

From: [James Cowles](#)
To: [#CI-StPaul_Ward4](#)
Cc: [Farragher, Beverly \(CI-StPaul\)](#); [Privratsky, Matt \(CI-StPaul\)](#)
Subject: RLH SAO 20-40 / Appeal for Property at 2233 Energy Park Drive
Date: Wednesday, June 2, 2021 6:38:46 AM

Think Before You Click: This email originated **outside** our organization.

As a regular cyclist on Raymond Avenue and Energy Park Drive, I am writing in regards to St Paul Public Hearing item number 28 on the June 2, 2021 City Council Meeting Agenda, RLH SAO 20-40

After reading David Wellington's letter dated May 25, 2021 (Re: Appeal for Property at 2233 Energy Park Drive), I am agreement that pedestrian and bicycle safety at this intersection is paramount. Energy Park Drive is a Ramsey County road within Toni Carter's district. According to the Ramsey County All Abilities Transportation Network Policy, which Toni Carter helped pass, the priorities for transportation planning and implementation should be pedestrians first, people who bike, people who use transit, drivers/parkers and last freight operators.

While I agree with Mr. Wellington that Energy Park Drive should be re-stripped to make left turns easier for big trucks, I am in opposition with his recommendation to reduce the width of the sidewalk. Because the stop light and a utility box share sidewalk space, the wide sidewalks only improve pedestrian and bicycle safety Mr. Wellington and I are both concerned with. Reducing sidewalk space to make room for trucks would not be within the spirit of the Ramsey County All Abilities Transportation Network Policy.

In regards to Beverly Farragher's recommendation to the property owner, "consider widening the driveway a couple of feet," I feel this reduces pedestrian and bicycle safety. As Mr. Wellington requested adding a stop bar "on the west side of the Intersection on Energy Park Drive," I would not find it unreasonable to request the same on the driveway(s) of Park Crossing, if a permit is to be approved for such work. Alternatives could include a stop sign or watch for peds sign. As Mr. Wellington indicated, "the very reason that Park Crossings installed the boulders on the sidewalk was to prevent and deter semi-trucks from driving onto the sidewalk, a situation that causes great danger to pedestrians and bicyclists." I would hope, if Mr. Wellington is serious about pedestrian and bicycle safety, this would be a minimal ask.

Finally, Mr. Wellington indicated Wellington Management does not believe there will be a need to apply for a traffic permit. In the continued shared interest of pedestrian and bicycle safety, I would hope assurances are made that such work so close to the sidewalk can be done without blocking or closing the sidewalk. I would also expect no need for work related vehicles to be parked on the sidewalk or use of heavy equipment that could endanger sidewalk users. If such assurances cannot be made, I would expect pedestrian and bicycle detours to be implemented.

Sincerely,

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