



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

*1500 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660*

Fax: 651-266-6222

MEMORANDUM

DATE: 3/14/2016

SUBJECT: Summary of Cleveland Avenue Email and Open House Comments Received

This memorandum presents a summary of the public comments received on Public Works' proposal to implement bicycle facilities and parking mitigation strategies on Cleveland Avenue between Highland Parkway and University Avenue.

Written Statements Received:

As of 3/14/2016, city staff received a total of 60 written statements specific to proposed bicycle facilities and parking mitigation strategies on Cleveland Avenue from the following sources:

- Comment forms from the open house (38 statements)
- Statements emailed or forwarded to city staff (22 statements)

It should be noted that the total number of statements received may include multiple statements from some individuals, as well as some duplicate statements (e.g. an individual may have provided written feedback at the Open House and provided feedback by email to city staff).

Attachments:

1. All email received by or forwarded to city staff
2. Transcription of all Open House statements received by city staff
3. Scanned copies of the original Open House sign-in sheets and Comment Forms



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Email Comments Received

Hanson, Luke (CI-StPaul)

From: Henningson, Samantha (CI-StPaul)
Sent: Tuesday, February 16, 2016 11:09 AM
To: Stiffler, Elizabeth (CI-StPaul); Hanson, Luke (CI-StPaul); St Martin, Paul (CI-StPaul)
Subject: FW: Cleveland Bike Lane - parking for our tenants
Attachments: Existing Area 16 Map.pdf; Proposed Area 16 Map.pdf; Scanned copy Area 16 PH Notice letter.pdf; CMClevelandMemo10Feb2016.pdf

FYI.

----- Forwarded message -----

From: **Susan Mollner** <suemollner@msn.com>

Date: Sat, Feb 13, 2016 at 1:23 PM

Subject: Cleveland Bike Lane - parking for our tenants

To: "ward3@ci.stpaul.mn.us" <ward3@ci.stpaul.mn.us>, "ward1@ci.stpaul.mn.us" <ward1@ci.stpaul.mn.us>, "ward2@ci.stpaul.mn.us" <ward2@ci.stpaul.mn.us>, "ward4@ci.stpaul.mn.us" <ward4@ci.stpaul.mn.us>, "ward5@ci.stpaul.mn.us" <ward5@ci.stpaul.mn.us>, "ward6@ci.stpaul.mn.us" <ward6@ci.stpaul.mn.us>, "ward7@ci.stpaul.mn.us" <ward7@ci.stpaul.mn.us>, "kristin.beckman@ci.stpaul.mn.us" <kristin.beckman@ci.stpaul.mn.us>, "christopher.coleman@ci.stpaul.mn.us" <christopher.coleman@ci.stpaul.mn.us>, "dana.bailey@ci.stpaul.mn.us" <dana.bailey@ci.stpaul.mn.us>, "donna.drummond@ci.stpaul.mn.us" <donna.drummond@ci.stpaul.mn.us>, "julie@unionparkdc.org"

[<julie@unionparkdc.org>](mailto:julie@unionparkdc.org), "michael@unionparkdc.org" [<michael@unionparkdc.org>](mailto:michael@unionparkdc.org),
"whitman@unionparkdc.org" [<whitman@unionparkdc.org>](mailto:whitman@unionparkdc.org), "jsoucheray@pioneerpress.com"
[<jsoucheray@pioneerpress.com>](mailto:jsoucheray@pioneerpress.com)

To the St. Paul City Council and Mayor Coleman

We own the apartment building at 2062 Marshall Ave. and have since 1978. It is a 29 unit building and parking has always been an issue but it has been manageable. We have no parking in front of the building because of the bus stop but our tenants were able to park on the north side of Marshall and on Cleveland both north and south of Marshall. There is permit parking but only on the west side of Cleveland. Our tenants cannot park on the residential streets east of Cleveland. Our building is 28 apartments, half of which are 2 bedroom apartments plus an attorney's office and we have approximately 40 tenants. We were very concerned about parking for our tenants when we heard about the parking being taken away on Cleveland because we were short of parking anyway but, when we went to the meeting at St. Kate's last October, the map showed that we would at least retain the parking on the west side of Cleveland next to our building (according to the map that was displayed at the meeting). We opened up the newspaper today and realized that, all of a sudden, we have no parking on Cleveland anywhere. After going to the city website, we also realized that our building (2062 Marshall Ave – is not included in the permit parking plan even though we are currently. The only addresses mentioned for permit parking are on Cleveland. The attorney who rents from us will have no parking for his clients. We have no parking at all for our tenants except street parking (the building was built in 1923.) We are also very concerned about losing our tenants because there is nowhere for them to park in the current scenario. Please look at our parking situation and make some accommodation for us. Realize also that there is no parking on Marshall some evenings for street cleaning. We are a small business and losing the parking is very worrisome to us because that building represents a good part of our livelihood. We have kept up the building and have tried to be a good part of the community but feel that our concerns are not being heard. We really need some help because many of our tenants say they are going to look somewhere else when their leases expire. They are not willing to give up their cars.

We do plan on being at the next two meetings but would appreciate having our concerns looked at beforehand. We are especially concerned about being left out of the permit parking. You are putting in a parking bay for the barbershop. Could something like that be put in for us? We did not address the parking mitigation issue before because we were told at the previous meeting that our Cleveland parking would stay. We do pay a lot in real estate taxes. We would really appreciate it if something could be provided to help us.

Thank you

John and Sue Mollner

[651-690-5003](tel:651-690-5003)

[651-335-6013](tel:651-335-6013)

From: Steve Mattaini [<mailto:sfmattaini@yahoo.com>]
Sent: Tuesday, February 16, 2016 1:46 PM
To: Stiffler, Elizabeth (CI-StPaul)
Cc: #CI-StPaul_Ward4
Subject: Proposed Area 22 parking changes

We just received your letter dated February 11, and we are forced to respond immediately. We currently reside at 2097 Goodrich Avenue, and for over thirty years we have lived in what the Mayor likes to call "Saint Paul, the Most Livable City in America."

I am firmly against your proposed solution to move parking from Cleveland Avenue into our neighborhood. If I interpret your proposal correctly, each of four buildings between Grand and Lincoln, and six more between Lincoln and Goodrich, will each be eligible for six permits, four residential and two visitor. That would mean by that sixty(!) additional cars will be attempting to park on Lincoln and Goodrich between Cleveland and Finn, correct?

I cannot believe this has been well thought out. There is no way that many cars can be parked on those streets, even if the streets are fully parked up all the time. Residents will no longer be able to park near their homes. I assume you have a way of calculating the number of cars that can be parked on a city block, and certainly it is not an additional sixty.

Nor will there be anywhere near sixty parking spots lost between Grand and Fairmount under the bike lane proposal.

As I assume you are aware, this neighborhood has been almost overwhelmed by student parking for St. Thomas. This, of course, is why we have permit parking. One has to question the allowance of six permits per building, when, as I understand it, there is a limit of three unrelated persons per rental unit, when most, if not all, of the units receiving permits are rentals. And, if I am not mistaken, each of those units has a garage for resident parking. We already frequently have people parking in our alley. This will make the situation much, much worse.

I am sure you will hear from many in our neighborhood. Please reconsider your proposal. Thank you for your attention.

Steven F. Mattaini
612-865-5755

Hanson, Luke (CI-StPaul)

From: Henningson, Samantha (CI-StPaul)
Sent: Tuesday, February 16, 2016 4:30 PM
To: Stiffler, Elizabeth (CI-StPaul); Hanson, Luke (CI-StPaul); St Martin, Paul (CI-StPaul)
Subject: FW: Cleveland Bike Lane - parking for our tenants

FYI.

From: Susan Mollner [mailto:suemollner@msn.com]
Sent: Tuesday, February 16, 2016 4:27 PM
To: Henningson, Samantha (CI-StPaul); #CI-StPaul_Ward3; #CI-StPaul_Ward1; #CI-StPaul_Ward2; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7; Bailey, Dana (CI-StPaul); julie@unionparkdc.org; michael@unionparkdc.org
Subject: RE: Cleveland Bike Lane - parking for our tenants

Samantha,

Thank you for the prompt reply and the forwarded information. My husband and I and our tenants have a huge concern about the number of parking spaces available to our residents. The parking spaces that are being taken away from us are all of the spaces on both sides of Cleveland between Marshall and Dayton and also the ones on Cleveland north of Marshall where some of our tenants park. The parking spaces on the east side of Cleveland that can be used by the businesses during the day are useless to our tenants since they apparently will not be available in the evening.. We were told that the number of parking spaces lost on Cleveland between Marshall and Selby is 21 and this does not include parking lost north of Cleveland. The parking in that area is very tight already and if you drive through that area including on Marshall you would have a hard time finding an empty spot in the evening even with parking on Cleveland. With the loss of those spots plus north of Marshall on Cleveland, you are looking at a huge loss of parking. Plus, the people on Cleveland will need parking so will be adding to the load on Dayton and Selby.

Also, Marshall Avenue between Cleveland and Finn has 2 other apartment buildings with approximately 30 units and there is no parking on Marshall one night per week for street cleaning. Another issue is winter snow emergencies. What are people to do with their cars then. We have been told by tenants who saw the article in the paper on Saturday that they would be sorry to leave but would not want to live in an area (or building) where parking is in such short supply. There has been an effort to mitigate parking problems for the businesses across from us and near Randolph Ave. and we feel that there should be some help for us also. The building has been there since 1923 and is an important part of Saint Paul history (It was the home of Ma Barker and others and is on the gangster tour).

Thank you.

John and Susan Mollner
CleMar Apartments
2062 Marshall Ave.
Saint Paul, MN 55104
651-690-5003

From: samantha.henningson@ci.stpaul.mn.us

To: suemollner@msn.com; Ward3@ci.stpaul.mn.us; Ward1@ci.stpaul.mn.us; Ward2@ci.stpaul.mn.us; Ward4@ci.stpaul.mn.us; Ward5@ci.stpaul.mn.us; Ward6@ci.stpaul.mn.us; Ward7@ci.stpaul.mn.us; dana.bailey@ci.stpaul.mn.us; julie@unionparkdc.org; michael@unionparkdc.org

Subject: FW: Cleveland Bike Lane - parking for our tenants

Date: Tue, 16 Feb 2016 17:08:52 +0000

----- Forwarded message -----

From: **Susan Mollner** <suemollner@msn.com>

Date: Sat, Feb 13, 2016 at 1:23 PM

Subject: Cleveland Bike Lane - parking for our tenants

To: "ward3@ci.stpaul.mn.us" <ward3@ci.stpaul.mn.us>, "ward1@ci.stpaul.mn.us" <ward1@ci.stpaul.mn.us>, "ward2@ci.stpaul.mn.us" <ward2@ci.stpaul.mn.us>, "ward4@ci.stpaul.mn.us" <ward4@ci.stpaul.mn.us>, "ward5@ci.stpaul.mn.us" <ward5@ci.stpaul.mn.us>, "ward6@ci.stpaul.mn.us" <ward6@ci.stpaul.mn.us>, "ward7@ci.stpaul.mn.us" <ward7@ci.stpaul.mn.us>, "kristin.beckman@ci.stpaul.mn.us" <kristin.beckman@ci.stpaul.mn.us>, "christopher.coleman@ci.stpaul.mn.us" <christopher.coleman@ci.stpaul.mn.us>, "dana.bailey@ci.stpaul.mn.us" <dana.bailey@ci.stpaul.mn.us>, "donna.drummond@ci.stpaul.mn.us" <donna.drummond@ci.stpaul.mn.us>, "julie@unionparkdc.org" <julie@unionparkdc.org>, "michael@unionparkdc.org" <michael@unionparkdc.org>, "whitman@unionparkdc.org" <whitman@unionparkdc.org>, "jsoucheray@pioneerpress.com" <jsoucheray@pioneerpress.com>

To the St. Paul City Council and Mayor Coleman

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apartments plus an attorney's office and we have approximately 40 tenants. We were very concerned about parking for our tenants when we heard about the parking being taken away on Cleveland because we were short of parking anyway but, when we went to the meeting at St. Kate's last October, the map showed that we would at least retain the parking on the west side of Cleveland next to our building (according to the map that was displayed at the meeting). We opened up the newspaper today and realized that, all of a sudden, we have no parking on Cleveland anywhere. After going to the city website, we also realized that our building (2062 Marshall Ave – is not included in the permit parking plan even though we are currently. The only addresses mentioned for permit parking are on Cleveland. The attorney who rents from us will have no parking for his clients. We have no parking at all for our tenants except street parking (the building was built in 1923.) We are also very concerned about losing our tenants because there is nowhere for them to park in the current scenario. Please look at our parking situation and make some accommodation for us. Realize also that there is no parking on Marshall some evenings for street cleaning. We are a small business and losing the parking is very worrisome to us because that building represents a good part of our livelihood. We have kept up the building and have tried to be a good part of the community but feel that our concerns are not being heard. We really need some help because many of our tenants say they are going to look somewhere else when their leases expire. They are not willing to give up their cars.

