

## **APPENDIX E**

Summary of Comments on January 2014 Draft Plan



CITY OF SAINT PAUL  
Christopher B. Coleman, Mayor

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## MEMORANDUM

FROM: Reuben Collins P.E., Department of Public Works

DATE: 5/19/2014

### SUBJECT: Saint Paul Bikeways Plan – Summary of Public Comments

This Memorandum presents a summary of the public statements received on the draft Saint Paul Bikeways Plan as released on 1/21/2014. The full text of all written statements received is attached at the end of this Memorandum.

An announcement of the release of the draft Bikeways Plan was publicized through a city press release and through city social media channels (twitter, facebook). An announcement was also sent by city staff to nearly 1800 subscribers to the city's Bicycling Saint Paul newsletter.

The release of the draft received substantial media coverage across multiple media platforms. Announcement of the release of the draft included print and/or online articles in the Pioneer Press, StarTribune, East Side Review (LillieNews.com), and the Highland Villager. Evening television news reports were included on KARE 11 and KSTP 5. Online news outlets that covered the release included MinnPost and the Twin Cities Daily Planet. An interview with city staff was also broadcast on Minnesota Public Radio's The Daily Circuit program.

Notification of the draft Plan was sent via email to all executive directors of the District Councils, along with an offer for city staff to attend upcoming district council meetings. City staff met directly with representatives of 14 of the 17 District Councils. Staff also met directly with local downtown business groups.

Four Open House events were held in February at four locations throughout the city to present information about the draft Bikeways Plan and encourage participants to provide written comments on the plan. A total of 229 people were recorded on sign-in sheets to the Open House events.

### ORGANIZATION & GROUP STATEMENTS

City staff received formal resolutions or letters from 10 District Councils. The statements ranged from short letters of support for the plan, to more detailed recommendations about particular routes within each District. Formal statements were received from the following District Councils:

- District 1 – District 1 Community Council
- District 4 – Dayton's Bluff Community Council
- District 5 – Payne Phalen District 5 Planning Council
- District 9 – Fort Road Federation



- District 10 – Como Community Council
- District 11 – Hamline Midway Coalition
- District 12 – Saint Anthony Park Community Council
- District 13 – Union Park District Council
- District 14 – Macalester-Groveland Community Council
- District 15 – Highland District Council

City staff received written statements from nine organizations or groups, including representatives of the downtown business community. Each of these organizations or groups offered support for the draft Bikeways Plan while offering recommendations for improvements. Statements were received from the following groups or organizations:

- Desnoyer Park Improvement Association
- Friends of the Parks and Trails
- Hayden Heights Block Club
- Lafayette Park Commuter Team
- Macalester College
- Saint Paul Smart-Trips / Women on Bikes
- Saint Paul Area Chamber of Commerce (SPACC), Building Owners and Managers Association (BOMA), & Wabasha Partners (joint statement)
- Sprockets
- Town and Country Club

Of particular note was the joint statement submitted by SPACC, BOMA, and Wabasha Partners, which collectively represent a significant portion of business interests in downtown Saint Paul. The statement offers a strong voice of support for the “Loop” trail concept presented for the downtown area. The statement also contained an encouragement to clarify the economic development potential of the downtown trail concept and to consider alternative alignments for the trail, particularly to assess the feasibility of developing a trails along Wabasha Street and 4th Street. This message was echoed in the statement from Saint Paul Smart-Trips / Women on Bikes.

### **INDIVIDUAL STATEMENTS**

City Staff received a total of 377 written statements from individuals in the following channels:

- Written statements from Open House events (60 statements)
- Emails received by city staff (144 statements)
- Statements received on Open Saint Paul (173 statements)

The majority of the written statements received from individuals (not including organizational or group statements) were in favor of the draft Bikeways Plan, with many statements offering recommendations for ways to improve the plan. Each of the written statements was placed into one of the following four categories indicating the general reaction to the plan. The approximate number of statements that fit into each of these categories is also shown.

It should be noted that the total number of statements received includes multiple statements from some individuals, as well as a small number of duplicate statements. Some individuals submitted multiple comments through more than one channel (e.g. an individual may have left written feedback at an Open House, sent staff an email, and left comments on Open Saint Paul).

