

From: Stefan Pomrenke, MD, MPH, MATS [<mailto:info@actionnetwork.org>]

Sent: Monday, December 11, 2017 9:56 PM

To: #CI-StPaul_Ward6

Subject: I support the Margaret St project

Dan Bostrom,

Dear council,

I am a family physician living at the western edge of the Margaret Street Bike boulevard and I support the planned improvements to the boulevard as advocated by the Saint Paul Bicycle Coalition.

In my studies of public health, built environment: what children and adults see as normative surroundings is key in developing behavior change and longterm lifestyle change.

The improvements to the boulevard will create an environment where people are empowered to live active lifestyles through bicycling in a safe venue.

Infrastructure projects also improve the atmosphere of those that live on the boulevard.

Traffic calming measures are welcome.

Infrastructure projects related to the grand rounds will strengthen our neighborhood and link it to other neighborhoods for the better.

I served on the initial group that advocated for the creation of the boulevard and helped draft the proposal.

I see inactivity as a main factor in many illnesses that I encounter at my work in a federally qualified health center on the East Side of St. Paul - this is a way to improve their lives.

I bike with my daughters on this boulevard in the summer, it improves their lives and is a rallying point for our neighborhood. Thank you for your support.

Stefan Pomrenke, MD, MPH, MATS

Stefan Pomrenke, MD, MPH, MATS

stefan.pomrenke@gmail.com

950 Margaret Street

Saint Paul, Minnesota 55106

Dan Bostrom,

I support the proposed improvements to the Margaret Street Bikeway. These include: New sidewalks where none currently exist on all or parts of four blocks; ADA-compliant curb-cuts on the entire street; A multi-use pathway along the west side of McKnight Road connecting Margaret to Minnehaha Avenue and various trails to the north and Hudson Road and Battle Creek to the south; Five traffic circles at intersections that currently have stop signs; And a median closure at Johnson Parkway where it crosses Margaret.

Combined with the new HAWK signal at White Bear Avenue and pedestrian flashers at Ruth, the proposed enhancements will complete the Margaret Street Bikeway and greatly improve it for both biking and walking. In particular, the median closure at Johnson Parkway will make it easier for bicyclists and pedestrians to cross Johnson by narrowing the crossing distance and eliminating the threat from turning motor vehicles. The pathway on McKnight will connect bike trails to the north with

those at the south (under I-94) and will enable cyclists on Margaret to reach 3M via traffic signals at Minnehaha, Conway Avenue and, eventually, 5th.

Taken in total, these improvements will make Margaret a great east-west bikeway in an area of the city that doesn't have a lot of good options. I hope you all will support them.

Thank you for your consideration.

Andrew Singer

andy@andysinger.com

2103 Berkeley Avenue

Saint Paul, Minnesota 55105

Dan Bostrom,

Hello,

I am writing in support of the Margaret St. bike project, which will help to further our city's sustainability goals by making our streets safer for people to walk and bike. I believe it's critically important that improvements are made to the street that discourage car traffic and make busy road crossings as safe as possible.

Thanks!

Jake Rueter

St. Paul, MN 55104

Jake Rueter

jake.rueter@gmail.com

1347 Blair Ave

Saint Paul, Minnesota 55104

Dan Bostrom,

Dear Council Members,

The planned 2018 enhancements to the Margaret Street bike-boulevard are an important step in providing safer and more affordable transportation options for residents of St. Paul's East Side.

The planned traffic-calming measures, including bump-outs and traffic circles are key elements of a true bike-boulevard and therefore essential elements of this plan. These changes will make Margaret Street safer for *all* users - people on foot, people on bikes and people in cars!

I also support the addition of an off-street trail on McKnight Rd as part of the Grand Round project.

As a resident of the Macalester/Groveland neighborhood, I'm happy to see our East Side neighbors garnering these improvements that will allow them to more fully participate in the life of our city.

Please support these improvements.

Thank you for all you do.

Brian C. Martinson

Brian C. Martinson

brian.c.martinson@gmail.com

1943 Princeton Ave

Saint Paul, Minnesota 55105

Dan Bostrom,

Mary Ellen and I have been biking on the Eastside for over 40 years. As a Stop For Me volunteer, Payne Phalen Community Council volunteers and I brought S4M events to the Eastside beginning one month before a driver killed a mother crossing Maryland.

Any efforts by the council that can help car drivers to become aware of bikers and pedestrians is a plus. Safe East- West bike routes are hard to come by on the Eastside. The work on Margaret is a first effort, where we have the opportunity to lower traffic volume and make traffic crossings safer.

The traffic calming test on Maryland has allowed drivers who are seeing pedestrians and bikers educate the drivers around them in courteous driving. We are safer crossing Maryland on foot and on our bikes since the test began. When we are driving on the street we see the safer speed and walkers and bikers safely crossing.

Please help those who bike in the southern part of the Eastside have a safe route to use. Thank you.