We do plan on being at the next two meetings but would appreciate having our concerns looked at beforehand. We are especially concerned about being left out of the permit parking. You are putting in a parking bay for the barbershop. Could something like that be put in for us? We did not address the parking mitigation issue before because we were told at the previous meeting that our Cleveland parking would stay. We do pay a lot in real estate taxes. We would really appreciate it if something could be provided to help us.

Thank you

John and Sue Mollner
651-690-5003
651-335-6013

Sent from [Mail](#) for Windows 10

Hanson, Luke (CI-StPaul)

From: Henningson, Samantha (CI-StPaul)
Sent: Wednesday, February 17, 2016 12:48 PM
To: Hanson, Luke (CI-StPaul); Collins, Reuben (CI-StPaul); St Martin, Paul (CI-StPaul)
Subject: FW: Cleveland Ave bike lane

Follow Up Flag: Follow up
Flag Status: Flagged

From: ksshalom@comcast.net [<mailto:ksshalom@comcast.net>]
Sent: Wednesday, February 17, 2016 10:57 AM
To: Stark, Russ (CI-StPaul)
Subject: Re: Cleveland Ave bike lane

February 17, 2016

Councilman Stark,

I just received a copy of a letter dated February 10, 2016 that discusses the bike lanes on Cleveland Ave and the mitigation measures to be taken. I am writing about one of these measures which states: "Time-limited parking on a portion of Sargent to accommodate Kehilat Sar Shalom Congregation." I would request that this measure be taken out of the proposal. I can think of no parking time limit that would help Kehilat Sar Shalom. Any additional parking restrictions will only serve to further exacerbate the loss of parking on Cleveland. It would also serve to bring conflict between Kehilat Sar Shalom and its neighbors. Please remove this measure from your proposal. Thank you for your help with this problem.

Sincerely,

Stanley Farr

Kehilat Sar Shalom

225 Cleveland Ave S

Saint Paul, MN 55116

651-690-2941

Hanson, Luke (CI-StPaul)

From: Peter Butler <pedro55116@yahoo.com>
Sent: Thursday, February 18, 2016 12:14 PM
To: #CI-StPaul_Ward3; Hanson, Luke (CI-StPaul)
Subject: Cleveland Avenue Bike Lanes (In case you haven't heard enough on them)
Attachments: Cleveland avenue bike lanes.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon!

I have attached my thoughts for your consideration. Thank you.

Peter Butler
2140 Bayard Avenue
St. Paul

February 18, 2016

Council Member Chris Tolbert, Ward 3, City of St. Paul
Mr. Luke Hanson, St. Paul Public Works Department
City of St. Paul, Minnesota

Dear Council Member Tolbert & Mr. Hanson,

Thank you for your hard work weighing the many competing perspectives on the Cleveland Avenue Bike Lanes. I have biked on Cleveland Avenue during different hours. I recommend no-parking during rush hours from April 1 to December 1 as an alternative to a complete parking ban. Cars can safely pass bicyclists during non-rush hours using the oncoming lane as opposing traffic is often minimal.

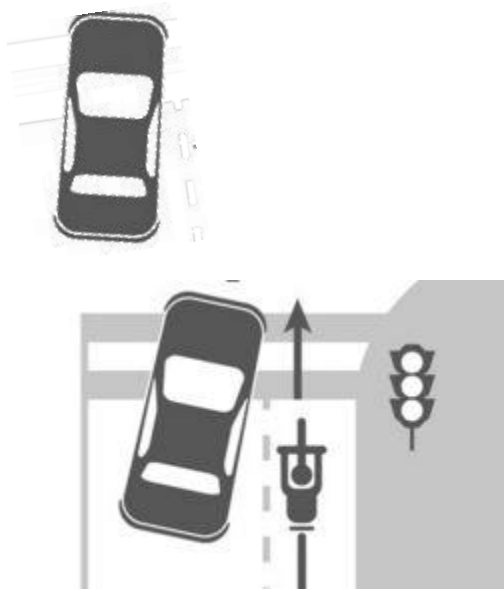
I also strongly suggest widening the southbound Cleveland lane at the Randolph intersection to accommodate both a bike lane and left turn lane to eastbound Randolph. Many times a southbound car is waiting to turn left onto eastbound Randolph for most of the green light because of the unbroken northbound Cleveland Avenue rush-hour traffic. Southbound cars cannot go around a turning car that has not pulled fully into the intersection's center:



Photo credit: [Google Maps](https://www.google.com/maps). Southbound cars cannot drive around a turning vehicle stopped too close to the crosswalk.



Many cars will use the southbound bike lane to bypass the turning car, greatly increasing the chance of hitting a bicyclist. Often a driver does not check the bike lane before using it nor realizes that the bicyclist passed a mile back has now caught up with the driver at the light.



Best wishes on the upcoming open house and public hearing. I hope my comments will improve safety and traffic flow for all transit modes.

Sincerely,

Peter Butler
2140 Bayard Avenue
St. Paul, MN 55116-1235

Hanson, Luke (CI-StPaul)

From: David Garron <davidgarron@yahoo.com>
Sent: Thursday, February 18, 2016 1:24 PM
To: Hanson, Luke (CI-StPaul)
Subject: In Favor of Cleveland Ave Bike Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Luke,

I am **in favor** of the proposed changes for the Cleveland Ave Bike Project as well as the proposed Residential Permit Parking changes for Area 22.

I also believe that removing street parking on the west side of Cleveland ave will be a **safety improvement** for vehicles attempting to turn onto Cleveland from the west by improving their line of sight of oncoming traffic. Currently, vision can be obscured by parked cars on the west side of Cleveland Ave.

Unfortunately, I will not be able to attend the Public Hearings on March 16th.

Thank you,

David Garron
Fairmount Ave

Hanson, Luke (CI-StPaul)

From: Henningson, Samantha (CI-StPaul)
Sent: Wednesday, February 24, 2016 9:41 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland Ave Bike Lane

Follow Up Flag: Follow up
Flag Status: Flagged

From: Lynn Meyer [<mailto:risingsn@bitstream.net>]
Sent: Tuesday, February 23, 2016 5:23 PM
To: #CI-StPaul_Ward4
Subject: Cleveland Ave Bike Lane

2/23/16

Dear Mr. Stark,

My name is Lynn Meyer and I own a business on the southeast corner of Marshall and Cleveland- Rising Sun. My business has been here since 1983- it will be 33 years in March that we have been here. I am just finding out about the proposed bike lane on Cleveland Ave and I am deeply disturbed by it.

In this area, parking has already been at a premium, as I'm sure that you know since you represent this area. When we opened in '83 we had fewer businesses that required as much parking – Trotters Café didn't exist and neither did Choo Choo Bob's or Izzy's Ice Cream. At first we had three parking spaces in front of our business but they did a sewer separation in 1992 and that took at least two of the spaces away from us. We have a bus shelter just outside our door on the southeast corner, so there is no parking there for several spots and then there are a couple of 15 minute spots in front of Trotters Café and Midway Cleaners. So in reality, the only parking we have is the west side of Cleveland Ave- the area they are proposing the bike lane.

They have talked about adding parking back and changing some other parking time limits in the letter I just received but it will not help my business in any way. The changes are just too far away to have an impact.

I am in the process of remodeling our school- something I felt comfortable doing since I have been here for 33 years, and now I'm feeling very concerned. My business will not survive having our closest parking be a block away. The parking in front of our businesses is always parked up. I have been getting to work two hours early for weeks during my remodeling project and I have never once been able to find a spot.

This is reminiscent of the University Ave light rail. They did their studies and told the businesses that they would not be impacted and that the light rail would restore business that they lost from losing their parking. I watched

businesses drop one-by-one- out of business or moving because they had lost their parking, businesses that had been there for decades; gone from the area or just gone.

Now the city is having to spend an unbelievable amount of money to try to restore parking to the area after having tried to convince worried business owners that it would have no impact or that there was nothing they could do.

I want to ask you honestly- if you had two places to shop at and one had a parking lot and the other you couldn't find parking for at least a block away where would you shop?

There must be another way to solve this issue for the business owners in the area who deserve to be considered too.

Thank you,

Lynn Meyer- Rising Sun

2058 Marshall Ave

St Paul, MN 55104

651-647-6987

This email has been sent from a virus-free computer protected by Avast.
www.avast.com

Hanson, Luke (CI-StPaul)

From: Henningson, Samantha (CI-StPaul)
Sent: Wednesday, February 24, 2016 9:41 AM
To: Hanson, Luke (CI-StPaul)
Subject: FW: Cleveland Ave Bike Project memo from Councilmembers

Follow Up Flag: Follow up
Flag Status: Flagged

FYI.

From: John Thompson [<mailto:jlthompson48@gmail.com>]
Sent: Tuesday, February 23, 2016 3:42 PM
To: Henningson, Samantha (CI-StPaul)
Cc: Deborah Thompson; Max 128
Subject: Re: Cleveland Ave Bike Project memo from Councilmembers

Samantha,

I meant to include the fact that we are losing 20 to 25 spaces that were available on the west side of Cleveland.

John

Sent from my iPad

Samantha,

I would like to schedule a meeting with Council Member Stark. The proposal to provide 85 feet of joint use parking on Both sides of Laurel will not help us survive the effects of this proposed policy. This is the equivalent of 8 parking spaces and they will be immediately in front of rental housing occupied by students who may have cars to park. They will also be available to the public at large including night school students. The demand for those few spaces will be intense and the likelihood that they would be available for our customers is small. It would certainly increase the odds of success if the dual parking arrangements lasted the whole block. Given your current stance, I don't see how this will work and I am disappointed that you did not call us to discuss this before making your decision and releasing the details. Please forward this on to Council Member Stark along with the notation that it is of the utmost importance to us.

John Thompson
612 723 7828

Sent from my iPad

Hanson, Luke (CI-StPaul)

From: Evan Roberts <evan.roberts07@gmail.com>
Sent: Monday, February 29, 2016 1:48 PM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Bike Lane Project

Follow Up Flag: Follow up
Flag Status: Flagged

Luke Hanson
Capital and Transportation Planning
15 Kellogg Blvd. West, City Hall
Saint Paul, MN 55102
Luke.hanson@ci.stpaul.mn.us

Mr. Hanson

My name is Evan Roberts. I have resided at 2062 Marshall Ave., Apt #3, Saint Paul, 55104, for approximately five years. I relocated to Minnesota approximately seven years ago. The area around St. Thomas University is very nice, with one very notable exception. The scarcity of parking in the area is a continual challenge, which is even more exacerbated during the winter when various plowing/towing restrictions are brought into play. The density of multi-person dwellings and the attendant multiple vehicles in the area far exceeds the availability of parking spaces.

