

**From:** [Thomas Riley Jr.](#)  
**To:** [\\*CI-StPaul\\_Contact-Council](#)  
**Subject:** Supporting the Saint Paul Bike Plan  
**Date:** Saturday, April 13, 2024 7:40:40 AM

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Hello Councilmembers,

I am writing to enthusiastically support the proposed Saint Paul bicycle plan. I thank you for all of your hard work on it so far! I know our family will be out on bikes a lot more if this plan is implemented. Protection and a sense of safety from automobile traffic is so important. I encourage the city council to pass the plan, and support strong implementation of the new bike infrastructure that the plan calls for.

Best,  
William Riley  
1754 Field Ave.

**From:** [David Rudolph](#)  
**To:** [\\*CI-StPaul\\_Contact-Council](#)  
**Subject:** Saint Paul Bicycle Plan: April 17 City Council Adoption & Public Hearing : SUPPORT  
**Date:** Sunday, April 14, 2024 1:42:26 PM

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I am writing to support the latest draft of the St. Paul bicycle plan. I urge the city council to quickly approve and implement the changes.

David Rudolph  
1363 Blair Avenue  
St. Paul 55104  
651-775-1718

**From:** [Linda](#)  
**To:** [\\*CI-StPaul>Contact-Council](#)  
**Subject:** Bicycle Plan  
**Date:** Monday, April 15, 2024 8:31:27 AM

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My comment is that anything that takes away parking is a big mistake. We live in a climate where 6 months of the year the roads are not safe for most bike riders. No one expects to see a bike person in a January snow storm, thus it is not safe. Also is it true a bike rider does not have to stop at a stop sign? So how can we be safe when a bike rider or even walker does not have to stop for a light or a sign?

More parking not less. If you want the businesses to stay you need parking. If you take away a whole lane and put in a bike path, that will not encourage bikers, it will just increase traffic. Know your citizens. We are a driving people. Why are we drive people? Because of the weather, that's why.

**From:** [Fenton Heitzler](#)  
**To:** [\\*CI-StPaul\\_Contact-Council](#)  
**Subject:** Photos and 2-minute draft  
**Date:** Monday, April 15, 2024 1:16:38 AM  
**Attachments:** [24\\_04\\_14\\_Photos\\_Marshall\\_Ave\\_Heitzler\\_v2.pdf](#)  
[24\\_04\\_14\\_Marshall\\_Ave\\_CiTY\\_COUNCIL\\_Heitzler.pdf](#)

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Hello Greg,

Attached to this e-mail there is one file containing the photos. The second file is FYI the approximate text to my two-minute comment. I've completed the registration.

Thanks

*Fenton*

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*Significantly reduce your personal carbon dioxide emissions by going on a flight diet.*

Did you know that cars and trucks account for nearly one-fifth of all US carbon dioxide emissions?

Did you know that in 2017, the US emitted 15.7 tons carbon dioxide per person from burning fossil fuels?

Dr. rer. Nat. Fenton Heitzler

792 Grand Avenue, Apt. K  
Saint Paul Minnesota  
55105 USA

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Dear City Council Members:

The City of St. Paul titles its report "SAINT PAUL CLIMATE ACTION & RESILIENCE PLAN A FRAMEWORK FOR OUR COMMUNITY TO ADDRESS THE IMPACT OF CLIMATE CHANGE". Realizing those aspirations also implies facilitating the use of a bicycle or public transportation for routine activities, e.g. errands, shopping and appointments – and not just commuting or "driving" a bicycle. Other advantages include health, smaller footprint, reduction of noise pollution and greater opportunity for social interactions. Improving the overall quality of socio-economic life for those whose communities are adjacent to interstate highways and have suffered from their construction is a further benefit.

We don't have to live in the Netherlands or elsewhere in Western Europe to make meaningful steps in those directions. Instead, it should be possible to develop an approach which is appropriate for a North American metropolitan area.

Over here in MSP, I am especially concerned about routine, environmentally friendly transportation, especially for bicyclists. Indeed, the current plan (especially concerning Summit Avenue), is a good start.

along Marshall Avenue, The section of that street between Snelling Avenue and Cretin should be arranged in a manner to pro-actively encourage use of a bicycle, as opposed to "at your own risk". With that in mind, I have briefly analysed your report:

On pp 39 and 41:

- I see no photographs of bicyclists along streets with limited width.
- None of the photos illustrate interactions between car drivers, parked cars or trucks.
- Aside from one photo which shows a car paused at an intersection, there are no moving cars in those photos.
- The bicyclists in those photos are entirely in residential roads.