Stuart and Mary Ellen

Stuart Knappmiller

stuartknappmiller@yahoo.com

1112 Orange Ave. E.

St Paul, Minnesota 55106-2058

Dan Bostrom,

I have commuted by bicycle to 3M Center for nearly 30 years. I have done so from homes in Cottage Grove, Woodbury, Edina, West Lakeland, St. Paul, and Maplewood. For the past 16 years I have worked in 3M's Transportation Safety Division--I study this stuff. The most dangerous part of the commute for me has always been the last mile coming into 3M, from any direction. Getting across McKnight (or worse, riding on it) remains one of the most dangerous sections for bicycle commuters. The Margaret street project with its modifications along McKnight will undoubtedly improve safety and save lives.

Steve Nelson

sanelson1@mmm.com

1722 Ruth Street

St. Paul, Minnesota 55109

Dan Bostrom,

While I live in Woodbury I do a lot of commuting to work at 3M and into St. Paul from work. I fully support and appreciate all the efforts proposed for Margaret street to make it safer for pedestrians and cyclists. I commend St. Paul for moving forward on these sorts of projects that promote a healthy lifestyle and reduce pollution from cars by making bicycle commuting safer and more accessible.

Scott Hoversten

sthoversten@gmail.com

3429 Rae Circle

Woodbury, Minnesota 55125

Dan Bostrom,

Dear City Council Members,

I commute to 3M along the Margaret St Bike Boulevard. I support the proposed changes to the street in order to make it a safer route. Johnson St is a particularly difficult street to cross, and anything to help is welcome.

In addition, it would be great to create a safe connection to the Phalen Blvd bike path. The Phalen/Atlantic intersection is difficult for all transportation types - cars, bikes, and pedestrians. Thanks for all you are doing to make St. Paul a better city to bike.

Sincerely,

Susan Johnson

Susan Johnson

sjohnson8@mmm.com

2201 Stinson Blvd

Minneapolis, Minnesota 55418

Dan Bostrom,

As a frequent cyclist I urge you to support the upgrades to Margaret Street to increase safe transportation options for all on the east side of St. Paul. Improvements may encourage new cyclists in turn decreasing traffic congestion, improving air quality and enhancing the health of cyclists and the community. Please make the changes necessary, including closing streets to vehicle traffic and adding sidewalks, to complete the Grand Round. Best regards, Susan Sochacki

Susan Sochacki

sohotkey@hotmail.com

1363 Blair Avenue

St. Paul, Minnesota 55104

Dan Bostrom,

I've recently been riding through St. Paul - and on Margaret Street - to check out your infrastructure improvements. This allows me to explore your neighborhoods and visit your local businesses. Please continue to improve Margaret Street - it is a great way to travel through St Paul!

M Mahoney

M Mahoney

bikingmaggie@gmail.com

4215 24th Ave S

Minneapolis, Minnesota 55406

Dan Bostrom,
Dear Council members,
Please support the Margaret Street bike project. We want to discourage car traffic on the street as much as possible . This will be a safe way to bike across the east side. Thank you.
Michael Tracy
michaeljohntracy@gmail.com
531 Laurel Ave, Uppr
Saint Paul, Minnesota 55102

Good Afternoon,
I support the enhancements to bicycle infrastructure on Margaret Street because of the significant improvements to public safety and transportation options. The traffic calming and separated bike lanes will make it a better neighborhood for residents to walk and bike.
Please support the proposed changes to Margaret Street.

Thanks!
Tyler Teggatz
2031 Itasca Ave
St Paul MN 55116

Dan Bostrom,
Hello
I am writing to show my support of the bike project on Margaret St. As a daily bike commuter and St Paul resident, having bicycle friendly and safe streets is critically important. Making bike boulevards that slow car traffic and minimize busy road crossings is critical to having accessible, usable streets for all.
Thank you
Colleen Detloff
Colleen Detloff
csylvester87@gmail.com
355 St Clair Ave #2
St Paul, Minnesota 55102

Dan Bostrom,
As an enthusiastic bicyclist, I support infrastructure improvements for biking and pedestrian in Saint Paul, in particular the improvements to Margaret Street scheduled for 2018.
Thanks for your consideration.
Tom Beach
tomwbeach@yahoo.com
1222 Como Blvd East
Saint Paul, Minnesota 55117

Dan Bostrom,

I would like to express my strong support for the Margaret Street Bicycle Boulevard as planned. Thank you.

Thomas Clasen

tom.clasen@gmail.com

300 Wall Street #706

Saint Paul, Minnesota 55101

Please consider my feedback on this project.

As the owner of a bicycle shop in St. Paul, and one who annually provides hundreds of bicycles to people in need, I want to state that I agree with the majority of items in this project. My one objection is to the traffic circles. The current design of the traffic circles does not allow ease of counter-clockwise turning movements for school buses or fire trucks, especially in winter when the accumulation of snow on the streets narrows the available pavement. The current plan calls for having these vehicles travel through the circles clockwise, against the rest of the traffic that is required to travel counter-clockwise. This sets up the danger of front end collisions. This also sets a bad example for children riding in the school buses who would see the bus driver go the wrong way and assume that it is OK for everyone to do so. What do they tell their parents? What do they do when they begin driving? All traffic must be able to travel through traffic circle intersections safely in the counter-clockwise direction in order for them to truly enhance safety.