I am extremely dismayed at receiving the recent notification from the City Council that a proposal is moving forward under the Cleveland Avenue Bicycle Lane Plan to further drastically reduce the available parking due to creation of "bike lanes" on Cleveland Avenue. Please also note that being on the edge of Parking Area 16 makes nearby parking even more difficult.

During my investigation of this matter you are identified as the point of contact for this project. You are also quite prominent in advocacy of bicycling and creation of bicycling infrastructure based on my review of internet, political and advocacy sources.

In reading the project there are a number of issues I do not find satisfactorily explained or lacking in specific supporting rationale.

1. Please provide me with a general explanation of your role and the Saint Paul City Planning Department's role in bicycling advocacy.
2. Please confirm that you are a city employee, paid from tax funds.
3. Please provide your view of the "rights" of motor vehicle owners who are residents and taxpayers with regard to their proportionate access and use of roadways, as opposed to bicyclist. Specifically please provide the percentage of bicycle users on major thoroughfares throughout Saint Paul in comparison with the number of licensed motor vehicles and drivers.
4. I enjoy sitting outside in the late evening from Spring through Fall to read. I am appalled at the number of cyclist on Cleveland Avenue who ride in the dark, with dark clothing. No reflective materials and no lights. I have had the side mirror on my Ford Escape broken twice, on the bicycle lane side. I assume it was perceived to intrude into the bike lane. What are the registration, equipment and licensing/fee requirements to ride a bicycle on the public streets in Saint Paul?

Specifically associated with the Cleveland Avenue Bicycle Lane Plan, please respond to the following:

1. Please provide copies, information for access or time and place to access all studies which verified the “need” for Bike lanes on Cleveland. This includes studies of traffic and bicycle ridership patterns and all environmental impact statements accomplished in association with the project. Conversely please clarify if this initiative was undertaken without a demand study but instead is intended to further a general Saint Paul objective to enhance its perception as a “bicycle friendly city”. This should include the names of persons or organizations initiating the request, the city council sponsor of the request and any/all associations of said organization with members of the Working Committee.
2. Please provide copies, information for access or time and place to access all studies which assessed the inadequacy of the existing roads, trails and bike access between the designated termini of the proposed path. Specifically provide information as why the existing park/trail systems along Mississippi River Blvd, located a few blocks west of Cleveland Ave are inadequate and why that would not be much preferable for cycling between the same terminus points.
3. Please provide copies, information for access or time and place to access for all studies which considered alternate routes with less residential parking inconvenience, specifically Fairview Ave.

Please clarify the purpose and scope of the Planned City Council hearings: will public comment be allowed; will there be time limitations for comments; what steps are required for this to become final?

Thank you in advance for your kind consideration of this request.

Evan J Roberts
2062 Marshall Ave., #3
Saint Paul, MN 55104
Evan.Roberts07@gmail.com

Hanson, Luke (CI-StPaul)

From: Lynn Meyer <risingsn@bitstream.net>
Sent: Tuesday, March 01, 2016 5:26 PM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Bike Lanes

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Luke, this is Lynn Meyer. I spoke to you last night at the meeting and I thought of another potential compromise on the bike lanes. Since bike use peaks in the summer months, what if they purposed the lanes as bike lanes in the summer months and used them as parking lanes the rest of the year? It would accommodate the bulk of bike riders and still allow for the businesses to operate with less of an impact on their businesses. You could just post No Parking from June 1st to Sept 1st and you would increase revenues by ticketing anyone attempting to park during those months. Those are the months that more customers will be willing to park a little farther away from businesses and walk if they are destination businesses and if they are neighborhood businesses they would have more bike traffic.

There has to be some sort of compromise that will accommodate most people and not force them to lose their businesses, and potentially their homes. The businesses are important to the area too.

I will continue to throw out ideas if they occur to me because it may be that that is how we come up with a compromise- by initiating a discussion.

Thanks so much for your consideration.

Lynn
2058 Marshall Ave
651-647-6987

This email has been checked for viruses by Avast antivirus software.

<https://www.avast.com/antivirus>

Hanson, Luke (CI-StPaul)

From: Rick Wilhoit <rick@wilhoit.org>
Sent: Wednesday, March 02, 2016 11:04 AM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Bike Project

Follow Up Flag: Follow up
Flag Status: Completed

Dear Luke,

I attended the bike project meeting held at UST on Monday. I know it is always a challenge to allow for open discussion from the attendees at such meetings, however, if the City really wants input from the citizens I believe there is an obligation to hear from, and listen to them. You could have set a time limit for comments rather than to permit no discussion. Be that as it may, I offer the following comments and thoughts about the Cleveland Ave bike project.

1. To me, as a 50 year resident of St. Paul who lived for 7 years on Cleveland Ave., this project in the form about to be approved by the City Council makes no sense to me. I understand that no studies have been done to attempt to determine the number of prospect bikers who will use Cleveland. Your goal is only "aspirational". Mr. Stark, as well as others on the Council, seem to think that everyone should be riding bikes. Safe streets from "8 to 80" sounds great, but it is not realistic or wise.
2. Some people bike for pleasure, others bike to get to and from work. No one bikes when they go shopping, when they have children to transport, whether it be to sporting events, the doctor, school or other. Most people do not bike in the rain or on cold or snowy days. Most of us who are over 50 bike very little.
3. What portion of the City's residents are over 50 years of age and how many of them are expected to be on a bike? What portion are young children whose parents will not permit them to bike without adult attendance? What is the anticipated traffic count of bikes to vehicles, especially on the very high traffic Cleveland Ave.? I expect it will be less than 1%. I suggest that this effort by the City, and its accompanying cost, is grossly excessive in relation to the benefit to be provided to a few bikers.
4. From a safety point of view, Cleveland which services at least two public bus routes, numerous school buses and heavy truck traffic in addition to passenger vehicles will not be a safe bike route with only 11 foot traffic lanes. Eight and a half foot wide buses, plus their mirrors, and bikers will not be able to meet. Please have in mind that vehicles are required by law to give three feet of space when passing a bike.
5. Lastly, although most bikers ride safely many of them seem to believe they have the right of way and can ride as they please. Snow and ice can be a challenge to even the most experienced and conscientious bike rider. I have personally observed three instances of unsafe riding in the last six months, the most recent on which occurred on the High Bridge last Sunday when a biker left the bike lane and moved into the traffic lane in front of me, without looking back, when he wanted to pass another biker.

Biking is healthy. It is great to encourage it. However, I ask the City to consider the community as a whole, not merely the volume of noise created by the pro bike agenda, as it deliberates and makes its decision and modify the aspirational, but unrealistic goals of some city planners and/or council persons.

--

Rick Wilhoit
1964 Goodrich Ave.
Home-651-698-0525
Cell----651-492-3593

Hanson, Luke (CI-StPaul)

From: Lynn Meyer <risingsn@bitstream.net>
Sent: Monday, March 07, 2016 10:45 AM
To: Hanson, Luke (CI-StPaul)
Subject: Re: Cleveland Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

Thank you Luke, for your reply. I was actually thinking that the current area that is parking could be striped off exactly where it is and it would allow a wide lane for bikes during the season and a lane wide enough for a car to park. This would not require a repainting of the centerline at all.

I had also requested that they consider removing the bumpouts at either end of Marshall to accommodate another 4 parking spaces. Can this be done?

Thank you,
Lynn Meyer
Rising Sun.

Hanson, Luke (CI-StPaul)

From: fenskelaw@gmail.com on behalf of Jeff Fenske <jeff@jfenskelaw.com>
Sent: Tuesday, March 08, 2016 10:48 AM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Bike Lane

Follow Up Flag: Follow up
Flag Status: Flagged

Luke,

Thank you for meeting with me at the University of St. Thomas at the public meeting on Feb. 29. Recall that we discussed parking mitigation for both my clients and staff. I would appreciate any thoughts that may have been considered and discussed to accommodate my business following the meeting at your earliest convenience. Thanks.

Jeff

--

Jeffrey J. Fenske
Fenske Law Office, P.C.
239 Cleveland Avenue N.
St. Paul, MN 55104
Phone: 651-288-0800
Fax: 651-288-0990
jeff@jfenskelaw.com
www.jfenskelaw.com

Midway Chamber's "2015 Small Business of the Year" recipient



Hanson, Luke (CI-StPaul)

From: Lynn Meyer <risingsn@bitstream.net>
Sent: Wednesday, March 09, 2016 5:25 PM
To: Hanson, Luke (CI-StPaul)
Subject: Re: Cleveland Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

I appreciate your efforts, Luke. Unfortunately all the things they're looking at aren't anywhere near my business. What's in front of my store is the bumpout and one parking space, then there is the bus stop and the only close parking was on Cleveland. My business doesn't have access to the parking lot in the back so people have to walk all the way around. That's when they can find a space there. It's really tough already.

Lynn

Hanson, Luke (CI-StPaul)

From: Lynn Meyer <risingsn@bitstream.net>
Sent: Wednesday, March 09, 2016 6:16 PM
To: Hanson, Luke (CI-StPaul)
Subject: Re: Cleveland Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

Hey Luke, Just had another thought... Would it be possible to take the parking from the east side of Cleveland for this one block? Could you paint the lines so it would make sense just for the one block? This would increase our parking immensely and still allow bike lanes on both sides.

Lynn Meyer

Hanson, Luke (CI-StPaul)

From: Rick Wilhoit <rick@wilhoit.org>
Sent: Wednesday, March 09, 2016 8:41 PM
To: Hanson, Luke (CI-StPaul)
Subject: Re: Cleveland Bike Project

Follow Up Flag: Follow up
Flag Status: Completed

Dear Luke,
Thank you for for you reply.

I have only one response to your remarks. You state that the new vehicle lanes have been set at 11 feet, and that they meet state requirements. Have you observed that the tires of MTC buses just fit within that measurement. This does not account for the bus mirrors.

Just because 11 feet satisfies someone's idea of adequate width, in this situation does that make it appropriate, right or safe, or satisfy the application of common sense, especially when the health, and even the lives of bikers will most likely be put at risk?

I hope the City will establish a review and monitoring process so that this new "service"? will be routinely evaluated to measure its impact on all affected parties e.g. bikers, motorists, bus and truck traffic and especially businesses and residents along Cleveland Avenue.

Rick Wilhoit

From: Rick Wilhoit [mailto:rick@wilhoit.org]
Sent: Wednesday, March 02, 2016 11:04 AM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Bike Project

Dear Luke,

I attended the bike project meeting held at UST on Monday. I know it is always a challenge to allow for open discussion from the attendees at such meetings, however, if the City really wants input from the citizens I believe there is an obligation to hear from, and listen to them. You could have set a time limit for comments rather than to permit no discussion. Be that as it may, I offer the following comments and thoughts about the Cleveland Ave bike project.

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2. Some people bike for pleasure, others bike to get to and from work. No one bikes when they go shopping, when they have children to transport, whether it be to sporting events, the doctor, school or other. Most people do not bike in the rain or on cold or snowy days. Most of us who are over 50 bike very little.
3. What portion of the City's residents are over 50 years of age and how many of them are expected to be on a bike? What portion are young children whose parents will not permit them to bike without adult attendance? What is the anticipated traffic count of bikes to vehicles, especially on the very high traffic Cleveland Ave.? I expect it will be less than 1%. I suggest that this effort by the City, and its accompanying cost, is grossly excessive in relation to the benefit to be provided to a few bikers.

4. From a safety point of view, Cleveland which services at least two public bus routes, numerous school buses and heavy truck traffic in addition to passenger vehicles will not be a safe bike route with only 11 foot traffic lanes. Eight and a half foot wide buses, plus their mirrors, and bikers will not be able to meet. Please have in mind that vehicles are required by law to give three feet of space when passing a bike.

5. Lastly, although most bikers ride safely many of them seem to believe they have the right of way and can ride as they please. Snow and ice can be a challenge to even the most experienced and conscientious bike rider. I have personally observed three instances of unsafe riding in the last six months, the most recent on which occurred on the High Bridge last Sunday when a biker left the bike lane and moved into the traffic lane in front of me, without looking back, when he wanted to pass another biker.