On p40, left-hand side:

- I read "*Relative to shared lanes or bicycle boulevards, bike lanes are most appropriate on roadways with higher vehicle speed or volumes. Bike lanes provide horizontal separation from drivers; the space is not shared...*"
- This claim ignores car-parking lanes whose left-hand edge is contingent with the right-hand side of a bicycle "lane". Please see my attached photos.

On p40, right-hand side:

- I read: "*Horizontal separation means people biking have a space to the side of a driver, and they do not share that space. Bike lanes provide horizontal separation because a biker rides alongside a driver, but in a different and exclusive space. The driver has their lane that isn't shared with the person biking. Buffered bike lanes provide additional horizontal separation between people biking and people driving. Separated bikeways and paths also provide horizontal separation.*"
- But on Marshall Avenue there is **no** "horizontal separation" to the right-hand side of the "bicycle lanes". Instead, the bicycle lane is simply a buffer for car drivers to open their doors into. There is frequently no space to pull to the left of the "lane/buffer" without risking contact with the cars of car drivers. Confrontational situations with the latter have consequently arisen. Please see the attached photos of the "lanes/buffer zones".

- Incredibly, the City of Saint Paul uses large signage to indicate that the buffer zones are supposed to be bicycle lanes! Please see the attached photos. This can mislead car drivers into thinking that, under all circumstances, a bicyclist should be "in the bike lane" and not interfere with their driving.

I personally know bicyclists who avoid Marshall Avenue because it's too dangerous. If the City Council members would bicycle on that stretch of Marshall Avenue, then I believe that they will understand the necessity of correcting this situation.

Fortunately, there is a simple and inexpensive solution to this dangerous situation: paint over the hypocritical "bicycle lane" signs to read "share the road". This takes no more than a trip to Menards.

Another remedy is to paint sharrows on the road surface. At

<https://www.epermitted.com/drivers-education/lettering-and-symbols-road>

I read: "*Shared lane markings – also known as “sharrows” - indicate that drivers and cyclists must share a certain lane. They are usually painted on lanes which are too narrow for cars and bicycles to move safely side-by-side, to remind motorists to watch out for cyclists and to encourage cyclists to use the lane.*"

Finally I would like to remind the Council Members that according to the International Energy Agency, personal internal combustion vehicles are the largest contributors to domestic carbon dioxide emissions and in that area, the US only lags behind the PRC in global CO<sub>2</sub> emissions. There have also been credible studies which conclude that SUVs and other oversized personal internal combustion vehicles are responsible for the majority of CO<sub>2</sub> emissions among all personal internal combustion vehicles.\* Please ask me if you would like further information about any of these studies.

Sincerely

A handwritten signature in black ink that reads "Fenton Heirtzler". The signature is written in a cursive, flowing style.

Fenton Heirtzler

\*Of course, electric SUVs also take up disproportionately large footprints in urban areas.

24\_04\_03 (12\_30\_PM) Marshall Ave p 8.pdf





24\_04\_03 (12\_30\_PM Marshall Ave p13.pdf





24\_04\_04 (5\_30\_PM) Marshall Ave p2 .pdf









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24\_04\_04 (5\_30\_PM) Marshall Ave p10.pdf