I wish to provide an alternative design for the traffic circles (see attached photo) that will still provide the benefits to traffic flow while still allowing our school buses and fire trucks to travel counter-clockwise through the intersections. The diameter of the interior portion (the dirt) of the traffic circle should be reduced by four feet. Then place a two-foot wide apron around the dirt portion. Build it with a high curb. Then paint the curbs yellow. This would channel passenger vehicles into the same narrower space as the current design, but allow the much taller school buses and fire trucks to drive up onto the curb and give them the room they need to safely make their left turns. This is a common design in European cities where narrow roadways were modified to accommodate higher levels of motorized traffic. While these might cost slightly more to build, the end result would be that all motorized traffic in the intersection would be able to travel in the same direction.

I am not totally against all traffic circles, but I 100% oppose any traffic circles of the current design that do not allow enough room to accommodate counter-clockwise travel for our school buses and fire trucks.

Benita Warns, Owner

Mr. Michael Recycles Bicycles, LLC

520 N. Prior Avenue

St. Paul, MN 655104

651-641-1037

www.mmrystore.com

From: Michael and Benita Warns [<mailto:warns@pclink.com>]
Sent: Monday, February 05, 2018 8:45 PM
To: Prince, Jane (CI-StPaul)
Subject: Margaret Street Bikeway Project

Please enter this email message into the official record for the February 7, 2018 City Council Public Hearing on the Margaret Street Bikeway Project.

I oppose this project as currently designed for one reason - the design of the traffic circles. Here's why. The design of the traffic circles does not allow a school bus to make left turns in a lawful counterclockwise manner at intersections with these traffic circles. The workaround suggested is to allow school buses to travel clockwise through the circle - AGAINST TRAFFIC. So you have a whole bus filled with school children. They see their bus driver do this, so it must be OK. Adults in the area see the school bus do this and so it must be OK. This sends the wrong message. We are trying to get all roadway users to abide by the laws, yet we design something so poorly that lawful behavior is impossible for school buses, fire trucks, and other large vehicles.

My spouse and I were riding a tandem down a street toward an intersection with one of these traffic circles, and were almost hit head on by a motorist who made an illegal left turn by traveling the wrong way through the intersection. If we are to add any more traffic circles to residential streets, they must be built in such a manner that there is room for school buses to safely travel through in the counter clockwise direction. To do that, the circles need to have a tall-curbed paved apron that is at least three feet wide around the perimeter so that buses can drive up onto it and make their turns, but the curbs will prevent smaller passenger vehicles from doing likewise. If this safer design is added to the project, I can support it, but I cannot in clear conscience support the project with the traffic circles as currently designed.

I want to see the East Side get all of the bicycle infrastructure that it deserves, but I don't want to see any more of these unsafely designed traffic circles built. If the traffic circles can either be removed or temporarily put on hold pending a safer design, I could support this project. In fact, I support everything else about it. Thanks.

Benita Warns, Owner
Mr. Michael Recycles Bicycles, LLC
520 N. Prior Avenue
St. Paul, MN 55104

Dan Bostrom,
Ic ac car 2017-11-26-12h36 Dale - Como & Front car crash Power Pole v2
started at year 2017-11-26-13 Hours & 36 minutes
has continue at year 2017-11-26-16h45 & the sun has already set down or out of our view & has got dark .
this event would not even end at 17h36 , in which would be four hours .
at year 2017-11-26-17h13 there were only two energy company trucks , but all that changed at
at year 2017-11-26-17h15 , supricingly four more trucks came , for a total of six trucks , just to fix ,
replace one power pole .
the six trucks did form a traffic jam in the car parking lot at that corner .
it is at year 2017-11-26-20h30 & still are working ,
this event & after work , is , would be the equivalent of an emergency surgery but to the city
infrastructure .

at year 2017-11-27-00h , the SUV was towed away , as the work neared its end & the pole was stabilized & replaced & hazard level was upgrated to stable .
at & by year 2017-11-27 02h hours , see the work was done , the Dale Street south bound was open , the two squads left the end of this episode ,
not sure , but for sure tax payers would be playing this bill of city infrastructure emergency surgery that took about 11 hours to be compleated .
Guard rail it should be what should be installed at all the several corners of this intersection , to protect the sidewalk , & city boulevard ,
the bicycle lanes should be designed so they are inside & next to the sidewalk & also protected by the guard rails ,
the guard rail or segmented short stone wall , could , or should be intalled while a modern round about is build develop ,
in which could take at least few years in the making , but several or longer in the regular socio politica enviroment .
this intersection has been a hazard for the general public in the last 50 years & with posible several docents of car collisions & criminal activities of various types .
in fact , is not see as a mayor intersection , but in fact the entire area is what a knolegable urban planer would call & clasified , " a complex intersection " ,
& it does not need to have the daily traffic volume intersections like Dale & Saint Anthony / Concordia , I-94 have ,
that is one of the department of tranportation indiscrepancies & we do not need fatality figures in which they are heavily based ,
DOT hypocrecy is that fail , do not count the daily , hourly , what some call , R.T.I. [road traffic incidents] , as with the trains ruining on mayor avenues ,
both log an incredible number & type of incidents , that are not truely counted with in the DOT formuly in making roads safe , livable , healty & ergonomic .
to a degre , the rail system should hypothetically be a safe transport system , but in practice unfortunately that is not the case ,
in part , because that happen when the worst set up is choisen & cars & trains are mix up , along pedestrians & cyclist ,
all crossing in to each other .
the rail should be part of the land transport system , but would have to be either elevated or & underground .
special intersections can be designed , so the car road sidwwalk sinks at the intersection area , by passing the car traffic ,
that is an article that we would like the news media to talk about it & brake the ice on this issue ,
that is something that could have been acheive at the most important intersection of the state , Snelling & University Avenue ,
but since no one from the pubic showed any interest , nor the negligent government system .