Biking is healthy. It is great to encourage it. However, I ask the City to consider the community as a whole, not merely the volume of noise created by the pro bike agenda, as it deliberates and makes its decision and modify the aspirational, but unrealistic goals of some city planners and/or council persons.

--

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Home-[651-698-0525](tel:651-698-0525)

Cell----[651-492-3593](tel:651-492-3593)

--

Rick Wilhoit

Home-651-698-0525

Cell----651-492-3593

Hanson, Luke (CI-StPaul)

From: Susan Mollner <suemollner@msn.com>
Sent: Wednesday, March 09, 2016 8:42 PM
To: #CI-StPaul_Ward6; #CI-StPaul_Ward7; #CI-StPaul_Ward5; #CI-StPaul_Ward4; #CI-StPaul_Ward3; #CI-StPaul_Ward2; #CI-StPaul_Ward1; Lantry, Kathy (CI-StPaul); Hanson, Luke (CI-StPaul); Stiffler, Elizabeth (CI-StPaul); christopher.coleman@ci.stpaul.mn.us
Subject: Parking at southeast corner of Cleveland and Marshall

Follow Up Flag: Follow up
Flag Status: Completed

Dear Members of the Saint Paul City Council and others,

About three weeks ago I sent two emails to you concerning the parking issues our tenants (and others) will face when the Cleveland parking is removed. While we did receive a couple of email replies and did attend the meeting at St. Thomas, our concerns have not been addressed.

Our apartment building at 2062 Marshall Ave. is 28 apartment units (1/2 are 2 bedrooms) plus one business on the corner. We currently have 42 tenants. There are two other apartment buildings on Marshall between Cleveland and Finn, only one with any parking behind it. Our building was built in 1923 and has no parking. In the blocks west of Cleveland to Finn and from Marshall Ave. to Selby, there are 123 residences. However, some of these are rented to students and have 4 or more cars or are 2 bedroom apartments where both have cars so the number of cars is quite a bit more.

However, there are only about 100 parking spots and on Marshall there is no parking one night per week so that eliminates approximately 23 spaces. Also, unless the parking is "striped" into individual spaces, 20% or so of parking is lost because people park randomly.

When a snow emergency is called, there will be no parking on Dayton or Selby on the second day, so that leaves only the spots on Marshall and a few on Finn...this is maybe 40 spots. Where will people go?

The actual number of parking spots lost on Cleveland is approximately 42 between Selby and Marshall but should also include the 20 or so spots on the 2 blocks of Cleveland north of Marshall. This is a huge number of parking spots lost in an area where the parking study done showed close to 100% use.

On most days, there are 60-70 cars parked on Cleveland Avenue between Selby and Summit Aves. Although St. Thomas says their students should buy permits for campus parking, I am guessing that many will not and will simply move to the closest area with no permit parkingMarshall Ave.

Offering residents the option of more parking permits does nothing if there are no spaces anyway.

Letters about the parking were sent to our tenants. Eight have already told us they will move if parking is worse and our business tenant has also told us he cannot stay if there is no parking for his clients or himself. I cannot imagine how we will rent our apartments if prospective tenants come to view an apartment but have no place to park. Some of our tenants are single mothers or are elderly and are not able to walk long distances to get from their cars to their apartments. I don't blame them for saying they will have to move.

We have owned that building since 1978 and had a clock/musical instrument business there for over 24 years. We lived in the building for six years and have tried to maintain the building so it would be an asset to the area and the city. We would greatly appreciate some assistance in solving these parking issues. There has been some attempt to mitigate the parking issues for the businesses on the east side of Cleveland but nothing for the west side.

(We understand that there might be parking allowed from 8 am to 8 pm on the east side of Cleveland between Marshall and Dayton. That is the daytime when more bicyclists would be riding and they would have to share the traffic lane for that block. If that is thought to be safe, why wouldn't it be safe in the evening when there are very few bicyclist out and there is very little traffic. For that matter then, why not have parking for the daytime on both sides of Cleveland? - this helps the businesses across from us some but does nothing to help us.)

Thank you for your consideration,

John and Susan Mollner
651-690-5003

Hanson, Luke (CI-StPaul)

From: Amy Schwarz <amy.z.schwarz@gmail.com>
Sent: Sunday, March 13, 2016 10:17 PM
To: #CI-StPaul_Ward1; #CI-StPaul_Ward2; #CI-StPaul_Ward3; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7; Tolbert, Chris (CI-StPaul); Stark, Russ (CI-StPaul); Prince, Jane (CI-StPaul)
Cc: Samantha Henningson; Kantner, Libby (CI-StPaul); *CI-StPaul_Mayor; Xiong, Mai Chong (CI-StPaul); Maki, Taina (CI-StPaul); Renstrom, Scott (CI-StPaul); OBrien, Kim (CI-StPaul); Harr, Stephanie (CI-StPaul); Hanson, Luke (CI-StPaul); Collins, Reuben (CI-StPaul)
Subject: Cleveland Avenue Bike Lane and Parking Mitigation
Follow Up Flag: Follow up
Flag Status: Flagged

Councilmembers,

I encourage you to support the implementation of bike facilities on Cleveland Avenue (RES PH 16-93) and modifications to the parking permit areas (RES PH 16-68--16-70) which will be discussed on Wednesday, March 16th.

Last fall, I was a member of the Cleveland Avenue Bicycle Corridor Community Working Group, a group established by Councilmembers Stark and Tolbert to review and recommend a north south bike route between Prior Avenue and Mississippi River Boulevard. As a member of this working group, I dedicated many hours to attending meetings, researching, reading comments and suggestions and talking to friends and neighbors. I had productive and meaningful conversations with many of the business participants along Cleveland, including the owner of Davanni's, Trotters, a Child's View Daycare, Accolades Salon and the tenants in the building on Cleveland and Randolph. I also biked and drove on the roads proposed as options.

Although I had testified for the Cleveland bike lanes last August, I took a step back and looked at all the options equally while I was on the working group. It was clear that each option had different advantages and disadvantages. Based on all the information above, I voted for Cleveland Avenue as the best road for bike lanes in this corridor of St. Paul. Cleveland had the support of the majority of the Working Group members, including representatives from both St. Thomas and St. Catherine's Universities.

Our Working Group highlighted the need for some parking mitigation strategies for the business owners and customers on Cleveland. The City staff has proposed smart and fair parking mitigation strategies that address the parking concerns raised during this process.

I encourage you to support the recommendation of the Working Group, Council President Stark, Councilmember Tolbert and City Staff. There has been extensive community engagement and involvement throughout this process. Unfortunately, some residents disagree with this proposal and continue to make divisive and disappointing statements about the process and the decision. The City and the Working Group went above and beyond to solicit public comments and feedback. Although some residents disagree with the decision, roads are public spaces and need to be shared with all transportation users. Our City and its residents are moving towards multi-modal transportation and adding bike facilities Cleveland support this shift. In addition, the bike lanes on

Cleveland will become even more important as density in this area of St. Paul increases with the development of the Ford Plant.

Again, I encourage you to support the bike lanes and parking mitigation implementation on Cleveland Avenue in St. Paul this year. Thank you for your consideration.

Regards,

Amy Schwarz, J.D.

Hanson, Luke (CI-StPaul)

From: Evan Roberts <evan.roberts07@gmail.com>
Sent: Sunday, March 13, 2016 10:51 PM
To: Hanson, Luke (CI-StPaul)
Cc: #CI-StPaul_Ward3; #CI-StPaul_Ward1; #CI-StPaul_Ward2; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7; kristin.beckman@ci.stpaul.mn.us; christopher.coleman@ci.stpaul.mn.us; Bailey, Dana (CI-StPaul); Drummond, Donna (CI-StPaul); julie@unionparkdc.org; michael@unionparkdc.org; whitman@unionparkdc.org; jsoucheray@pioneerpress.com; Henningson, Samantha (CI-StPaul); Toni.Carter@co.ramsey.mn.us
Subject: RE: Cleveland Bike Lane Project

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Hanson,

I am receipt of your reply. I appreciate your restating the talking points advocating for bicycling infrastructure in America. As I am certain you have surmised, we are not in agreement on this issue. I had hoped that presenting some thoughtful and opened ended questions would provide you the opportunity to justify the proposed action. Unfortunately I do not believe you provide anything substantive beyond reiterated talking points. I do appreciate your acknowledgement that as a taxpayer, you work for me, regardless of our difference in perspective. I hope you will embrace my right to have a full discussion about how my tax money is used and response to my personal inconvenience concerns.

To be much more explicit:

1. I enjoy the Minnesota State Parks and camping year-round. Even though the parklands are owned by the citizens and taxpayers of the State, I am very willing to buy an annual pass and pay a relatively substantial fee to sleep on the ground. The roads in the City of St. Paul are paid for by the Property Tax payers, Gas Tax payers and the use of the roads by motorists require various fees and licenses. Why are bicyclist not subject to similar taxes and fees, if for no other reason than to acknowledge their use of a public property just as State Park Users are required to?
2. You acknowledge there is not *“currently data on the number of bicycle users on major thoroughfares relative to licensed motor vehicles”*. Would you agree the number of bicyclist is far less than even 5% of users? Why is such a small, albeit well-organized and politically correct group given such wide latitude and preference in restricting the use of roads?
3. Why are reasonable safety precautions associated with bicycles such as clothing, lighting and riding habits not enforced by any public safety group?
4. What is the economic value basis that will be derived from *“increas(ing) the bicycling mode share and develop and maintain a complete and connected bikeway system”*? Please quantify the economic or tangible social value that will be generated particularly without knowledge of actual demand as previous acknowledged by you? Or is the plan simply a Social Engineering Objective?
5. Please clarify, explicitly what means have been used to *“incorporated substantial public input and outreach”* other than that from bicyclist advocacy groups? Specifically when have meetings been held with groups not in support of expanding bicycling infrastructure? What is the names and contact points of those non-supportive groups you have met with?
6. I actually read your fourth paragraph with a mixture of amazement and incredulity. Are you honestly being serious that bicycle pathways and access should be no more than ½ mile apart throughout the City of St Paul? Saint Paul is a fairly densely populated city and with regard to apartment buildings already very

constrained with regard to parking. The current parking restrictions, which are very vigorously enforced in this neighborhood as a significant means of generating funds for the city, include No Parking within: 30 feet of a stop sign; 20 feet of a signaled intersection; 20 feet of a crosswalk; 10 feet of a hydrant; 10 feet of a stop sign; 10 feet of an alley; 5 feet of a driveway; 80 feet of a bus stop (currently spaced approximately every two blocks on main thoroughfares in the neighborhood). To be simpler, even when on street parking is allowed it is already significantly limited. To be specific, the parking on Cleveland adjacent to our building would normally cover the 430 feet between Marshall and Dayton, resulting in approximately 21 parking spaces (following the City's 20 foot rule) for the 28 units in the building. In fact the 430 feet is reduced by: 213 feet of no parking between the alley and Dayton for no apparent reason; 10 feet of alley clearance, 20 feet of signaled intersection restriction. This means there is 187 feet of space or 9 parking spaces. How does the city propose to mitigate this in the nearby area, and I would assume that drivers turned into pedestrians for parking reasons would not be expected to be inconvenienced to walk more than 5 minutes as established in the next paragraph?

7. You indicate Cleveland Ave was selected in preference to Mississippi River Road and Fairview, which are located 1.1 miles and 9 minutes bicycling time apart (according to Google Maps) even though they are planned to have bike lanes in the future. I cannot find any justification for that choice. Cleveland is 0.6 miles and 5 minutes from Mississippi River Road. Both streets provide access to nearly the exact same termini on Marshall and Ford Parkway a distance of 2.1 miles and 12 minutes travel time. Why is the more picturesque, less traveled, west side of Mississippi River Road (which already has a prepared pathway) not the preferred route for this pathway?
8. Please clarify if the proponent and non-supportive testimony will be limited to 15 minutes per side in total. Is there a designated representative group for the non-supportive side? Will you or any other city employee be presenting supportive testimony beyond the existing social engineering plans?
9. As a citizen, taxpayer and resident of St Paul, how can I require that this plan and your Committee be required to undertake additional review of the questions above and other issues? Why is there such a foreshortened review period not that the affected citizens have actually been informed of the proposal? If you believe that I and my neighbors should have been aware of this through general postings in the past, please understand that most of us have to work and cannot continuously monitor city politics.