Characterization of the Statement	Number of Written Statements Received	Percent of Total Statements
Support the draft Bikeways Plan as is. No recommendations or concerns were stated.	106	28%
Support the draft Bikeways Plan, but offered recommendations for improvement or expressed a concern.	223	59%
Did not specifically state support or opposition to draft Bikeways Plan, but offered recommendations or expressed a concern.	35	9%
Opposed to draft Bikeways Plan.	13	3%
<b>TOTAL INDIVIDUAL STATEMENTS</b>	<b>377</b>	<b>-</b>

### MAJOR THEMES

The statements received from individuals were reviewed to identify major themes. These identified themes are presented below. In addition to the major themes identified here, there were many recommendations regarding specific route alignments shown in the draft Bikeways Plan.

These major themes address bikeway system needs and priorities:

- Complete the Grand Round. **(92 statements, 60 specific to Pelham Blvd, 7 specific to Mississippi River Blvd, and 6 Specific to Wheelock Pkwy)**
- Improve bicycle connections to and through downtown to promote safety, connectivity, ridership, and economic activity. **(91 statements)**
- Facilitate / prioritize safe bicycle access across physical barriers - Railroad corridors/trenches, I-94 and I-35E, and major roadways. – **(31 statements)**
- Develop better bicycle facilities to and through the East Side. **(23 statements, 12 specific to Maryland Avenue, 8 specific to East 7<sup>th</sup>)**
- Close / connect the gaps in the existing bikeway system. **(22 statements)**
- Implement more / improved north – south bikeways throughout the city. **(18 statements)**
- Prioritize off-street Paths / protected bicycle facilities over other treatments. **(16 statements)**
- Implement / prioritize bicycle facilities in underserved or low income areas and communities of color. **(12 statements)**
- Implement / prioritize conversion of the CP Rail Spur for trail use. **(8 statements)**
- Improve access and connections to schools. **(7 statements)**
- Bicycle facilities should integrate with existing transportation or transit system. **(8 statements)**

These major themes address the facility type groups identified in the draft Bikeways Plan:

- Off-street Paths / protected bicycle facilities are more desirable than other treatments. **(17 statements)**
- Sharrows / enhanced shared lanes are inadequate / do not promote safe bicycling. **(15 statements)**



These major themes address implementation timeline and strategies:

- Take advantage of street resurfacing or other construction projects to implement bicycle facilities. **(8 statements)**
- A 20-year timeframe too long for the scope of recommendations proposed in the draft Bikeways Plan. **(8 statements)**

These major themes address general citywide concerns with the draft Bikeways Plan.

- Opposed to plan / waste of tax payer money. **(9 statements)**
- Concern about implications of loss of on-street parking. **(8 statements)**

These statements address the scope of the draft Bikeways Plan.

- Commit to / promote the maintenance of bicycle facilities. Improve maintenance of existing facilities. **(26 statements)**
- Develop, encourage, and emphasize education and enforcement procedures and materials. **(21 statements)**
- Wayfinding or other identification signage needed / should be a component of the plan. **(11 statements)**
- More bicycle parking is needed / should be a component of the plan. **(12 statements)**

#### **NEXT STEPS**

City staff will carefully consider each of the statements received while continuing progress on developing a final draft of the Bikeways Plan. A final draft of the Bikeways Plan is anticipated for City Council adoption in 2014.

#### **Attachments**

Original text or transcription of all written statements received by city staff.

# DISTRICT COUNCIL STATEMENTS

The District 1 Community Council greatly appreciates the efforts that have gone into developing the Bikeways Plan. Bikeways are an important part of our city’s infrastructure and have gone underdeveloped for far too long. We submit the following comments to highlight important parts of the plan and to recommend improvements to the plan from a hyper-local perspective.

***General comments***

The Bikeways Plan addresses several critical aspects of the bicycle infrastructure in Saint Paul in a way that is thorough and balanced. There are a few particular aspects that are of high importance to District 1 and the East Side as a whole.