reading material :

Roads were not build for cars by Cartton Reid
Stevanage Town England

=====
written by wistle blower to safe the general public from the unsafety of uncle sam government system defects & caprices

the devil hell intersection of the most saint & livable city of american in to the 2nd decade of the 21st

century ,
now more fatalistic than ever , due to the car culture & its socio political high end corruption ,
all prone to be brutal , violent , detestable , capricious , vain , lax permissible , the perfect recipe for
trouble making .,
Dale , Como & Front cross roads .

this is an important car accident & moral lesson example ,
two cars collided at the devil hell city of saint paul intersection today ,
a black 2000 Ford Taurus traveling on Como avenue west bound ,
collided with a medium size silver 2010 Honda Pilot like Japanese SUV traveling on Dale street south
bound ,
the collision caused the SUV to veer out of control ,
as the Ford Taurus collided the left driver door of the SUV ,
sending it & pushing it to the right / west side ,
the SUV then by physics , mounted the curb ,
invaded the city boulevard &
invade the sidewalk completely ,
then wipe out the city lamp dramatically & loudly &
then knock out & cut the power pole in two , or cut it from its base ,
leaving the power pole in a diagonal position & the cable dangling down significantly
the cables stayed afloat ;
additionally , that is an area where pedestrians & bus riders use & cross this intersection .
there have not been any type of barriers to protect the sidewalks , city boulevard & infrastructure ,
a segmented stone wall & or with bollards & guard rail ,
at the corners would help protect minor road users from car invasions & car accidents .
seem no one got injured , electrocuted , run over , etc ,
we , this intersection has a collection of dramatic , violent accidents ,
due to the automobile model , users & sponsors ,
we need to stop this type of preventable car violent accidents in this intersection ;
the recommendation would be either a complex bridge ,
or a " MODERN ROUND ABOUT " .
the intersection have been complained that is difficult to cross for pedestrian , cyclist , people with
disabilities &
even car drivers who confuse the complex lights of the 3 intersecting roads of Dale , Como & Front .
it is time we put an end to this drama & avoid a major law suit .
I did talk to the energy company , the fire chief ,
& we hope the city & its department of transportation take start taking care of this little problem that is not
going to go away ,
give us the record of the car accidents & that is nothing because most is not in detail , that is hypocrisy
,
if the city does not fuel this type of violence to the general public ,
would not be seen or addressed as a devil demon ,
if the city wants to run cars in this monster roads , must do it safely & with safety design , we can not
wait until this type of two car accident ,
end on top of sidewalk , bus stops , bike lanes , power poles , etc .
we did not lose power , but power had to be suspended in order to fix the broken power pole & that did
affect 727 Front High Rise .
i hope some one does not become offended , upset for this comments ,
as we the public are afraid of this intersection ,

also , the difficulty in crossing it & crossing the intersection all around around 14 hours in this day , was a mayor challenge , due to the strong glare the sun produced , the sun was at the west side , seem facing & possible blinding the driver of the black Ford Taurus .

the car collided with the silver SUV front driver left side door ,
sending the SUV out of control & pushing it in to the sidewalk , lamp & power pole .

the accident started at :

13h36 h

I call right away but it took me over 2 minutes for dispatch to answer ,
some other person or people also called ,
siren came until 13h43

fire truck , ladder & several squads , even so , seem there was no one injured seriously .

we all were lucky & it was a Sunday but was busy with car traffic .

a metro transit bus traveling on Front Avenue west bound ,

was seen & seem was witness of this two car accident .

Exell Energy send two trucks ,

public works one &

some one was detecting underground systems , marking the roads pavement .

as now 15 hour 30 minutes , Dale Street south bound is close .

metro transit had to re-route its buses .

there was no loss of power , nor traffic lights & they were trying to fix power pole without cutting power to the neighborhood & intersection .

it could be true that one or both cars were at fault ,

but , usually road design & road management is not taken into consideration .

it was heard , that the two car collision took place while one of the lights were yellow , but which one & which road ? /

it has not been able to be confirmed or disproved that this mayor intersection has police surveillance , in which the city persists in keeping it a somewhat top secret ,

but it would not matter , because modern cameras are highly disguised ,

& the general public in the long run would not care ,

criminals do not care about the cameras inside gas station convenience stores ,

super markets , department stores ,

the car accident did produce a dramatic & unusual extended set of noises ,

one should have been the initial collision between the car colliding with the left driver door of the SUV

,

then 2nd , the SUV colliding the city lamp with its front right side , in which dented the SUV,

then the SUV continued several meters & encountered the power pole supposedly installed on the city boulevard ,