Thank you for your timely and comprehensive reply.

Evan J Roberts

2062 Marshall Ave., #3
Saint Paul, MN 55104
651.245.3131

Hanson, Luke (CI-StPaul)

From: Pat and Dick <trottersfour@gmail.com>
Sent: Monday, March 14, 2016 3:40 PM
To: Hanson, Luke (CI-StPaul)
Subject: Cleveland Bike Project

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Luke,

I'm writing to get some clarification and understanding of a few things regarding the bike project on Cleveland Ave. I understand the bike route intent to make biking safer. The bike route as currently proposed is to go from St. Anthony to Highland Parkway (although the map I've seen shows it only going to Eleanor in reality). Part of the argument against the bike route being on Prior was that the intersection at Randolph was unsafe. In the current proposal then, ending at Eleanor, I am unclear where the bikes go at that point. How does the 12 year old biker, coming from the Groveland Recreational Center area, safely get to the Highland movie theater? I also understood that the bike route would be helpful to college students who want to eat and shop at the businesses on Cleveland and Ford Parkway- again the question is how do they safely get to that intersection?

I own Trotter's Cafe at Cleveland and Marshall and have made a proposal that the marked bike lines change at Dayton, and for the one block between Dayton and Marshall, sharrows and other painted markings are used. I am a biker myself and I know that there are bike lanes throughout the city that start and end randomly for whatever reason, and also have the combination of parts of the route being a painted lane, a sharrow, or just a shoulder on the side of the road.

As you are aware, the proposed mitigations for parking restriction in area 16 between Dayton and Marshall, on Cleveland, is the following: The elimination of any parking at all (8 spaces on the west side) and altering the restrictions for parking on the east side of Cleveland. Basically you are taking away spaces and not replacing any.

I am confused why changing the proposed bike route to sharrows at Dayton is any less safe than completely ending the bike route at Eleanor, which is probably not safe at all. Marshall/Cleveland has it's rush hour times, but it is not nearly as busy as the Ford Parkway/Cleveland intersection is at all times.

In talking with different city engineers and staff, they have reassured me that the bike lanes are in fact just paint on the pavement, and can be changed. So I'm asking the city to consider the proposal as a more fair mitigation to the restricted parking.

This is not to mention that \$200,000 have been proposed to be spent for parking mitigation restriction changes south of Summit, and we have been told that there is no more money in the budget to be spent north of summit, even though our mitigation letters telling us about the changes didn't arrive in the mail until February 11th.

Thank you for your time and consideration, Dick Trotter

Transcribed Open House Comments

(Scanned copies of the original statements are also included in this document)

1. Sean Ryan 203 Montrose

I think the layout looks great. Expanding bike facilities in the city will be a net positive for our neighborhoods. The minimal loss of parking for residents is a non-issue. The mitigation for the 128 café looks great. A business that has been in operation since the 1920s has just as much right to public streets as a homeowner (that likely has a garage) who has lived here for 20 years.

One only has to look to Fairview to see that this will work!

Now can we do something about Cretin? It's awful and dangerous.

2. Terrance Michael Thomas Bushard

Don't do it. The kids can't afford it. If you do it, please explain how much it will cost each child in the 4th ward and, given that each 4th ward child's share of the national debt is over \$58,330, what information do you have that leads you to believe they can afford it.

3. Michael Wilson 2053 Dayton Ave

I am dismayed by several things in the proposal. I am a biker April – October. I have not used Cleveland Ave and would not use it with bike lanes. The car traffic is too aggressive. There are better routes. For bike traffic St. Thomas to St. Kate's. Prior would be so much more accommodating. The other main item is that now parking on Cleveland south of Marshall to Dayton will be eliminated. These businesses, our neighbors, will lose these spaces for their customers. These businesses, and others down Cleveland have been there for decades and will suffer greatly. Cleveland ave is such a poor choice for bike traffic, others are better, and it is not business friendly. Will St. Thomas be required to build more parking ramp space for spaces lost along Cleveland, Dayton to Summit. There is so little accommodated of people who are looking parking the whole length of Cleveland.

4. Andrew Singer

I think they're great!

I live a ½ block from Cleveland and will ride them every day. My niece and nephew both attend U.S.T. and ride bikes and will use them. Go for it!

5. Kirk Withers

Your traffic study shows very little parking on Cleveland between Lincoln and Goodrich during early morning hours and weekends. This implies home owners do not park on Cleveland. If that is true why are we handing out 6 permits for area 22 to those homes? Are they even asking for them?

What mechanism will stop the student rental houses there from just selling them to their friends? Since the folks who actually live on Cleveland have ample parking in their alley?

6. Angel Chandler

Please do not remove our parking

7. Emily Metcalfe

I support the bike lanes on Cleveland. It is an important north/south route and the lanes will support cycling in this corridor. I am a resident of Union Park and I support changes to permit parking to accommodate residents and businesses who currently use on-street parking on Cleveland. We have abundant on-street parking available and by optimizing it, we can accommodate the needs of cyclists for safe bike infrastructure and the needs of businesses and residents for on-street parking.

8. Tom Mollner

I am an avid bicyclist, but I am opposed to the Cleveland Ave bike lanes. This also is a sham of a political process. A public hearing means a hearing. Not writing down notes. Allow us our right of freedom of speech. 90% of the people here raised their hands in objection to the lanes.

Where are the numbers that show we need another north/south bike lane? The plan wants to increase the 2%-5% of bikes. Why is a 3% increase important + not the people who live in the area?

How many bicyclists actually use bike lanes compared to cars? Where do all the cars actually prove that it is needed, and prove the side streets can handle the parking load?

9. Dick Trotter

As a business owner I'm concerned how the lack of parking will effect my business. I can't afford to lose too busy of a street (traffic wise) to encourage bicycling.

Prior would be a better alternative.

10. Jeani Maas

Very pleased w/ the accommodation made for the businesses between Randolph and the intersection of Palace. Small business contributes to a thriving community + to the lifeblood of Mac/Grove + Highland.

Still concerned w/ the safety of bikers/drivers on a street (Cleveland) to narrow for busses/traffic/+bikes.

11. Doug Hennes (St. Thomas)

1. City staff should have done a brief powerpoint presentation on the proposed permit parking zone changes so everybody had a clear understanding of what will happen then allow people to walk around and talk with city staff who had maps taped to the walls. Just doing the walk around was not sufficient.

12. The 1-hr permit areas on the south side of Grand from Cleveland to Finn will be effective only if they are maintained/policed by parking enforcement staff. If not,

people will park in those areas for a long period of time and the zone will not help businesses such as Davanni's and those in the building owned by the Chandler's.

13. It was a mistake for the city not to allow any public Q+A during the open house. That smacks of "we don't want to listen to you or answer your questions." Setting Aside 15-30 minutes for open Q+A would have demonstrated openness.

14. Craig Hamm

No enough parking on Selby + Dayton to cover the cars coming off Cleveland Ave. Student houses have 4 cars per house. Selby + Dayton are full.

The alleys are full.

We have handicapped elderly parent who can't walk 2 blocks to our home.

Snow emergency on Selby + Dayton, cars park on Cleveland Ave – where will they park?

We live on Cleveland – are you trying to get us out of St. Paul?

15. Craig + Nancy Hamm

Essentially – at any given time our family can only have the number of guests to out home that we are allowed permits.

Craig + Nancy Hamm

Who exactly did you speak with regarding this bike lane back in 2012 – not us.

Craig + Nancy Hamm

This bike route will make relations with St. Thomas off campus housing worse.

Students will park in our alley more often then they do now.

- High school daughter missed school because of student cars blocking our garage

- Cars are actually parked in the alley, blocking alleyway. – Students will not answer doors when knocked on to move cars

16. Nancy Hamm

Don't insult us by saying the bike lanes are "proposed." That is what we were told last time.

17. Elise Amel

There may be an initial increase in demand for parking in neighborhoods once bike lanes reduce Cleveland parking. However, safe bike lanes will increase the number of people biking instead of driving/parking. I believe well beyond the #s of lost parking spots.

More biking = fewer cars needing to park

Businesses along Cleveland between UST and Highland will get more business than when people drive from point A (UST) to point B (Highland) as it is currently set up. Check out the benefit to businesses along the "bike highway" in Copenhagen!

18. Jeff Fenske, Fenske Law Office, 239 Cleveland Ave. N SW corner Cleveland + Marshall

Proposal takes away parking in front of my office and north of Marshall on west side of Cleveland

Need to accommodate clientele

Now also find out won't renew permit parking for self & staff, need accommodation in form of continued exemption for business in permit parking zone. No conflict because opposite hours of residents permit parking area 16.

No analysis of cost-benefit to business owners affected by parking v. bike lane
Lane [??] University in [??] space [??] sign, etc.

Now routes changed for which accommodations are needed.

Short term parking for clients

Permits for self + staff

19. John Thompson, The 128 Café

We are losing 15 to 25 spaces on the west side of Cleveland and we are concerned that the mitigation efforts, so far, do not go very far to replace that parking. The 85' of Laurel on each side provides a total of 8 to 10 spaces. As I look at those spaces at this time, they are at least 50% filled with residential permit parking. Many of the houses are rentals and there are many people who get resident passes. Offering 8 to 10 spaces when half are always going to be full does not go very far in mitigating the situation for us. I am concerned that we will lose our entire investment of time, energy and money because no one will be able to find a spot to park so that they can come into our restaurant.

20. Cara Anthony

I live in Mac-Groveland + work at the University of St. Thomas. I commute on foot or by bike.

I strongly support the bike lanes! Many students + employees live nearby + commute by bike. Any loss of parking would easily be offset by the number of new bike commuters.

My nephew is a good example/ he is a sophomore at UST + lives off campus. He is currently not comfortable traveling to campus from his apartment north of campus in Merriam Park. He sometimes bikes on sidewalks. Bike lanes on N. Cleveland would make a big difference for people like him.

21. Marjorie Kelly 2164 James Ave

The proposals seem to me a great compromise between people who are concerned about parking and adding lanes for biking. The studies show how little parking is

needed south of St. Clair and the permit adjustments should meet the needs of residents north of St. Clair.

Please add the lanes to Cleveland.

22. Pat R.

Would like to see “parking preservation” strategies and “expanded parking” strategies so there is no loss – but a gain – in parking in existing locations... and preservation of all parking on all streets in entire area – including for example, Finn Street.

23. Thomas Hielsberg

If the street conditions between St. Anthony and Marshall are such that the bike lane would not be implemented in this segment, then focus for public works should be on improving that section and to repair Cleveland Ave between Marshall and Highland Parkway instead.

The proposed parking mitigation will increase overcrowded parking within alleyways, increasing conflicts between neighbors. The effort and expense of implementing this “make-work” project could be better spent maintaining the existing infrastructure.

Please do not implement this plan.

24. Peter Pitman

I’m thrilled that the bike lanes will be implemented along Cleveland Ave. The proposed parking mitigation should solve the problems that were raised by business concerns along Cleveland Ave. In addition, the bicycle lanes will serve as a traffic calming measure so speed should be reduced. This as a win – win situation. Congratulations to the bicycle planning commission and the Mac Groveland Community Council, and the City Council in having the progressive thinking to bring St. Paul [??] modal transportation into the 21st century.

25. Bob Buck

I’m excited about having a clear north/south bike route from Highland Pkwy to Univ Ave. Its such a difficult to take by bike presently.

