

Hello,

My name is Jackie and I work at 2395 University Ave W. in St. Paul. I frequently bike along Territorial to my office during the warm weather months and I support the new bike lanes that are planned for Territorial. I would encourage the city to consider protected bike lanes. I often feel very vulnerable biking along Territorial due to the high frequency truck traffic to and from the nearby industrial area. I would also welcome any changes that would make the U of M transit way bike path more accessible from Territorial. Thank you!

Jackie Siewert

516 University Ave SE  
Minneapolis, MN 55414

Hello,

As a business owner and owner of a building at 2408 Territorial rd I am thrilled with the repaving and bike lane plan. Thank you for putting this plan into action.

Many of the 50 + workers in the building bike to work, and they have also expressed appreciation for thinking of their safety. I bike to work in the summer, and think protected bike lanes are an even better idea, but we'll take what we can get.

This is the type of project we need more of in St. Paul. Making biking safer and slowing down the traffic on our roadways.

Please feel free to contact me with any questions.

-Reid

Reid Lutter

I support making dedicated lanes for bike us on Territorial Road. I do not own a car and biking is how I get places. Whenever there is an opportunity to make biking safer and more pleasant, we should do so.  
Sincerely,  
Betty Lotterman

To Whom it may concern,

Throughout our city and Minneapolis, the trend has been to shrink traffic lanes and add/increase bike lanes. As an avid bike rider, I appreciate the consideration, however, it has gone to far. Traffic is out of control in the metro area and is largely a result of this trend. I am

compelled to offer the following from MN Dot's report that DOES NOT support any logic for this trend. People in Minnesota do not commute on bicycles to support what is happening & let me remind you - it's too cold to bike here a majority of the time for a majority of the few people who do commute via bicycle:

*MN Statewide bicycle system plan from MNDOT site 7/10/2019*

*Chapter 6. Measuring Success*

*p. 50*

*“Data sources do not exist that consistently measure bicycle travel in Minnesota.”*

*P. 51*

*“Trends: While this number of people in Minnesota commuting by bicycle generally increased over the previous five reporting years, the share of people commuting by bicycle hovered around 0.7 percent during that timeframe. The share of bicycle commuters rose slightly in 2008, consistent with the sharp increase in gas prices during that year.”*

*Trends: In 2015, 18 percent of survey respondents indicated they ride a bicycle once a week or more, representing a modest decrease over the previous five years. While MnDOT does not anticipate this measure will (PAGE 52) show dramatic changes, this data can demonstrate long-term trends and will be monitored for changes that occur over five years or more,*

*P.54*

	2013		2014		2014			
	Male (A)	Female (B)	Male (C)	Female (D)	Metro		Greater MN	
					Male (E)	Female (F)	Male (G)	Female (H)
Every day	6% B	2%	4%	3%	6%	4%	2%	1%
At least once a week	23%	18%	17%	14%	18%	15%	15%	12%
Once a month/A few times from April-October	25%	25%	23%	26%	24%	29% H	22%	21%
One time	6%	6%	6%	7%	6%	5%	6%	9%
Never	40%	49% A	30%	52%	47%	48%	54%	57% F

*P.56*

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	10 YR TOTAL	PERCENT
FATAL	10	7	8	4	12	10	9	5	7	7	79	0.9%
INCAPACITATING INJURY	90	72	60	75	55	42	39	58	48	47	586	6.3%
NON-INCAPACITATING INJURY	403	407	355	371	322	318	254	276	261	244	3211	34.8%
POSSIBLE INJURY	424	443	452	505	528	577	518	580	556	472	5055	54.7%
PROPERTY DAMAGE	41	21	39	38	38	1	20	27	46	33	304	3.3%
TOTAL	968	950	914	993	955	948	840	946	918	803	9235	100.0%

I have owned the building on Territorial Road for more than 15 years and can attest to the fact that it is used by large trucks often - the proposed bike lane would create a danger for all. I

would also add that street parking for my business is critical - so I appreciate that the proposed South side of Territorial Road parking is slated to continue. I am hoping this would be a "worst-case" for my company.

Regards,

**Basil Joseph**

CEO/Owner

**BudgetSign**

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2474 Territorial Road

St. Paul, MN 55114

My name is Brett Ripley and I live in Midway. I *heartily* support the proposed bike lanes on Fairview and particularly the one on Territorial.

The biggest bang for our buck (bike infrastructure wise) we can get right now is east-west routes to connect into the already great Minneapolis infrastructure.

Parking is a complete non-issue in most parts of St. Paul and so it would be pretty ludicrous to see it not pass because of that.

Thanks,

Brett

Dear Council Members,

I am writing in support of two proposed bikeways that will be coming up for a vote at this Wednesday's City Council meeting and public hearing.

The first is on Fairview Avenue between University and Minnehaha Avenues.

The second is on Territorial Road, between Barry Street and Raymond Avenue. Both projects are part of the Saint Paul Bikeways Plan, approved unanimously by this council in 2015.

Fairview Avenue was recently striped with improved bike lanes from Marshall to University Avenues as part of a full street reconstruction.

Like Prior Avenue to the west, Fairview is one of the few streets that crosses both Interstate 94 and the CP Rail line. Extending these bike lanes north would provide another north-south route, allowing cyclists to safely reach the Midway neighborhood and bikeways on Minnehaha Avenue and Pierce Butler Route.

Territorial Road is a useful, safer, parallel alternative to University Avenue that goes from Cleveland Avenue all the way to Minneapolis. This is because portions of it are blocked to thru-traffic by motor vehicles but allow bikes to pass through. The proposed project would improve safety in the one area that has high volumes of faster-moving trucks and cars, near Interstate 280.

In both project areas, there are currently low parking utilization rates.  
So removing parking from one side of each street would have minimal impact on parking availability.

I urge you all to vote in favor of both of these bikeways.

Thank you for your consideration.

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

Dear Council Members,

I urge you to please vote in support of the Fairview Ave and Territorial Road bike lanes.  
The proposed lanes on Fairview fill a big gap in the current bike network, as lanes end at University, without connection to the east-west lanes on Minnehaha. While some parking will be removed, parking studies show it is parking that is almost never used anyway (I don't recall ever seeing more than one car, if that, parked in the proposed area in all my trips through that section). If anything, parking should be removed along the entire stretch to fully make room for buffered bike lanes. While there is parking being used just north of Charles, there are also many, many parking lots nearby that are generally quite underutilized.

The proposed lanes on Territorial Road should also be approved and added. Trying to ride on University feels like taking your life into your own hands (or at least trusting that drivers are paying enough attention to not hit and kill you) and there is currently no good way to get east-west through the Midway industrial area that is remotely direct or includes bike facilities. I often ride on Territorial east of Raymond myself, so my only complaint about the project is that the lanes should extend all the way until Territorial ends at Vandalia, instead of just from Raymond to Berry. The proposed lanes would help connect the growing Raymond-University area to the also-growing Westgate area.

I hope you approve both projects and help complete existing bikeway gaps while also expanding bikeways in growing areas.

Zack Mensinger  
Ward 4 resident