The statement on equity in section 2.3 cannot be underscored enough. The East Side in particular has a very transit-dependent population with many households not having access to a motorized vehicle. In addition, the urban design of the area has overemphasized the automobile. As a result, there are also many families with a high transportation cost burden due to their need to have multiple vehicles. A well-built-out bikeways network will help alleviate some of that burden and support maintaining a middle class lifestyle for a large number of families. While the District 1 Community Council understands the past need to build out the bikeways network in the Central Corridor in conjunction with the construction of the Green Line, that has left the city very imbalanced and left East Side residents with fewer transportation options than the rest of the city. This kind of historical imbalance is an example of unintended institutional racism that perpetuates opportunity gaps for Saint Paul’s residents. It is of high priority that the East Side be allowed to “catch up” with the rest of the city and at least achieve parity in terms of the lane-miles of bicycle infrastructure. When the bikeways system is fully built out as proposed, this parity will be reached. In assessing which bikeways to build out first on the East Side, data should strongly guide this process, with an emphasis on using block group-level data of the density of adults without access to a vehicle per acre, density of youth, and other underserved demographic groups. Providing additional transportation options to low-income, transit-dependent people benefits that city as a whole in numerous ways through the increased prosperity that results for these people. Also, providing a range of transportation options is one way to support those new to the middle class.

The Five “E”s delineated in section 1.4 are crucial in achieving a bikeways system that is fully utilized and is safe and accessible to its users. Particular attention should be paid to developing educational materials for the East Side’s many immigrant communities who may not be familiar with bicycle infrastructure and who may not be fluent in English. These communities in particular tend to be transit-dependent and will benefit strongly from a robust bikeways network.

The Great River Passage Master Plan highlights the many amenities along the Mississippi River in District 1 and throughout the city. There should be an emphasis in the bikeways network to provide access to the riverfront and these many current and planned amenities as detailed in

section 5.2 of the Master Plan. In the District 1 portion of the river corridor, there should be a priority on access to Pig's Eye Lake and the river crossing to Kaposia Landing identified in the Master Plan. This would provide the East Side direct access to a large area of riverfront parkland, a community amenity that is enjoyed elsewhere in the city but is limited on the East Side. In conjunction with these trail connections to the riverfront, the Mississippi River Trail from which these connections would be accessed should be made safer and more attractive, particularly along the portions that exist in-road on Point Douglas Rd S.

It should also be noted that many of the existing bikeways in District 1 are used for utilitarian trips including for use in commuting into and out of downtown. It is a priority to take existing trails that extend to the fringes of downtown and connect them into downtown and its bikeways. This includes connections from the Sam Morgan Regional Trail and from the Bruce Vento Regional Trail and other bikeways to the east of downtown. A strong emphasis on safety needs to be included in these connections. One area in particular that needs this focus on safety is the Burns Ave crossing of Highway 61. Safety improvements planned for construction in 2014 will help, but will not entirely ameliorate the significant safety issues at this intersection for pedestrians and bicyclists. In addition, people should not be required to commute through downtown to get to or from the eastside. East-west bicycle connections through the northern part of the eastside across I-35E are essential to fully integrate the system. Special concern should be focused on connecting the Phalen Blvd bikeways across I-35, the Gateway Trail, and other crossings of this freeway.

### ***Bikeways***

**Point Douglas Rd** - This bikeway is a regional trail and the primary north-south route used by residents for the southeast corner of Saint Paul. Its connection to the Sam Morgan Trail allows the flattest, most direct route into downtown. The biggest concern with this bikeway is the persistent problem with potholes between Lower Afton Rd and Highwood Ave that make bicycling in this area treacherous. Greater attention would need to be paid to maintaining the roadway if no separated facilities are implemented, particularly if sharrows or other pavement treatments are introduced. Additionally, the off-street path extending south from Highwood Ave is rarely cleared of snow in the winter which closes this vital bikeway for several months each year. Snow removal should be incorporated into maintenance activities to keep this bikeway open.

**Point Douglas Trail/Fish Creek Connection** - The Great River Passage Master Plan identifies this future trail as an 8-10 ft-wide hard-surface trail. Significant property acquisitions would be required north of Carver Ave for this trail to even be established, and the Master Plan identifies this trail as a long-term (>20 year) project. A hard-surface trail is inappropriate in this corridor, especially at Fish Creek where the City of Maplewood's Fish Creek Master Plan identifies an unpaved, rustic trail along the Maplewood portion of Fish Creek. Additionally, the northern terminus of this trail is Henry Park, a location completely disconnected from any other Major or Minor Bikeway (i.e. this trail functionally dead-ends in a park). This trail seems duplicative of the Major Bikeway along Point Douglas Rd and previous planning documents suggest this trail will function as more of a recreational trail, rather than a commuter/utilitarian trail. The District 1 Transportation Plan identifies trails as the equivalent of sidewalks in Highwood; it does not,