Generally I thing the comprehensive bike plan will serve the city well.

I also think that its imperative that we extend all reasonable efforts to accommodate parking for businesses, including [??] provisions for adding parking comes in special, though limited areas. However, my view is that the future is less about providing parking for all, and more about encouraging multiple forms of transit.

26. Brian Martinson

I'm wondering whether the businesses adjacent to the proposed new parking bays will be assessed any part of the costs? These businesses stand to financially benefit from this new "off-street" parking, so it seems only fair they share in some of the costs.

27. Ryan Nelson (2149 Selby Ave)

Permit Area # 16 has 184 permits issued for 2016. South side of Selby is not permit parking. College students leave cars there for a week at a time. Area 16 is already tight on parking. If permits were maxed out just for the 10 properties on Cleveland an additional 152 permits could be issued! Because one of the properties is an apartment unit (29 units) that is eligible for 4 permits a piece that would move to Dayton or Selby. There is not enough room in Area 16 to accommodate permit parking that will be removed from Cleveland Ave. I recommend taking 2062 Marshall (Apt building) out of Area 16 permit parking. College students already over run the streets with parking. University Ave to St. Anthony Ave needs to be finalized before anything else moves forward. "A future date on completion" is unacceptable.

28. Lynn Meyer – Rising Sun 2058 Marshall Ave – Corner of Marshall and Cleveland
I am definitively not in favor of the bike lanes if they will remove the parking that is vital to the survival of my business. I had some ideas of how to make everyone happy at Marshall and Cleveland

#1 Narrow the sidewalk on the west side, thereby allowing both a parking lane and a bike lane for the one block from Marshall to Dayton

#2 Remove the bus stop & gain a minimum of 4 spots

#3 Increase the 15 min parking in front of Trotter's & Midway Cleaners to 1 hr

#4 Remove the bumpouts at either end of Marshall between Cleveland and Finn – resurfacing another 4 spots to the street

#5 Route the bike lane over to Prior for the route from Marshall to Summit Where it meets with another route

29. Jerry Brennan

Where is the data about bike traffic that warrants any changes?

How many bikes now use north-south routes of all kinds?

Please publicize the data on the economic impact of the changes that are being made.

Without valid parking data, decisions are speculation with taxpayers money.

30. John Dan

The meeting format dodges the concerns of your citizens. Same St. Kate's.

Cleveland is very narrow from Randolph to St. Anthony + has a lot of traffic including city busses. It is not safe for all especially with bike lanes taking over 1/3 of the road.

Why no residents included in the core group including side streets which are being impacted!

This is a horrible decision to appease a small group of bikers + the desire to demonstrate how bike friendly the city is.

Why are you ignoring our rights. Also we are now increasing costs for construction + increasing frustration of those living in the area?

31. (No Name)

Haters gonna hate. Put in the bike lanes! Your kids will thank you!

32. Michael Ramstad

As a bike commuter and local resident (2014 Berkeley) I support bike lanes on Cleveland

33. Patricia Trotter

I am co-owner of Trotter's Café at 232 N. Cleveland. I am a biker and a driver. We had bike racks put in front of our business and we give a discount if you bike to Trotter's. I would much prefer the bike lane not be on Cleveland but rather Prior, but if it is a done deal I'm very concerned about losing almost all our parking. We have permit parking on our neighborhood which further takes away parking. I realized today that the Cleveland bike route ends at Highland Pkwy – what? Where will the bikes go at that point? That is not safe. My understanding is that the Prior Ave bike lane proposal ending at Randolph was unsafe. That is inconsistent thinking. If the bike lane is to remain on Cleveland Ave we need better parking mitigation. There are 2 parking bays going (proposed) south of St. Clair – the sidewalk on the SW corner of Cleveland/Marshall is wide enough for a bay to be put in there, I know because I worked with Nice Ride to put a bike rack there and then it was moved to Wilder & Marshall Ave. We would like you to look at changes to the permit parking also on Dayton Ave one block to the west and east of Cleveland Ave. Also, to look at the parking bay west side of Cleveland Ave south of Marshall. It is not fair if bays are going in areas that had more people speaking out and not considering all the places that could benefit from a parking bay. Please work with us to help get parking back. It is challenging to be a small business owner and you will further challenge us if you take away all this parking.

BTW – the show of hands tonight was unanimous for not wanting to lose all this parking.

34. Amy Schwarz

I support the bike lanes on Cleveland Avenue. I was a part of the task force that looked very closely at all the options. I believe Cleveland is the best north/south route in this part of St. Paul. It provides connectivity to Highland Park and the businesses along Cleveland. The bike lanes will make the road safer for bikes, cars + pedestrians. We

need to move towards recognizing multiple modes of transportation. The city has proposed great parking mitigation strategies that will help. The parking on Cleveland is underutilized. The task force was balanced, fair + worked hard to come up with a good solution. The bike lane will have a positive impact on the community.

35. Vicki Ryan

Hi – I am new to the neighborhood and I am shocked that taking away any more parking spaces in this neighborhood is even being considered seriously. Home values and quality of life have already been affected negatively by the parking issues here in the St. Thomas area. This issues has served to alienate numerous neighbors. Please be a good neighbor, contribute to the health of the neighborhood and model this type of behavior to college students.

Cleveland Avenue (in the St. Thomas area) is high traffic, congested, many alleys & driveways, many people (cars) stopping-starting is not a safe street on which to encourage biking. PLEASE RECONSIDER this idea; respect the neighborhood, work with the neighborhood.

Thank you

36. Stephen Maas

I'm concerned the current plan does not accommodate parking needs of businesses like 128 café, Trotters, Davannis. Proposed parking mitigation will fail because students will take any 1 hour parking around the university.

Cleveland is too narrow for bike lanes. It's not safe for riding even with bike lanes. Too busy, too many busses and big trucks.

Busses need to be moved back to Cretin.

37. (No Name)

- No permits to be given to #22 units

*Vetted thru [??]

*Process in place and to control sale/giveaways to other students

- Have you made sure Metro Transit in the loop on narrowing lanes on Cleveland for 2 busses passing (sure looks tight!!!)

38. George Tiers

1. Comments on the accompanying statement titled "A Practical Soutlion for the Grand Round on Cleveland Ave."
2. Cleveland Ave residents south of the currently designated permit areas NEED parking permits usable on their adjacent side streets. No such provision is currently being proposed.

3. All the side streets south of Grand Ave. (and maybe also north) NEED to be designated as permit parking, as the side streets will become crowded with UST students parking – if not restricted – all those residents as well as the displaced Cleveland Ave, residents will find parking difficult at best if not restricted.

A Practical Solution for the “Grand Round” on Cleveland Ave 2/28/2016

My suggestion, which can be easily enacted, is to designate the Cleveland Ave SIDEWALKS to be bike lanes (south on west side, north on east side). They are used lightly, even by children, and at present many bikers ride both ways on them – the new mandated curb-replacement ramps are quite convenient for (and popular with) the bikers, and also with rollerblade skaters and skateboard riders. Whenever bike traffic increases significantly, the sidewalks can then be widened appropriately.

It is neither cost-effective nor reasonable to SEIZE ONE_THIRD of the full width of the deeply-paved arterial Cleveland Ave. (carrying about 10,000 vehicles per day) for the EXCLUSIVE use by 50 or 100 bikes per day – much less in winter or during storms. Note that the car/bus lanes will be squeezed to 11 feet, barely enough for bus side mirrors to pass without damage.

It is generally understood that bicycle travel on Cleveland Ave is perceived as very hazardous even with bike lanes. This will be true even if the “striping” were done with “rumble strips” to remind inattentive drivers. Bikers seeking safety will use the sidewalks.

We are well aware that banning ALL residential parking on Cleveland Ave. will inflict hardship on the residents, as UST students will shift cars onto the side streets. During periods of street cleaning, and especially snow removal, cars on side street could be forced to go great distances for parking. For some – elderly or disabled - the long hikes could be lethally hazardous.

I am told that bikers are currently by ordinance forbidden to ride on sidewalks. Granting an exception for Cleveland Ave. should be feasible. However, if street lanes are imposed, I believe we should demand that signs be posted warning bikers to stay off the sidewalks.

A final suggestion – require all bikes being ridden in streets, in bike lanes, or on sidewalks, to bear a rear-facing reflective license plate. This plate, whether annual or multi-year, would be purchased and thus provide revenue.

Scanned Open House Comment Forms

Cleveland Avenue Open House

Woulfe Alumni Hall, 3rd Floor, University of St. Thomas

6:30-8:00 PM

2/29/2016



Sign In

#	Name	Address	Email or Phone
1	Tam Mollner	2062 Marshall Ave	mollner.thomas@gmail.com 651-592-2222
2	Patrick Redmond	337 North Finn Street	651-646-4254
3	Whitman Barrett	1602 Selby (Union Park DC)	Whitman@unionparkdc.org
4	SUSAN MOLLNER+	2062 Marshall Ave	Suemollner@msn.com
5	JOHN MOLLNER	2062 Marshall Ave	Suemollner@msn.com
6	John Ryan	1710 Beechwood	651 698 6695
7	JOHN DAN	1248 STANFORD AVE	651 698 1595
8	Lynn Meyer	2058 Marshall Ave	651-647-6987
9	Carolyn Edwards	2084 Grand Ave	
10	Bill Casey	1882 Selby Ave	651 644-5371
11	Samantha Henningson	15 W Tallage	ward40ci.stpaul.mn.us
12	Cathy Plessner	2038 Summit Ave	cathyplessner@me.com
13	John Thompson	128 Cleveland Av N.	jlthompson48@gmail.com
14	Ryne Nelson	2142 Selby Ave	rynegnelson@gmail.com
15	Lick Wilhoit	1964 Goodrich Ave	
16	CRAIG HANCOCK	183 N. Cleveland Ave	651-644-1227
17	L. Nodowski		645-2368
18	PETER PITMAN	2036 PRINCETON AVE	ppitman@gmail.com
19	Thomas Hielsberg	2070 Marshall Ave	thomas@hielsberg.com

Cleveland Avenue Open House

Woulfe Alumni Hall, 3rd Floor, University of St. Thomas

6:30-8:00 PM

2/29/2016



Sign In

#	Name	Address	Email or Phone
20	Jennis Casey	98 N. Cleveland	651-644-7978
21	BOB Buck	1494 SARGENT	bobebuck-bros.com
22	KIRK WYTHE	2096 LINCOLN AVE	651.492.4640
23	BRIGET ALAN ALES	715 LINWOOD AVE	651-229 651-336-4007
24	Michael Wilson	2053 Dayton Ave	651-646-4316
25	Julie Reiter	1623 Hague Ave	612 532 0445
26	Nancy + Craig Hamm	183 N. Cleveland	651-644-1223
27	Steve Polansky	185 Cleveland Ave S.	
28	Liz Boyer	Mac-Grone DC	651 li2@macgrone.org
29	JEFF FENKE	239 CLEVELAND AVE. N.	JEFF @ JEFFERSON.LAW.COM
30	MARY SAUL	1721 Highland Park	651-699-9795
31	Doag Hennes	2115 Summit	dahennes@stthomas.edu
32	JANEE BUTERS	3013 GRAND AVE S	-
33	CARA ANTHONY	2103 Berkeley Ave	clanthony@yahoo.com
34	Mike Sorn	1450 Wellesley	
35	Dick Trotter	232 N. Cleveland	Trotters Cafe eat/local@trotters
36	Pat Trotter	1990 GARROH	trottersfour@gmail.com
37	PETER DAHL	1998 LAUREL	dahl.pete@gmail.com
38	GEORGE TIERS	165 CLEVELAND AVE. SO.	gtiers@aol.com

cafe .com

Cleveland Avenue Open House

Woulfe Alumni Hall, 3rd Floor, University of St. Thomas

6:30-8:00 PM

2/29/2016



Sign In

#	Name	Address	Email or Phone
39	ANDREW SINGER	2103 BERKELEY AVE.	andy@andysinger.com
40	Spahr Sonja	1458 Wellesley Ave.	
41	Brian Martinson	1943 Princeton Ave	
42	Terry Brennan	2200 Fairmount Ave	gerald.brennan@gmail.com
43	Leo VIKTORA	2129 JAMES AVE	LeoAV@MSU.COM
44	Amy Schwarz	2031 Itasca Ave	amy.schwarz@gmail.com
45	Derek Burk	4495 Lake Ave S. (White Bear Lake)	dtb@u.northwestern.edu
46	Amy Gage	1851 Selby Ave., 55104	agage@stthomas.edu
47	Angel Chandler	805 Fairmount Ave	angelchandler@mac.com
48	Vicki Ryan	494 Curfew St	martinryan80@comcast.net
49	Kevin Gallatin	1822 Highland Pkwy	
50	MICHAEL RAMSTAD	2014 BERKELEY AVE	michael.ramstad@gmail.com
51	Elise Arnel	1295 Portland Ave.	elamel@stthomas.edu
52	Emily Metcalfe	1128 Hague Ave	emily.met75@gmail.com
53	Stephen Moas	2065 Jones Ave	semaas@exorde.com
54	SEAN Ryan	203 MONTROSE PL	FRANKHARDY@BANK.com
55			
56			
57			

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME SEAN O'AN 203 MONTROSE

I THINK THE WAY YOU LOOKS GREAT. EXPANDING BIKE FACILITIES IN THE CITY WILL BE A NET POSITIVE FOR OUR NEIGHBORHOODS. THE MINIMAL LOSS OF PARKING FOR RESIDENTS IS A NON-ISSUE.