& that was not enough , the SUV kept going at least about 7 meters forward , where it fully stopped ,

so the SUV seem was most likely traveling at the maximum speed limit of 30 mph , maybe more ,

the power pole slowed the SUV but did not stop it & the SUV continued five to seven meters before stopping fully ,

the SUV left front collided the power pole & left some damage but not substantial at all .

the kinetic energy of the SUV was important , to the point , the speed could have been questioned ,

& the Ford Taurus seem did not have much speed , even so damage indented the SUV driver left door significantly ,

& damage the front end of the Ford Taurus substantially , may again point to speeding of the SUV ,

even so , it is not clear who was at fault & which or if both cars ran the red light , in which is a common occurrence ,

happening dozens of times every day but most of the time do not cause accidents .
cars are not only like bulls , but worst , they wait much more than a single elephant .
cars can be very strong & very destructive .
the Ford Taurus was towed within the first hours of the incident
but the silver SUV remained at the same place for several hours & until the power pole was replaced .
the utility survivor was also present & detecting & marking underground services infrastructure ,
so this accident did end costing some money & damaged for each car of over five thousands for each
car .
underground utility infrastructure locator pickup truck worker

.....

.....

daniel sarasti
das196528@yahoo.com
727 Front Avenue apt 2005
saint paul, Minnesota 55113

Dan Bostrom,

I know that there has been a lot of concern and trepidation from the residents who feel that closing the intersection and adding sidewalks will have a negative impact on their neighborhood. However, I was really impressed and thankful for the insightful response from council member Prince at the last community meeting I attended. I agreed with her comments about this proposed work being an important opportunity to make the East Side neighborhood more livable and equitable. I was surprised to hear that this district has the lowest car ownership and therefore relies more heavily on other modes of transit. Sadly, too many residents looked at this from such a narrow and personal perspective and seemed to lose sight of the greater good for the community that these kinds of improvements would bring.

I live in the Midway neighborhood and commute to 3M by bicycle year-round. This bikeway has been a great improvement for me and has made my commute a little bit easier. But honestly, I am one of those people that will ride my bike anywhere. If Margaret wasn't a bikeway, I'd be on Minnehaha or some other side street. But I fully support this work and want to be a voice for those who weren't there to speak up.

The people who will really benefit from these improvements are the neighborhood kids and more importantly those individuals (without cars) that rely on safe and convenient ways to use alternative transit (walking, biking and safely getting to public transit). The ideas being proposed can help make this happen and I fully support the plans and hope you can continue to take the time to educate the residents of the district regarding the value of safe streets for all residents.

Thank you for the great work

David Rudolph
rudhacki@icloud.com
1363 Blair avenue
Saint Paul, Minnesota 55104

Dan Bostrom,

I use this bikeway on my bike commute everyday all year. I greatly appreciate the safety improvements and commitment to safe street design on Margaret. Please keep it up, east side Saint Paul has been neglected. The traffic deaths and injuries numbers are there to prove it. Please be bold and implement this plan.

Andy Leitz

leitz.andy@gmail.com

317 Groveland Avenue 607

Minneapolis, Minnesota 55403

Dan Bostrom,

I support this vital project to improve bicycle and pedestrian safety and discourage car traffic on the street designated as a bike-way.

Sincerely,

Kyle Weispfenning

Kyle Weispfenning

kyle.weispfenning@gmail.com

1151 W James Ave

St. Paul, Minnesota 55105

Dan Bostrom,

Dear Representative Bostrom,

As an East Side neighbor and bicycle commuter living in Maplewood I would like to encourage you to support the bike project on Margaret Street. We need safer biking in Saint Paul for a livable community. Roundabouts are good for bicyclists. This project will reduce incidents between cars and bicyclists and make it easier and safer for bicyclists to cross Johnson Parkway.

Let's continue on a path to make Saint Paul a model city for all users of our roadway: pedestrians, bicyclists, transit and automobiles.

Rob Jackson

rob.bikemn@outlook.com

2600 Knollwood Ct. N.

Maplewood, Minnesota 55109

Dan Bostrom,

I'm writing to let you know that I fully support the 2018 bike improvement project for Margaret Street and McKnight Road. This is my main route when commuting to work, and the upgrades are much appreciated.

Ron Gerdes

rwgerdes@yahoo.com

2142 Hartford Avenue

Saint Paul , Minnesota 55116

From: ashleeolds@gmail.com [<mailto:ashleeolds@gmail.com>] **On Behalf Of** Ashlee Olds
Sent: Monday, February 5, 2018 4:15 PM
To: Prince, Jane (CI-StPaul) <Jane.Prince@ci.stpaul.mn.us>
Cc: Harr, Stephanie (CI-StPaul) <Stephanie.Harr@ci.stpaul.mn.us>; Heintz, Polly (CI-StPaul) <polly.heintz@ci.stpaul.mn.us>; Adriel Bean <adrielbean@yahoo.com>
Subject: Re: Margaret Street Traffic Calming Improvements - Public Hearing this Wednesday, February 7

Hi Jane,

Thank you for your attention on this matter. My statement and thoughts aren't eloquent, so please bear with me:

I'm not completely against or completely for the closure at Johnson and Margaret. Living just one house in from the intersection (and largely working from home) I see a lot of what goes on there. (See photo for my home location). My biggest concern is I do not believe the closure will do what is intended--make people stop for pedestrians and bikes. I feel the money would be better spent on flashing lights at the crosswalks and driver education. Cars already do not stop, even with the marked crosswalks AND neon crosswalk signs. My other concern is the frontage roads. During the test, I saw much higher traffic on our frontage road and even encountered difficult passing scenarios with huge (school bus) vehicles during the test. If the closure passes, I would strongly encourage no parking on these frontage streets, which also become very congested during church services. There are two churches adjacent to this closure. I am in favor of the rest of the Margaret Street improvements.

One other anecdote. I was traveling south on Johnson toward Margaret. I usually turn left on Margaret to my home, but the closure was in effect, so instead I turned left onto Beech, one block north. I had to wait for a break in traffic, which backed up traffic behind me clear through the Minnehaha intersection. I think this is a possible danger and frustration for cars at Minnehaha/Johnson.

I would also encourage the planners to reconsider the bump-outs at this corner. It seems redundant without through traffic, and further eliminates parking near the churches (especially if the frontage roads become no-parking zones).

This Margaret closure seems to be a small step in a much larger plan, to close all medians but three (3rd, 6th, Minnehaha) of east side of Johnson Parkway for the Grand Round. There is just too much traffic that rely on access to Johnson for this. Some of the streets east of Johnson Parkway don't even connect together and getting west would be quite difficult, see photo. It's already tough to cross Johnson at 6th during rush hour.

That said, if I were a user of this on bicycle, these amenities would be great and I'm all for making my community better! I love seeing bikers use Margaret to get around town! I just don't think this closure is going to have the desired outcome of making it easy for bikes/peds to cross Johnson.

I would encourage another closure in the Spring of all proposed Grand Round closings to test if closing any of them.

Thanks for listening!
Ashlee Olds

Hi Jane: Thank you for reaching out with a reminder. I am unable to attend but would like my voice heard.

In the letter that we received, we will be paying for these suggestions through our property tax. In the November meeting, we were assured we were NOT going to be funding these suggestions. I don't think the circles and sidewalk bump outs are going to be effective. They are going to hinder all the bus routes that are on Margaret and move them over to narrower streets. I still don't understand how all of you that don't live on my street can force us to accept all these changes that now we have to fund. Why don't you spend it on the pot holes and sending the snow plows around more often than twice a season with some salt on the 'hills' so cars can get up them instead of backing down and making a run for it, Hazelwood and 6th, 6th and Germaine, Germaine and Margaret.

Margaret is already marked for a bike route. I have seen 5 bikes on it since they were marked 2 years ago. Now with all the crap you want to put in the street there is going to be less room for everyone to share the road. I will not be helping with the upkeep of the circles. They are dumb and a waste of time and money for upkeep. The one street that is actually wide enough not to have to pull over on the East side is now not going to be able to accommodate neighborhood traffic. I get the feeling that you think you know better than we do or that we don't know what's good for us. I want to let you know, we are not dumb people who don't have a clue. We don't require you to think for us. We are all capable of knowing what we want for our neighborhood. Listen to what we want for our homes. Unless you live on our street, why do you get to say what happens to it? If you put all this in our neighborhood, I want you to put it all in front of your homes also. Would you like the added taxes and extra work?

Thank you for your consideration.
Lori Rohrich
1542 Margaret St.

From: Stephen Law [<mailto:lawsafety@live.com>]
Sent: Tuesday, February 6, 2018 7:44 AM
To: #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: I Support Margaret St. Improvements and Test Closure

Dear Councilmember Prince, I support the proposed bicycling and walking improvements along Margaret Street and the closure at Johnson Parkway, and I encourage you to do the same. The health, sustainability, economic, and racial equity benefits of better bicycling and walking options are critically important for our community. This is especially true on the East Side, where residents have not seen as many bicycling and walking improvements as in other parts of the city. In all of our neighborhoods, people of all ages and abilities should be able to walk and bike safely and easily. The Margaret Street closure in particular is pivotal to the creation of the Saint Paul Grand Round, and needs to be prioritized. Thank you!

Dear Jane L. Prince, Saint Paul City Council / Ward 7,

As co-lead for the 3M Bicycle User Group, an employee organized and lead group, I want to share with you my personal point of view on the proposed Margaret Street project. Sorry I cannot be there in person due to work commitments. I know many of my co-workers will be there in support of this great project.

Please continue to make St. Paul better. Biking is a key way to make it better for all.

- Bikes as transportation enable all to be better, healthy, productive, and so much more.
- Build the bike infrastructure that enables all to use bikes as the efficient and effective transportation they are around the world.
- Build the bike infrastructure so we can grow business by enabling employees like me to ride to good jobs at 3M on the East side of our beautiful city.

Thank you for your continued efforts to serve your citizens!

Jerry Porter
about.me/porterbicycle

I will be attending the public hearing this evening. In fact, I will be leading a small group of bicyclists from 3M to attend and speak in favor of these improvements.