however, identify these as needing to be paved trails. A paved trail in this location is counter to our district plan's concerns with preserving the bluffs in this area. If this trail is eventually constructed, it should be unpaved and used exclusively for a recreational purpose, providing pedestrian access only. Given all of the above, this bikeway should be removed from the bikeways system as community desire for this trail to be unpaved would make it unsuitable for bicycling, or at the very least it should be reclassified on the Functional Classification map as a Major Long Term Bikeway, and priority for improvement in this corridor should be directed toward Point Douglas Rd.

**Carver Ave** - The steep grade of this road limits its functionality. However, Carver Ave provides a direct connection to destinations to the east including Fish Creek Bluffs in Maplewood and Carver Lake Park in Woodbury. The biggest concern with this bikeway is blind stretches due to steep grade, curves in the road, and a non-perpendicular driveway that make sharing the road dangerous. The existing right-of-way is wide enough to support widening the street to allow for in-street separated lane(s) without necessitating additional right-of-way acquisition.

**Highwood Ave** - The designation of Minor Bikeway is appropriate for this street. Its steep grade will deter most riders except those that are travelling to or from locations near the bikeway.

**Springside Dr** - The designation of Minor Bikeway is appropriate for this street. Its steep grade will deter most riders except those that are travelling to or from locations near the bikeway.

**Burlington Rd/Totem Rd** - This road should be added to the bikeway system as a Minor Bikeway with enhanced shared lanes. There are several roads that only connect to Burlington Rd and so bicyclists would use it travelling between residential locations and Major Bikeways in the area. Additionally, Burlington Rd is fairly flat in a neighborhood that is dominated by hills, including significant hills on other Major and Minor Bikeways. This bikeway would also provide access to Boys Totem Town, an important destination that is inaccessible by any other proposed bikeway.

**Lower Afton Rd** - This bikeway is a significant route to destinations to the east including Battle Creek Park in Maplewood. The new hard-surface trail along the north side of this road provides an excellent facility for this bikeway. Emphasis should be placed on continued maintenance and upkeep of this trail, including winter snow removal.

**McKnight Ave (south of Lower Afton)** - This bikeway is a significant north-south route in this part of the city, secondary to Point Douglas Rd due to the large hills that McKnight follows along this section. The marked shoulders that currently exist on this bikeway should be converted to regular bike lanes in both directions of travel or an off-street path should be constructed. The significant traffic speeds along this road—the posted speed limit is 40 mph, but often traffic moves faster—add safety concerns that should be addressed in building out this bikeway.

**McKnight Ave (north of Lower Afton)** - This bikeway is one of the most important north-south routes on the East Side. Only minor improvements would need to be made to the existing

facility, most notably in improved intersection crossings and establishing a connection between Burns Ave and Hudson Rd. Passage under I-94 has always been a concern for both bicyclists and pedestrians in this location. A tunnel similar to that under the railroad tracks near Lexington Pkwy and Jessamine Ave would be appropriate for this location.

**Upper Afton Rd** - This road is the only major east-west route for much of the Battle Creek neighborhood. It is functionally classified as a B Minor Arterial and will serve the same function for bicycles that it does for automobiles. The proposed facility type is appropriate given this. However, the proposed classification of Minor Bikeway does not fit how this road will function when built out and should be reclassified as a Major Bikeway. The Battle Creek Regional Trail will serve a major recreational function, but will not be entirely useful for much of the commuter/utilitarian traffic heading into and out of downtown, or between this area and commercial areas in Dayton's Bluff, through this corridor. As a result, the only other east-west Major Bikeways in the area are Margaret St and Lower Afton Rd which are nearly two miles apart. The most appropriate road between those two to classify as a Major Bikeway is Upper Afton Rd. This classification is further supported by its junction with most other Minor Bikeways in that area.

**Battle Creek Regional Trail** - This trail through Battle Creek Regional Park serves an important recreational function and connects to other trails in the Maplewood portion of the park. The trail's limited access points from nearby roads combined with its winding, non-linear path limit its usefulness as a utilitarian bikeway. Regardless, the trail provides an important connection between the river and the abundant greenspace in this area.