THE MITIGATION FOR 123 CAFE LOOKS GREAT. A BUSINESS THAT'S BEEN IN OPERATION SINCE THE 1920S HAS JUST AS MUCH RIGHT TO PUBLIC SPACES AS A HOMEOWNER (THAT LIKELY HAS A GARAGE) WHO HAS LIVED HERE FOR 40 YEARS.

ONE ONLY HAS TO LOOK TO FAIRVIEW TO SEE THAT THIS WILL WORK!

NOW CAN WE DO SOMETHING ABOUT CREFIN? IT'S ANNOYING AND DANGEROUS.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Terrance Michael Thomas Bushard

Don't do it. The kids can't afford it.
If you do do it, please explain how much it will
cost each child in the 4th Ward and, given that
each 4th Ward child's share of the National Debt
is over \$58,330^{per}, what information do you have
that leads you to believe they can afford it,

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Michael Wilson
2053 Dayton Ave.

I am dismayed by several things in this proposal. I am a biker April - October. I have not used Cleveland Ave and would not use it with bike lanes. The car traffic is too aggressive. There are better routes. For bike traffic St. Thomas to St. Kate's, Bryon would be so much more accomodating. The other main item is that new parking on Cleveland, south of Marshall to Dayton will be eliminated. These businesses, our neighbors, will loose those spaces for their customers. These businesses, and others along Cleveland, have been there for decades and will suffer greatly. Cleveland Ave is such a poor choice for bike traffic, others are better, and it is not business friendly. Will St Thomas be required to build more parking ramp space for spaces lost along Cleveland Dayton to Summit. There is so little accomodation of people who are losing parking the by Cleveland

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME ANDREW SINGER

I THINK THEY'RE GREAT!

I LIVE A 1/2 BLOCK FROM CLEVELAND AND WILL RIDE THEM EVERY-
DAY. MY NIECE AND NEPHEW BOTH ATTEND U.S.T. AND RIDE
BIKES AND WILL USE THEM.

GO FOR IT!

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME KIRK WYTHE

YOUR TRAFFIC STUDY SHOWS VERY LITTLE
PARKING ON CLEVELAND BETWEEN LINCOLN &
GOODRICH DURING EARLY MORNING HOURS AND
WEEKENDS. THIS IMPLIES HOME OWNERS DO NOT
PARK ON CLEVELAND. ~~IF THAT IS~~ IF THAT IS
TRUE WHY ARE WE HANDING OUT 6 PERMITS
FOR PERMITS 22 TO THOSE HOMES? ARE THEY
EVEN ASKING FOR THEM?
WHAT MECHANISM WILL STOP THE STUDENT
RENTAL HOUSES THERE FROM JUST SELLING
THEM TO THEIR FRIENDS? SINCE THE FOLKS
WHO ACTUALLY LIVE ON CLEVELAND HAVE A HARD
PARKING IN THEIR AREAS?

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Angel Chandler

Please do not remove our parking

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Emily Metcalfe

I support the bike lanes on Cleveland. It is an important north/south route ~~to~~ and the lanes will support cycling in this corridor. I am a resident of Union Park and I support changes to permit parking to accommodate residents and businesses who currently use on-street parking on Cleveland. We have abundant on-street parking available and by ~~more~~ optimizing it, we can accommodate the needs of cyclists for safe bike infrastructure and the needs of businesses and residents for on-street parking.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Tom Mollner - 651.592.2222

I am an avid bicyclist, but I am opposed to the Cleveland Ave bike lanes. This also is a sham of a political process. A public hearing means hearing. NOT WRITING DOWN NOTES. ALLOW US OUR RIGHT OF FREEDOM OF SPEECH. 90% of people here raised their hands in objection to the lanes.

Where are the numbers that show we need another North/South bike lane? The plan wants to increase the 2% - 5% by 2025. Why is a 3% increase important + not people who live in the area?

HOW MANY BICYCLIST ACTUALLY USE BIKE LANES
COMPARED TO CARS? WHERE DO ALL THE CARS ACTUALLY?
PROVE THAT IT IS NEEDED, AND PROVE THE SIDE STREETS
CAN HANDLE THE NEW PARKING LOAD.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Dick Trotter

As a business owner I'm concerned how the lack of parking will effect my business. I can't afford to be too busy at a street (traffic wise) to encourage bicycling on Cleveland.
Pilot would be a better Alternative.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Jeani Maas

Very pleased w/ the accommodation made for the businesses ~~close to~~ between Randolph and the intersection of Palace. Small business contributes to a thriving community + to the lifeblood of Mac/Grove + Highland.

Still concerned w/ the safety of bikers/drivers on a street (Cleveland) too narrow for buses/traffic/+ Bikes.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Day Hennes (St. Thomas)

① City staff should have done a brief powerpoint presentation on the proposed permit parking zone changes so every body had a clear understanding of what will happen, then allow people to walk around and talk with city staff who had maps taped to the walls. Just doing the walk-around was not sufficient.

② The 1-hr permit areas on south side of Grand from Cleveland to Finn and on the south side of Randolph east of Cleveland will be effective only if they are monitored/policed by parking enforcement staff. If not, people will park in those areas for a longer period of time and the zone will not help businesses such as Davanni's and those in the building owned by the Chumlers.

③ It was a mistake for the city not to allow any public Q&A during the open house. That smacked of "we don't want to listen to you or answer your questions." Setting aside 15-30 minutes for open Q&A would have demonstrated openness.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME CRAIG HAMM

Not enough PARKING ON SELBY & DAYTON
to cover the cars coming off of CLEVELAND AVE
STUDENT HOUSES HAVE 4 CARS PER HOUSE
SELBY & DAYTON ARE FULL.

THE ALLIES ARE FULL.
WE HAVE HANDICAPPED ELDERLY PARENT. WHO CAN'T WALK 2 BLOCKS
TO OUR HOME.

SNOW emergency ON SELBY & DAYTON, CARS PARK ON CLEVELAND AVE
WHERE W'LL they PARK?

WE LIVE ON CLEVELAND - ARE you trying to get us out of ST. PAUL?
?
?
?
?
?

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Craig & Nancy Hamer

Essentially - at any given time our family can only have the number of guests to our home that we are allowed permits.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Craig & Nancy Hamm
who exactly did you speak with
regarding this bike lane back
in 2012 - not us

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Craig + Nancy Hamm

This bike route will make relations with St Thomas off campus housing worse. Students will park in our alley more often then they do now.

- high school daughter missed school because off student cars blocking our garage
- Cars are actually parked in the alley blocking alley & car. - Students still not answer doors when knocked or to move cars

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Nancy Hamm

Don't insult us by saying the
bike lanes are "proposed." That is
what we were told last time -

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Elise Amel

There may be an initial increase in demand for parking in neighborhoods once bike lanes reduce Cleveland parking. However, safe bike lanes will increase the number of people biking **INSTEAD** of driving/parking, & I believe well beyond the #s of lost parking spots.

More biking = Fewer cars needing to Park

Businesses along Cleveland between VST and Highland **WILL** get more business than when people drive from point A (VST) to ~~the~~ point B (Highland) as it is currently set up.

Check out the benefit to businesses along the "bike highway" in Copenhagen! 😊

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME JEFF FENYK

FENYK LAW OFFICE 239 CLEVELAND AVE. N. SW CORNER - CLEVELAND + MARSHALL

PROPOSAL TAKES AWAY PARKING FROM FRONT OF MY OFFICE AND NORTH OF MARSHALL ON
WEST SIDE OF CLEVELAND

NEED TO ACCOMMODATE CLIENTS

NOW ALSO FIND OUT WON'T NEED PERMIT PARKING FOR SELF + STAFF, NEED
ACCOMMODATION IN FORM OF CONTINUED EXISTING FOR BUSINESS IN PERMIT
PARKING ZONE - NO CONFLICT BECAUSE OPPOSITE HOURS OF RESIDENTS
PERMIT PARKING AREA 16

NO ANALYSIS OF COST-BENEFIT TO BUSINESS OWNERS AFFECTED BY REMOVAL OF
PARKING V. BIKE LANE

MAKE FINANCIAL INVESTMENT IN REMODELING SPACE PARKING, ELEV SIGN ETC.
NOW MUST CHOOSE FOR WHICH ACCOMMODATIONS ARE REQUIRED
SHORT TERM PARKING FOR CLIENTS
PERMITS FOR SELF + STAFF

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME John Thompson, The 128 Cafe

We are losing 15 to 25 spaces on the west ~~end~~ side of Cleveland and we are concerned that the mitigation efforts, so far, do not go very far to replace that parking. The 85' of Laurel on each side provides a total of 8 to 10 spaces. As I look at those spaces at this time, they are at least 50% filled with resident parking. Many of the houses are rentals and there are many people who get resident passes. Offering 8 to 10 spaces when half are always going to be full does not go very far in mitigating the situation for us. I am concerned that we will lose our entire investment of time, energy and money because no one will be able to find a spot to park so that they can come in to our restaurant.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME CARA ANTHONY

I live in Mac - Groveland + work at the
University of St. Thomas. I commute on foot or
by bike.

I strongly support the bike lanes! Many students +
employees live nearby + commute by bike. Any loss
of parking on Cleveland would easily be offset
by the number of new bike commuters.

My nephew is a good example. He is a sophomore
at UST + lives off campus. He currently is not
comfortable traveling to campus from his apartment
north of campus in Merriam Park. He sometimes bikes on
sidewalks. Bike lanes on N. Cleveland would make
a big difference for people like him.

21

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Marjorie Kelly 2164 JAMES AVE ST PAUL 55105
651-690-9223

The proposals ~~to~~ seem to me as great compromises between
people who are concerned about parking and adding lanes for biking.

The studies show how little parking is needed south of St Clair
and the permit adjustments should meet the needs of residents
North of St. Clair

~~but~~

Please ~~not~~ add the lanes to Cleveland.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Tat R.

Would like to see "Parking Preservation" strategies
and "Expanded Parking" strategies so there
is no loss—but a gain—in parking in existing
locations...and preservation of all parking
on all streets in entire area—including,
for example, Finn Street.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Thomas Hielsberg

If the street conditions between St Anthony and Marshall are such that the bike lane would not be implemented on this segment, then focus for public works should be on improving that section and to repair Cleveland Ave between Marshall Ave and Highland Parkway instead.