I know that there has been a lot of concern and trepidation from the residents who feel that closing the intersection and adding sidewalks will have a negative impact on their neighborhood. However, I was really impressed and thankful for your insightful response at the community meeting at the church at Margaret and Johnson that I attended. I agreed with your comments about this proposed work being an important opportunity to make the East Side neighborhood more livable and equitable. I was surprised to hear that this district has the lowest car ownership and therefore relies more heavily on other modes of transit. Sadly, too many residents looked at this from such a narrow and personal perspective and seemed to lose sight of the greater good for the community that these kinds of improvements would bring.

I live in the Midway neighborhood and commute to 3M by bicycle year-round. This bikeway has been a great improvement for me and has made my commute a little bit easier. But honestly, I am one of those people that will ride my bike anywhere. If Margaret wasn't a bikeway, I'd be on Minnehaha or some other side street. But I fully support this work and want to be a voice for those who are not available or willing to speak up.

The people who will really benefit from these improvements are the neighborhood kids and more importantly those individuals (many without cars) who rely on safe and convenient ways to use alternative transit (walking, biking and safely getting to public transit). The ideas being proposed can help make this happen and I fully support the plans and hope you can continue to take the time to educate the residents of the district regarding the value of safe streets for all residents.

Thank you for the great work

David Rudolph

rudhacki@icloud.com

1363 Blair avenue

Saint Paul, Minnesota 55104

From: Emily [<mailto:cirrose16@hotmail.com>]

Sent: Wednesday, February 07, 2018 9:12 AM

To: #CI-StPaul_Ward7

Subject: In support of the Margaret Street improvements including Johnson Parkway closure

Dear Councilmember Prince,

I am excited to see that the Margaret Street bike improvements will soon be up for discussion at Council. While the proposed closures along Johnson Parkway may be somewhat controversial as they require people to change their traffic movements, I fully support the plan as it will enable the Grand Round completion to become a first-class bikeway. Eventually, the closures along the parkway will literally come closer to home for me (at Bush Avenue) and I am looking forward to it! It will be quieter, safer, and provide more green space in our neighborhood. I trust that we will all be able to adapt to the roadway changes in fairly short order.

Please add my voice to those supporting the planned improvements along Margaret Street - this is a major piece in the long-term plan to make the City an even more incredible place to live.

All the best,
Emily Shively
1284 Bush Avenue

From: Amy Schwarz [<mailto:amy.z.schwarz@gmail.com>]

Sent: Tuesday, February 6, 2018 10:12 PM

To: Tolbert, Chris (CI-StPaul) <chris.tolbert@ci.stpaul.mn.us>; Prince, Jane (CI-StPaul) <Jane.Prince@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>

Cc: Collins, Reuben (CI-StPaul) <reuben.collins@ci.stpaul.mn.us>

Subject: Margaret Street

Hi Councilmembers Tolbert and Prince,

I am writing in support of the proposed improvements to Margaret Street that you will be voting on tomorrow. I believe the traffic circles, bump-outs, sidewalks and a new off-street trail will improve pedestrian, vehicular and bike safety and be a great addition to the east side.

Margaret street is a pivotal connection to the Saint Paul Grand Round at Johnson Parkway. I was a member of the Community Advisory Committee for the Grand Rounds Advisory Team. There were over 40 public meetings and events for the Grand Round project. This is an exciting plan that will connect 27 miles of parkway and be an important transportation and recreational corridor for the citizens of St. Paul.

I hope that you will support this important project that promotes safety and alternative forms of moving through our community.

Sincerely,

Amy Schwarz

From: Andy Singer [<mailto:andy@andysinger.com>]

Sent: Tuesday, February 6, 2018 3:44 PM

To: Stark, Russ (CI-StPaul) <russ.stark@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>; #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>

Subject: Please support the Margaret Street improvements

Dear City Council Members,

I urge you all to support the proposed Margaret Street improvements this coming Wednesday evening. Margaret Street is designated as a bicycle boulevard in the Saint Paul Bikeways Plan, adopted unanimously by the City Council in 2015. It is one of the only lower-traffic streets that goes through the entire East Side of Saint Paul from East 7th street all the way to McKnight Road. Over the years we have been trying to improve it for both cyclists and pedestrians by making it easier to traverse busy cross streets. Ramsey County recently installed a push-button "HAWK" signal at White Bear Avenue so Margaret Street users could get across this deadly 4-lane roadway, and pedestrian and bicycle warning flashers have been installed to help kids (and adults) get across Ruth (near a neighborhood school).

City and County staff have now secured a federal grant to complete improvements to Margaret. The proposed project includes:

1. Adding sidewalks (where none currently exist) to all or parts of 4 blocks;
2. Adding A.D.A.-compatible curb cuts and ramps to the entire street;
3. Adding sidewalk bump-outs at five major intersections to make pedestrian crossings of them easier and slow traffic on the cross streets;
4. Adding 5 traffic circles where there are currently 2-way or 4-way stops;
5. Adding a multi-use pathway on the west side of McKnight from Minnehaha Avenue all the way south to Hudson Road, to connect with existing multi-use paths and help cyclists and pedestrians reach traffic signals where they can cross McKnight;
6. Closing the medians on Johnson Parkway at Margaret to shorten the crossing distance for bikes and pedestrians and eliminate the threat of turning vehicles in so-called "Left-hook" or "right-hook" crashes. This median closure is also part of proposed future improvements to the Saint Paul Grand Round on Johnson Parkway, scheduled for 2020.

