleveland more attractive to young professionals.

Sincerely,

Kevin Lee
xxxx Temple Court
Saint Paul, MN 55104

I am unable to attend tonight's meeting but wanted to offer a brief comment via email.

I'm a resident of West St. Paul, a homeowner and a parent, and have commuted daily by bike, year-round, to downtown St. Paul for five years. I'm grateful to St. Paul for its ambitious plans to improve safety for all road users -- we're working on a similar plan in WSP and no doubt your leadership will help us moving forward.

I've read through some of the comments submitted in opposition to implementation of the plan, and I fully understand some of the concerns that residents and business owners have. Infrastructure changes of this scale require a bit of sacrifice from everyone. As a cyclist, I've been sacrificing for years -- paying taxes into a street system that offers me little in return.

My first hope is that you won't get bogged down in fears about worst-case outcomes, which experiences in other cities show aren't very likely. The sky has not fallen for local businesses in Lincoln, Nebraska; Spokane, Washington; Minneapolis, or other places that are moving forward with safer streets.

My second hope is that you'll consider the well-documented social and economic benefits of improved bike infrastructure along with the risks. None of these things can be achieved if the bike plan is to fall prey to every 11th-hour doomsday prediction that emerges.

I'm excited about the future of St. Paul and grateful to all of you for your courage and leadership as you help us evolve into a more vibrant and inclusive city. Thank you.

-Ken Paulman

From: **Linda Winsor**

Date: Wed, Jun 17, 2015 at 10:04 AM

Subject: Please Vote Yes for New Bike Lanes

To: shovel overeagle <Dave.Thune@ci.stpaul.mn.us>, Russ Stark <russ.stark@ci.stpaul.mn.us>, amy.brendmoen@ci.stpaul.mn.us, dai.thao@ci.stpaul.mn.us, dan bostrom <dan.bostrom@ci.stpaul.mn.us>, bill.finney@ci.stpaul.mn.us, chris.tolbert@ci.stpaul.mn.us

Dear Saint Paul Council Members,

I am sorry that I cannot attend the hearing this afternoon, but I urge you to vote for new bike lanes on Cleveland Avenue, Lexington Pkwy. and Front St. as proposed in the Saint Paul City Bike Plan.

I think so much of the opposition that you are hearing about is from folks who only bike for recreation or don't bike at all. We are talking about biking as transportation----not just recreation. It means focusing on how to make it safe and easy for cyclists of all ages and lifestyles to get to work, school, shop, dine, run errands, etc. That means finding direct, efficient routes. Expecting cyclists to take circuitous routes with lots of stop signs and permanent detours is like asking

freeway 94 drivers to exit at 280, go to University Avenue, proceed to Vandalia, and go south on Vandalia to Cretin in order to reach their destination at St. Thomas.

While this vote may seem controversial today---particularly for Cleveland Avenue----this vote to start implementing safe new bike lanes in Saint Paul is a vote for our future. While a vocal minority will oppose new bike lanes for various reasons, please keep your eye on the future.

As I await your vote on implementing new bike lanes on 3 of our city streets, I renew my passion for making our city more bike friendly. This video shows what can and should be----for our grand children's futures and the future of our planet.

<https://www.youtube.com/watch?v=vyrTx9SXkVI>

sincerely,

Linda Winsor
xxx Goodrich Avenue
Saint Paul, MN 55105