The proposed parking mitigation will increase over crowded parking within alley ways, increasing conflicts between neighbors. The effort and expense of implementing this "make-work" project could be better spent maintaining the existing infrastructure.

Please do not implement this plan.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME PETER PITMAN

I'm THRILLED THAT THE BIKE LANES WILL BE IMPLEMENTED
ALONG CLEVELAND AVE. THE PROPOSED PARKING MITIGATIONS
SHOULD SOLVE THE PROBLEMS THAT WERE RAISED BY BUSINESS CONCERNS
ALONG CLEVELAND AVE. IN ADDITION, THE BICYCLE LANE WILL
SERVE AS A TRAFFIC CALMING MEASURE SO SPEED SHOULD BE REDUCED.
THIS IS A WIN-WIN SITUATION. COMMUNICATION TO THE BICYCLE
PLANNING COMMISSION, THE MAC GROUNDS COMMUNITY COUNCIL, AND THE
CITY COUNCIL IN HAVE THE PROCESSING THEMSELVES TO BRING
ST PAUL INTO MODERN TRANSPORTATION INTO THE 21ST CENTURY -

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME BOB BACK

I'M EXCITED ABOUT HAVING A CLEAR NORTH/
SOUTH BIKE ROUTE FROM HIGHLAND PK TO UNIV AVS
IT'S A DIFFICULT ROUTE TO TAKE BY BIKE PRESENTLY

GENERALLY, I THINK THE COMPREHENSIVE BIKE PLAN
WILL SERVE THE CITY WELL.

I ALSO THINK THAT IT'S IMPERATIVE THAT WE
EXTEND ALL REASONABLE EFFORTS TO ACCOMMODATE
PARKING FOR BUSINESSES, INCLUDING SMIS PROVISIONS
FOR ADDING PARKING LINES IN SPECIFIC, THOUGH
LIMITED AREAS. HOWEVER, MY VIEW IS THAT THE
FUTURE IS LESS ABOUT PROVIDING PARKING FOR
ALL, AND MORE ABOUT ENCOURAGING MULTIPLE
FORMS OF TRANSIT.

COMMENT FORM

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2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Brian Martinson

I'm wondering whether the businesses adjacent to the proposed new parking bays will be assessed any part of the costs? These businesses stand to financially benefit from this new "off-street" parking, so it seems only fair they share in some of the costs.

COMMENT FORM

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2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Ryne Nelson (2149 Selby ave.)

Permit Area #16 has 184 permits issued for 2016.
~~There are 184 permits issued for 2016.~~ South side of Selby is not permit parking. College students leave cars there for a week at a time. ~~There are all permits issued on Area 16.~~ Area 16 is already tight on parking. If permits were maxed out just for the 10 properties on

between Selby & Marshall) → Cleveland an additional 152 permits could be issued! Because one of the properties ~~is~~ is a apartment unit (29 units) that is eligible for 4 permits apiece that would move to Dayton or Selby. There is not enough room in Area 16 to accommodate permits parking that will be removed from Cleveland ave.

I recommend taking 2062 Marshall (Apt building) out of Area 16 permit parking. College students already over run the streets w/ their parking. University ave to St Anthony ave needs to be finalized before anything else moves forward.

$$\begin{array}{r} 29 \\ + 9 \\ \hline 38 \end{array} \quad \begin{array}{r} 38 \\ \times 4 \\ \hline 152 \end{array}$$

"A future date on completion" is unacceptable.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

651-647-6987

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Lynn Meyer - Rising Sun 2058 Marshall ^{corner of} Marshall & Cleveland

- I am definitely not in favor of the bike lanes if they will remove the parking that is vital to the survival of my business. I had some ideas of how to make everyone happy at Marshall & Cleveland
- #1 - ~~add~~ narrow the sidewalk on the west side, thereby allowing both a parking lane & a bike lane for the one block from Marshall to Dayton
 - #2 Remove the bus stop & gain a minimum of 4 spots
(move) on Cleveland @ Marshall
 - #3 increase the 15 min parking in front of Trotters & Midway Cleaners to 1 hr
 - #4 remove the bumpouts at either end of Marshall between Cleveland & Finn - restoring another 4 spots to the street
 - #5 route the bike lane over to Prior for the ~~shorter~~ route from Marshall to Summit where it meets with another route.

COMMENT FORM

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Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Jerry Brennan

Where is the data about bike traffic that warrants
any changes?

How many bikes now use north-south routes of
all kinds?

Please publicize the data on the economic
impact of the changes that are being made.

Without valid data, decisions are speculation
with taxpayers money.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME JOHN DAN

- THIS MEETING FORMAT IGNORES THE CONCERNS of your CITIZENS. SAME AT ST KATE'S.
- CLEVELAND IS VERY NARROW FROM LAMARCA TO ST ANTHONY & HAS A LOT OF TRAFFIC INCLUDING CITY BUSES. IT IS NOT SAFE FOR ALL ESPECIALLY WITH BIKE LANES TAKING OVER 2 1/3 OF THE ROAD.
- WHY NO RESIDENTS INCLUDED IN THE CORE GROUP INCLUDING SOME STREETS WHICH ARE BEING IMPACTED!
- THIS IS A HORRIBLE DECISION TO APPROPRIATE A SMALL GROUP OF BIKERS & THE DESIRE TO DEMONSTRATE HOW BIKE FRIENDLY THE CITY IS.
- WHY ARE YOU IGNORING OUR RIGHTS. ALSO WE ARE NOW INCREASING COSTS FOR CONSTRUCTION & INCREASING ~~FRUSTRATION~~ FRUSTRATION OF THOSE LIVING IN THIS AREA?

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME _____

Haters gonna hate.

Put in the bike lanes!

Your kids will thank you!

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME MICHAEL RAMSTAD

AS A BIKE COMMUTER AND LOCAL RESIDENT (2014 BERKELEY)
I SUPPORT BIKE LANES ON CLEVELAND

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

BTW - the show of hands tonight was unanimous for not wanting to lose all this parking.

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Patricia Trotter

I am co-owner of Trotter's Cafe at 232 N Cleveland. I am a Bikeland driver. We had bike racks put in front of our business and we give a discount of 10% Bike to Trotter. I would much prefer the Bike lane not be on Cleveland but rather Potts. But if it is a done deal I'm very concerned about losing almost all our parking. We have permit parking in our neighborhood which further takes away parking. I realized today the Cleveland Bike route ends at Highland Pkwy - what? where will the Bikes go at that point? That is not safe. My understanding was that the Potts Ave. Bike line proposal ending at Randolph was unsafe, that is inconsistent thinking. If the Bike lane is to remain on Cleveland Ave we need better parking mitigation. There are 2 parking Bays going (proposed) south of St Clair - The side walk on the SW corner of Cleveland/Marshall

is wide enough for a ~~Bike~~ Bay to be put in there, I know because I worked with Mcz Ride to put a Bike Rack there and then it was moved to Wilder & Marshall Ave. We would like you to look at changes to the permit parking also on Dayton Ave one block to the west and East of Cleveland Ave. Also, to look at the parking Bay ~~West~~ Side of ~~Marshall~~ Ave South of Marshall, ~~where we had a~~ Cleveland

~~What we~~ IT is not fair if ~~new~~ Bays are going in areas that had more people speaking out and not considering all the places that could benefit from a parking Bay. Please work with us to help get parking back. It is challenging to be a small business owner and you will further challenge us if you take away all this parking.

COMMENT FORM

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2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Amy Schwartz

I support the bike lanes on Cleveland Avenue. I was a part of the task force that looked very closely at all the options. I believe Cleveland is the best north/south route in this part of St. Paul. It provides connectivity to Highland Park and the businesses along Cleveland. The bike lanes will make the road safer for bikes, cars & pedestrians. We need to move towards recognizing multiple modes of transportation. The city has proposed great parking mitigation strategies that will help. The parking on Cleveland is underutilized. The task force was balanced, fair & worked hard to come up with a good solution. The bike lane will have a positive impact on the community.

COMMENT FORM

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Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Vicki Ryan

Hi - I am new to the neighborhood and I am ~~amaze~~ shocked that taking away ANY more parking spaces in this neighborhood is even being considered seriously. Home values and quality of life have already been affected negatively by the parking issues here in the St. Thomas area. This issue has served to alienate numerous neighbors. Please be a good neighbor, contribute to the health of the neighborhood and model this type of behavior to college students.

Cleveland Avenue (in the St. Thomas area) is high traffic, congested, many alleys & driveways, many people (cars) stopping-starting is not a safe street to →

on which to
encourage biking. Please RECONSIDER this idea; respect
the neighborhood, work with the neighborhood.

Thank-you

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Stephen Moas

* I'm concerned the current plan does not accommodate parking needs of businesses like 12th Cafe, Trotter, Baran's. Proposed parking mitigation will fail because students will take any 1 hour parking around the University.

Cleveland is too narrow for bike lanes. ~~Propose~~
It's not safe for riding even with bike lanes.
Too busy, too many buses and big trucks.

Buses need to be moved back to Cretin.

TO BE
— NO PERMITS GIVEN TO #22
UNIT:

- VETTED THEN USWRA
- PROCESS IN PLACE AND TO
CONTROL SALE/GIVE AWAYS
TO OTHER STUDENTS

— HAVE YOU MADE SURE
METRO TRANSIT IN THE
LOOP ON NARROWING LINES
ON CLEVELAND AER 2 BUSES
PARKING (SURE LOOKS RIGHT!!!)

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME GEORGE TIERS

- ① Comments are on the accompanying statement titled "A Practical Solution for the "Grand Round" on Cleveland Ave."
- ② Cleveland Ave. residents ~~west~~ south of the currently designated Permit ~~Area~~ Areas NEED Parking Permits ~~usable~~ on their adjacent side streets. No such provision is currently being proposed.
- ③ All the side streets SOUTH of Grand Ave. (and maybe also north) NEED to be designated as Permit Parking, as the side streets will become crowded with UST student parking if not restricted - all those residents as well as the displaced Cleveland Ave. residents will find parking difficult at best if not restricted.

A PRACTICAL SOLUTION FOR THE "GRAND ROUND" ON CLEVELAND AVE.

George Tiers 2/28/2016

My suggestion, which easily can be enacted, is to designate the Cleveland Ave. SIDEWALKS to be bike lanes (South on West side, North on East side). They are used lightly, even by children, and at present many bikers ride both ways on them - the new mandated curb-replacement ramps are quite convenient for (and popular with) the bikers, and also with rollerblade skaters and skateboard riders. Whenever bike traffic increases significantly, the sidewalks can then be widened appropriately.

It is neither cost-effective nor reasonable to SEIZE ONE-THIRD of the full width of the deeply-paved arterial Cleveland Ave. (carrying about 10,000 vehicles per day) for the EXCLUSIVE use by 50 or 100 bikes per day - much less in winter or during storms. Note that the car/bus lanes will be squeezed to 11 feet, barely enough for bus side mirrors to pass without damage.

It is generally understood that bicycle travel on Cleveland Ave. is perceived as very hazardous even with bike lanes. This will be true even if the "striping" were done with "rumble strips" to remind inattentive drivers. Bikers seeking safety will use the sidewalks.

We are well aware that the banning of ALL residential parking on Cleveland Ave. will inflict hardship on the residents, as UST students will shift cars onto the side streets. During periods of street cleaning, and especially snow removal, cars on side streets could be forced to go great distances for parking. For some - elderly or disabled - the long hikes could be lethally hazardous.

I am told that bikers are currently by ordinance forbidden to ride on sidewalks. Granting an exception for Cleveland Ave. should be feasible. However, if street bike lanes are imposed, I believe we should demand that signs be posted warning bikers to stay off the sidewalks.

A final suggestion - require all bikes being ridden on streets, in bike lanes, or on sidewalks, to bear a rear-facing reflective license plate. This plate, whether annual or multi-year, would be purchased and thus provide revenue.

George Tiers