24\_04\_04 (5\_30\_PM) Marshall Ave p 16.pdf



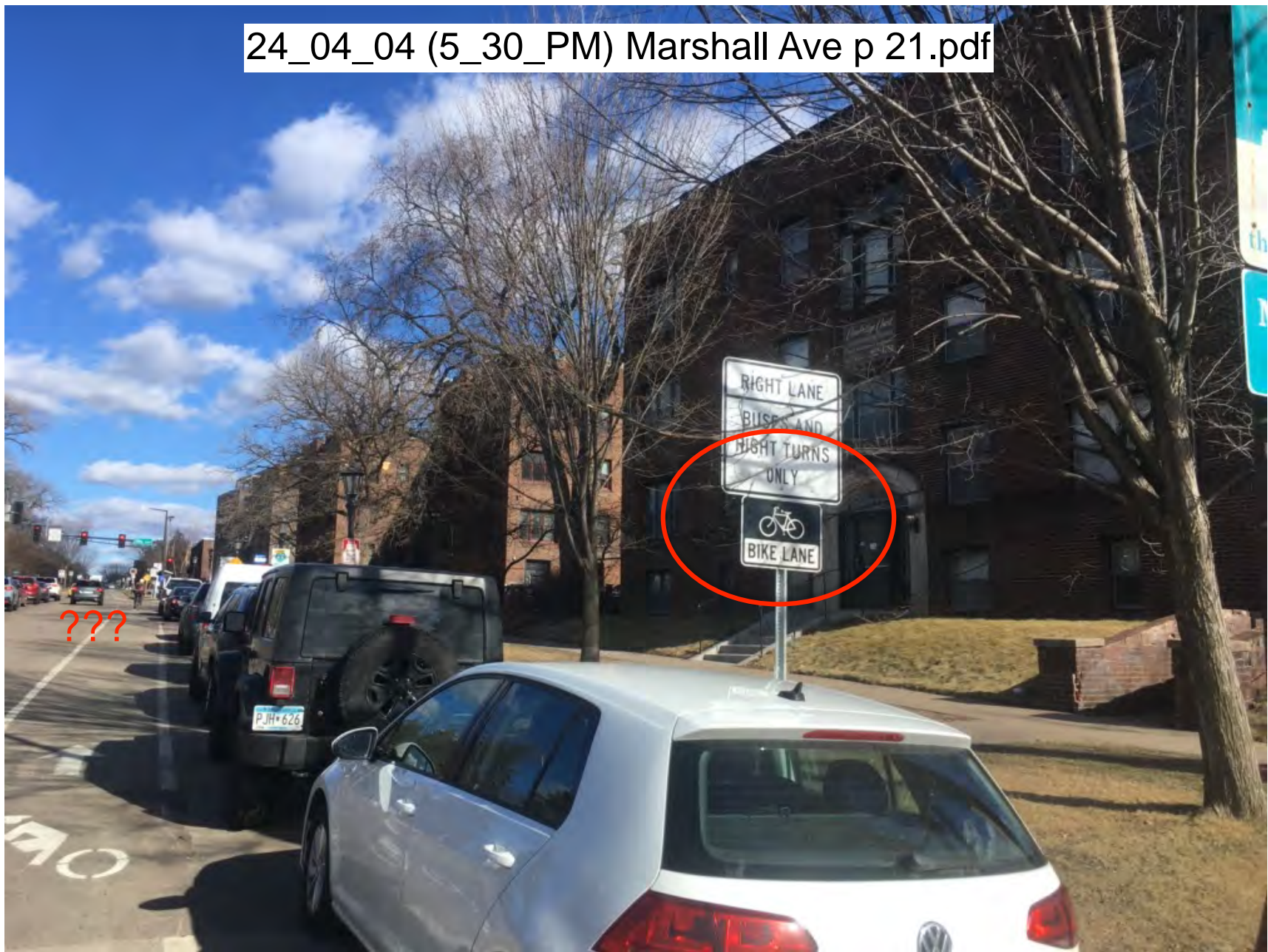


24\_04\_04 (5\_30\_PM) Marshall Ave p20.pdf





24\_04\_04 (5\_30\_PM) Marshall Ave p 21.pdf





24\_04\_12 (5 PM) Marshall Ave p4.pdf



24\_04\_12 (5 PM) Marshall Ave p8.pdf





24\_04\_12 (5 PM) Marshall Ave p10.pdf





24\_04\_12 (5 PM) Marshall Ave p11.pdf



**From:** [Kathy](#)  
**To:** [\\*CI-StPaul\\_Contact-Council](#)  
**Cc:** [Jimmy Shoemaker](#)  
**Subject:** HDC Bike Plan Comments  
**Date:** Monday, April 15, 2024 11:44:04 AM  
**Attachments:** [HDC Resolution Final City of St. Paul Bike Plan 02012024.pdf](#)

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Jimmy,

I wasn't sure if the HDC's comments were included, so thought I would send them again.