For project details, see the staff page at-- <https://www.stpaul.gov/departments/public-works/projects/margaret-street-bicycle-and-pedestrian-improvements-project>

If this project is approved, it will complete the Margaret Street Bikeway and greatly improve east-side access for both cyclists and pedestrians. I urge you all to approve the project.

Thank you for your service to the city.

Andy Singer, Co-Chair
Saint Paul Bicycle Coalition
2103 Berkeley Avenue
Saint Paul, MN 55105

Greetings,

I will be unable to attend tonight's city council hearing, but have attended past hearings and testified in support of other bicycle and pedestrian improvements. Margaret Street is particularly dear to me. As a Woodbury resident, Margaret is often the northern leg of a loop route back to my home. Improvements planned for the street will have a major impact on biking and walking. The biking improvements fall under the category of completing the network and filling in the gaps. This helps both neighbors and visitors find safe biking form "here to there". The walking improvements primarily benefit neighbors. As the sidewalk gaps fill in and get smoothed out, you will see more people outside getting exercise. It will have a positive impact on home values as more people are seen outside walking and biking, it will be perceived as a more livable neighborhood. The closure to traffic at Johnson had a dramatic calming effect this summer and should be fully implemented.

As a retired 3Mer, I know this route is one of the preferred East/West commuting routes, and will make Eastside neighborhoods more attractive to new employees choosing where to live. Thanks for your support.

Sincerely,

Peter B. Grasse
1734 Tamberwood Echo
Woodbury MN, 55125

From: Alaine Scoles [<mailto:ahscoles12@yahoo.com>]

Sent: Tuesday, February 6, 2018 5:38 PM

To: Prince, Jane (CI-StPaul) <Jane.Prince@ci.stpaul.mn.us>

Cc: Heintz, Polly (CI-StPaul) <polly.heintz@ci.stpaul.mn.us>; Harr, Stephanie (CI-StPaul) <Stephanie.Harr@ci.stpaul.mn.us>

Subject: RE: Margaret Street Traffic Calming Improvements - Public Hearing this Wednesday, February 7

Hi Jane ~

Thank you for informing us of February 7th meeting. A neighbor forwarded this to me as I didn't get the original email.

I will not be able to attend the meeting tomorrow. From your email, I am not sure what 'altered enhancements' were made. I would like to again, **encourage not to permanently block the Margaret Street area on both sides of Johnson Pkwy.**

My main two reasons:

1 - this is used very minimally during the winter months, so just have a temporary barricade (as was done during the test time)

2 - I noticed that Margaret Street was cleaned almost a day before the surrounding east and west streets when we recently received a foot of snow. If this hadn't happened, I honestly would have been snowed in and unable to go to work and necessary appointments until the snow plows came through. This

shows me how important Margaret Street is (if I am not mistaken, it isn't even a snow plow route, yet snow was removed early on.)

Please reconsider the permanent closure of Margaret Street. I understand federal money has been allocated and needs to be spent, but there are many sidewalks, etc in our neighborhood that need repair.

Thank you,

A Margaret Street Neighbor, Alaine Scoles

From: Adam Brodt [<mailto:adambrodt@gmail.com>]

Sent: Wednesday, February 7, 2018 1:10 PM

To: Prince, Jane (CI-StPaul) <Jane.Prince@ci.stpaul.mn.us>

Cc: Harr, Stephanie (CI-StPaul) <Stephanie.Harr@ci.stpaul.mn.us>; Heintz, Polly (CI-StPaul) <polly.heintz@ci.stpaul.mn.us>

Subject: Re: Margaret Street Traffic Calming Improvements - Public Hearing this Wednesday, February 7

Jane,

I had planned to attend the meeting tonight, however business travel pulled me out of town this week, so I unfortunately am unable. I wanted to give you my thoughts and thanks for helping to make Saint Paul more bicycle friendly.

I live in the Phalen Heights neighborhood and commute to 3M on a bicycle year around, as much as my work schedule will allow (typically about 50% of the time). My normal route is to head South on Johnson Pkwy and then East on Margaret over to 3M. During the winter while roads are bad, riding on Johnson makes me nervous next to faster moving traffic (and the bike lane is halfway covered from snowplows), so I jump on the Bruce Vento trail, head south on Atlantic, and then go East on Margaret (crossing Johnson while on Margaret).

Thank you for supporting improvements to the East Side! I really appreciated and agreed with your comments during the public meeting on November 9th. Margaret Ave is a very important East-West route for bicyclists, and I see everything proposed as an improvement, including keeping vehicle traffic low by closing the Johnson/Margaret intersection. I fully support this project and believe there will be many benefits to the immediate neighborhood, and also bicycle commuters that ride through, like myself.

Adam Brodt

adambrodt@gmail.com

877 Cottage Ave E

St Paul, MN 55106