



## Legislation Details (With Text)

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**In control:** City Council  
**Final action:** 3/16/2016

**Title:** Recommending implementation of bicycle facilities on Cleveland Avenue between Highland Parkway and University Avenue.

**Sponsors:** Russ Stark, Chris Tolbert

**Indexes:**

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**Attachments:** 1. Cleveland SOER Appendix, 2. Cleveland SOER March7 (Report), 3. Oct282015\_ClevelandOpenHouseFeedback, 4. Nov13WorkingGroupRecommendation, 5. Nov42015\_ClevelandFeedbackMemo, 6. Mar7 Cleveland Staff Report Form- final, 7. June62015\_ClevelandFeedbackMemo, 8. 2016ClevelandCommentsReceivedMemo, 9. Cleveland Avenue Parking Counts, 10. Damon support of Cleveland Bike Lanes, 11. Schwarz support of Cleveland Bike Lanes, 12. Berglund support for Cleveland bike lanes, 13. Barb Thoman - Bike Lane Ltr of Support, 14. Ellerd opposition to Cleveland bike lanes, 15. Evan Roberts - Bike Lane Opposition email, 16. Gruber opposition to Cleveland bike lanes, 17. Krow opposition to Cleveland bike lanes, 18. Lucas Nelson - Bike Lane Opposition email, 19. Matthew Lang - Cleveland Ave Support email, 20. McClellan support of Cleveland bike lanes, 21. Paul Nelson - Bike Lane Ltr of Support, 22. Paulman support of Cleveland bike lanes, 23. Rebensdorf letter re bike lane parking mitigation proposal, 24. Rosemary Gruber opposition to Cleveland bike lanes, 25. Schwarz support of Cleveland Bike Lanes, 26. Tye opposition to Cleveland bike lanes, 27. Werness support of Cleveland bike lanes, 28. Zaayer support for Cleveland bike lanes, 29. Wythers comment on Cleveland bike lanes, 30. Pye opposition to Cleveland bike lanes, 31. Jake Mohan - Cleveland Ave Support email

| Date      | Ver. | Action By      | Action             | Result |
|-----------|------|----------------|--------------------|--------|
| 3/18/2016 | 2    | Mayor's Office | Signed             |        |
| 3/16/2016 | 1    | City Council   | Adopted As Amended | Pass   |

Recommending implementation of bicycle facilities on Cleveland Avenue between Highland Parkway and University Avenue.

WHEREAS, the City of Saint Paul Department of Public Works, in coordination with Ramsey County, is proposing to implement shared lane markings on Cleveland Avenue between Highland Parkway and Eleanor Avenue, and bicycle lanes on Cleveland Avenue from Eleanor Avenue to University Avenue; and

WHEREAS, the Council of the City of Saint Paul approved the Saint Paul Bicycle Plan (RES 15-476) on 3/18/2015; and

WHEREAS, the proposed bicycle lanes on Cleveland Avenue are found to be consistent with the recommendations of the Saint Paul Bicycle Plan; and

WHEREAS, the Council of the City of Saint Paul approved resolution RES PH 15-164 on 6/17/2015, directing Public Works to propose a robust public engagement plan which will result in a neighborhood-supported north-south bicycle route from Randolph Avenue to Interstate 94 between Fairview Avenue and Mississippi River Boulevard; and

WHEREAS, the Council of the City of Saint Paul approved resolution RES 15-1455 on 8/12/2015, approving a public process and the formation of a Community Working Group to create a neighborhood-supported, north-south bike route that runs from Randolph Avenue to University Avenue between Fairview Avenue and Mississippi River Boulevard; and

WHEREAS, the Community Working Group met four times between September and November and held a community open house in October, and after reviewing feedback and options for a north-south bike route in the area, concluded in November 2015 with the determination that bike lanes should be implemented on Cleveland Avenue; and

WHEREAS, a public open house was held on 2/29/2016 to present information and receive feedback on the project as proposed; and

WHEREAS, The Transportation Committee of the Planning Commission considered the proposal for bicycle facilities on Cleveland Avenue on 3/7/2016, and offered comments and recommendations about the design as proposed; and

WHEREAS, the elements proposed for implementation, including parking mitigation strategies, are referred to and listed in the Cleveland Avenue Project Summary of Engineering Recommendations dated 3/7/2016; and

WHEREAS, the changes to permit parking areas proposed in the Cleveland Avenue Project Summary of Engineering Recommendations will be adopted under separate resolutions; and

WHEREAS, based on public feedback regarding 128 Café customer parking, Permit Parking Area 18 will be re-noticed and another public hearing held regarding a proposal to change street regulations on both sides of Laurel from Cleveland to Wilder and both sides of Wilder from Ashland to Selby from "No Parking 8 am-8 pm Monday through Friday, Except by Permit" to "1 hour Parking 8am to 8 pm, Monday through Friday, Except by Permit"; and

WHEREAS, based on public feedback regarding Marshall/Cleveland business parking, Permit Parking Area 17 will be noticed and a public hearing held regarding a proposal to revise street regulation on both sides of Dayton from Cleveland to Wilder from "No Parking 8 am-8 pm Monday through Friday, Except by Permit" to "1 hour Parking 8am to 8 pm, Monday through Friday, Except by Permit"; and

WHEREAS, based on public feedback regarding 2062 Marshall Avenue tenant parking, Permit Parking Area 17 will be noticed and a public hearing held regarding a proposal to revise regulations to allow 2062 Marshall Avenue tenants to park in Permit Parking Area 17; and

WHEREAS, public feedback to date regarding permit parking areas will be taken into consideration during the City's upcoming study of the entire permit parking system; and

WHEREAS, Minnesota Statute 160.263 Subd. 4. states that "the governing body of any political subdivision ... may designate a safe speed for any street or highway under its authority upon which it has established a bicycle lane; provided that such safe speed shall not be lower than 25 miles per hour; and

WHEREAS, Cleveland Avenue south of St. Anthony Avenue is a County State Aid Highway under the Jurisdiction of Ramsey County; and

WHEREAS, the implementation of bicycle facilities on Cleveland Avenue between St. Anthony Avenue and Highland Parkway will not proceed without Ramsey County approval; now, therefore be it

RESOLVED, that the Council of the City of Saint Paul does hereby recommend the implementation of bicycle

facilities on Cleveland Avenue from Highland Parkway to University Avenue, and

BE IT FURTHER RESOLVED, that the Council requests that Ramsey County lower the speed limit on Cleveland Avenue to 25 mph between St. Anthony Avenue and Highland Parkway in conjunction with implementation of bike lanes.