Thank you,

Kathy  
Kathy Carruth  
Executive Director  
Highland District Council  
651.695.4005  
[Kathy@highlanddistrictcouncil.org](mailto:Kathy@highlanddistrictcouncil.org)  
[www.highlanddistrictcouncil.org](http://www.highlanddistrictcouncil.org)  
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# HIGHLAND

## DISTRICT COUNCIL

1978 Ford Parkway • Saint Paul MN 55116 • 651.695.4005 • [HighlandDistrictCouncil.org](http://HighlandDistrictCouncil.org)

### **HDC Resolution to Comment on the City of St. Paul Draft Bike Plan**

Whereas the Transportation Committee of the Highland District Council (HDC) has reviewed the St. Paul Draft 2023 Bike Plan at the June 13, July 11, and again in December of 2023 at the HDC Transportation meetings, and

Whereas the current trails and bike paths throughout the City of Saint Paul are in regular need of maintenance and upkeep and this does not happen on a consistent schedule, and

Whereas the Citywide Bike Plan does suggest the city create a strategy for maintaining the bike system but not, in fact, offer such strategy within the bike plan; and

Whereas since the city has no plan or budget to provide maintenance to existing trails and address safety issues with existing shared paths; therefore

Be it resolved that the Highland District Council encourages the City of Saint Paul to include a chapter in the updated 2024 Bike Plan that includes budget and maintenance schedules for existing trails and all proposed new bike infrastructure in the City of Saint Paul and commit to addressing safety issues on shared paths.

Approved February 1, 2024

By the Highland District Council Board of Directors

**From:** [Rebecca Tryon](#)  
**To:** [\\*CI-StPaul](#), [Contact-Council](#), [CouncilHearing \(CI-StPaul\)](#)  
**Subject:** Bike Plan St. Paul Public Comment  
**Date:** Monday, April 15, 2024 11:48:36 AM

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Hello,

Thank you for supporting increased biking infrastructure throughout St. Paul and Minneapolis. Biking in most of the city is already ahead of the curve compared to most of the cities in the US and this work shows that we are continuing to lead the way for the health of our citizens, our climate, and our air quality.

Please add back the initial planned segment on Maryland Ave in East Saint Paul. Maryland Ave on its eastern edge is a four-lane road that does not have the volumes to justify that number of lanes. It is also one of the deadliest roads in the city. This route is a direct corridor from east to west for bikers and pedestrians but is currently not designed to make either activity safe. It is a high-density residential area where many could benefit from these improvements. The sidewalks are narrow and inhospitable to pedestrians who often walk on the road in winter. It is the biggest local corridor with grocery and other services that bikers would also like to be able to access, just as drivers do. Maryland Ave is also the direct connection to Phalen Park. In the current proposed plan, bikers and pedestrians would have to loop south and come back north or take residential streets to access this amenity that does not exist east of Maryland Ave.

Ivy Ave, an unmarked residential street, is proposed as an alternative as it has been for years. Ivy is a community street with lots of street parking and driveways with drivers backing out into the roadway. There are many stop signs delaying bike travel in this corridor. There is often not enough space for cars to feel they can pass bikers safely on this road causing bikes to need to pull over for cars to pass or to be passed at unsafe distances. Further, the lighted intersection for Maryland Ave and White Bear Ave does not change unless a car is present making it unsafe for bikers to cross. Ivy is not a viable bike route for people commuting at commuting speeds. Bikers also want to arrive at their destination in a timely manner.

Please reconsider this change and re-prioritize a safe Maryland Ave so community members in East Saint Paul have direct routes as bikers and pedestrians to access parks and retail that is largely unavailable on the eastern edge of the city.

Thank you again for your leadership. I appreciate your efforts to make our city greener and safer for all.

Take care,  
Rebecca

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Best wishes,  
Rebecca Tryon MS, MA, CGC  
Pronouns: she, her, hers  
Licensed, Certified Genetic Counselor  
Pediatric Blood & Marrow Transplant

321 Church St



6-160 Jackson Hall  
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(612)624-1510

"Live as if you were to die tomorrow, learn as if you were to live forever." -Mahatma Gandhi

**From:** [Jim Thornton](#)  
**To:** [\\*CI-StPaul>Contact-Council](#)  
**Subject:** Please Pass the St Paul Bike Plan  
**Date:** Monday, April 15, 2024 12:51:31 PM

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Hello Councilmembers,

I am writing to enthusiastically support the proposed Saint Paul bicycle plan, and its aims of making biking a more accessible form of transportation for more Saint Paulites.

I encourage the city council to pass the plan, and support strong implementation of the new bike infrastructure that the plan calls for, especially on Summit Av.

Jim Thornton  
1874 Pinehurst Av  
St Paul, MN 55116

**From:** [Mary Huschle](#)  
**To:** [\\*CI-StPaul>Contact-Council](#)  
**Subject:** Saint Paul bike plan  
**Date:** Monday, April 15, 2024 1:08:27 PM

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Dear Councilmembers:

I am writing to enthusiastically support the proposed Saint Paul bike plan. This will make cycling a more accessible mode of transportation for everyone. I encourage the city council to pass the plan, increasing the amount of protected bicycle infrastructure throughout Saint Paul

Mary Huschle  
Summit Hill

**From:** [Sara Nelson](#)  
**To:** [\\*CI-StPaul>Contact-Council](#)  
**Subject:** bike plan feedback  
**Date:** Monday, April 15, 2024 1:13:26 PM

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Hi - I'm writing to provide feedback on the St. Paul bike plan. My family actually spent our day yesterday trying to devise a safe path for our teenager to bike to school. We tried multiple routes and each one ended up with us having to navigate unsafe intersections, "share" a lane with drivers (we all know that drivers do not share well), etc. It was extremely frustrating - so much wasted opportunity. With motor vehicles getting bigger and bigger (I have almost been hit multiple times as a pedestrian by drivers in vehicles so tall they can't see me out their windows), it's just become less safe to bike around. We'd love to be a family that bikes to work and school, to the grocery store, etc - all of these locations are within reasonable biking distance from our home, but without a safe path to do so. Please don't listen to the Summit Avenue preservation crowd. Their concern is a beautiful city that they can observe from inside their cars, not an actual livable urban area.

- Sara Nelson, Ward 3

**From:** [tmccullough1251@gmail.com](mailto:tmccullough1251@gmail.com)  
**To:** [\\*CI-StPaul>Contact-Council](#)  
**Subject:** St. Paul Bike Plan Support  
**Date:** Monday, April 15, 2024 1:22:28 PM

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Hello,

I grew up and spent most of my life in St. Paul's Como Park neighborhood. I would just like to express my full support for the newest St. Paul Bike Plan, especially the section relating to "barrier crossings". As a resident of Como, there are very few safe biking/walking routes between the northwest neighborhoods of Como Park and St. Anthony Park to the south such as Midway and Frogtown neighborhoods. Snelling is unsafe, and Hamline only has a partial connection over one set of train tracks, but not the tracks further north. Additionally, the proposed bridge leading from Prior. Ave near Pierce Butler northbound to Como Ave. would be an amazing connection given Snelling is unsafe. Ultimately, this is an ambitious plan that I'm sure will take awhile to fully realize, but it is full of great ideas for the future!

Thank you for your time!

Thomas McCullough  
Sheldon Street, Saint Paul MN 55108



**From:** [Bill Lindeke](#)  
**To:** [\\*CI-StPaul>Contact-Council](#)  
**Subject:** St. Paul Bike Plan"s protected lanes are a great investment  
**Date:** Monday, April 15, 2024 2:07:44 PM

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Hello City Council!

I chaired the St. Paul transportation committee for over 5 years and during that time, I never saw anything as ambitious as the current bike plan update. I'm very impressed with the plans that are on the map coming from the Public Works department.

I also happen to have a PhD in Urban Geography, where my research was on bicycle planning in North America. My focus was on the need for more inclusive bicycle infrastructure, precisely the reasons why we need more protected lanes like the projects found in this plan. Adopting this proposal will put St. Paul at the cutting edge of bike planning in the US. It will ensure that St. Paul has streets that serve everyone in the community, from my 3-year-old daughter up to my 75-year-old mother. They all want to bike in St. Paul, and these kinds of projects will allow them to do so safely and with comfort and dignity.

Please support the bike plan and implement it as quickly as you can!

Thanks,  
Bill Lindeke

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956 Charles Avenue  
Saint Paul, Minnesota 55104  
413.9 CO2 ppm he/him/his

**From:** [Diane Richard](#)  
**To:** [\\*CI-StPaul>Contact-Council](#)  
**Subject:** Saint Paul bike plan  
**Date:** Monday, April 15, 2024 2:31:23 PM

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Hello Councilmembers,

I am writing to enthusiastically support the proposed Saint Paul bicycle plan, and its aims of making biking a more accessible form of transportation for more Saint Paulites.

I recently moved to the capital city after 30 years in Minneapolis, where I was a bike commuter. Now I find bike paths that disappear on me mid-ride and no good, safe way to access downtown, where I now work. I hate to give up on commuting wheels.

I encourage the city council to pass the plan, and support strong implementation of the new bike infrastructure the plan calls for.

Best,  
Diane Richard  
500 Holly Ave, #3  
St Paul, MN