**Pig's Eye Regional Park/US 61 Trail** - This is a crucial linkage between Point Douglas Rd and the Sam Morgan Regional Trail. This bikeway will continue to be the primary route used by residents of the Highwood Hills and Battle Creek neighborhoods to go to and come from downtown. This trail also has significant recreational/scenic value.

**Sam Morgan Regional Trail** - This is one of the most important trails in Saint Paul. It provides significant connections to many points southwest and southeast of downtown.

**Burns Ave/Suburban Ave** - This bikeway provides access to many densely populated areas and important commercial destinations. The existing bike lanes east of Ruth St are an important facility in this corridor. The addition of in-street separated lanes to the remainder of this bikeway will be incredibly important to allow bicyclists to safely use this bikeway. This bikeway should be extended westward from Highway 61 to Earl St as the same classification and facility type given that many bicyclists currently bike on-street on Burns Ave to access Earl St to cross over I-94 rather than using the off-street Mounds Park Trail. Finally, there are significant safety concerns where this bikeway crosses Highway 61 that will only be partially resolved with safety improvements scheduled for construction in 2014.

**White Bear Ave** - Improvements to this short stretch will be extremely beneficial in improving safety for bicyclists using one of the few crossings of I-94 on the East Side. The proposed facility type will help accomplish that.

**Ruth St** - The existing bike lanes from Upper Afton Rd to Minnehaha Ave provide an important north-south route through the I-94 corridor. The East Side would best be served by having numerous bikeways that provide an uninterrupted north-south route from I-94 to the northern city limits. The disconnected nature of Ruth St diminishes the ability of this goal to be achieved along this bikeway. However, this bikeway connects to Margaret St, allowing access to Hazel St/Furness Pkwy, thus providing a minimally interrupted route. An even less interrupted route to the northern city limits could be achieved by extending the classification of Major Bikeway northward from Minnehaha Ave along Algonquin Ave to Stillwater Ave. That extension is functionally classified as a Major Collector and so would serve the same function for bicycles that it already does for automobiles.

**Hazelwood St (between Burns Ave and Old Hudson Rd)** - This bikeway is centered around the I-94 pedestrian/bicycle bridge. This bridge poorly serves its intended function for numerous reasons. It is difficult to find (standing at the dead end of Hazelwood St, one would never know a bridge was at the end of the path). It is not located in an area that delivers users to a useful destination (low-density residential areas exist on each end of the bridge and it is a few blocks removed from any main road). A key destination for a Hazelwood route should be Harding High School, but the current bridge does not provide a useful connection. Due to blind corners and other obscuring features, it is a safety concern. It is unsightly and in need of maintenance. It has lengthy stairs at its northern terminus that make it currently nonfunctional for young riders, let alone for those in wheelchairs. Finally, preliminary engineering discussions in the Gateway Corridor project suggest this bridge will need to be demolished to accommodate construction of the transit line. This bikeway and its bridge should both be removed from the bikeway plan and replaced with facilities listed under the Kennard St comment.

**Kennard St** - A new bicycle/pedestrian bridge crossing I-94 should be constructed at or near Kennard St to replace the dilapidated Hazelwood St crossing. A crossing at this location would be more visible than the existing crossing and would do a better job of connecting residential parts of that neighborhood to commercial destinations, and to Harding High School and other local public and private schools. Additionally, construction of this crossing and another crossing at or near Hazel St would establish bicycle/pedestrian crossings every quarter-mile, consistent with the crossing frequency in the western part of the city.

**Wilson Ave/Old Hudson Rd/Euclid St** - This bikeway is critically important as it connects some of the densest residential areas on the East Side to important community facilities, commercial destinations, and other bikeways. The proposed off-street path connecting the dead-end of Old Hudson Rd and Etna St is important both for its function in seamlessly establishing the full length of this bikeway, but also for the general connectivity and walkability of the residential areas on either side of Etna St. The sidewalk should also be extended the full length of the block between Conway St and Wilson Ave along both sides of Etna St. Additionally, the Etna St Station of the Gateway Corridor will be constructed at this location, the consideration of which should be included in how this bikeway and related pedestrian amenities are constructed.

**Mounds Park Trail** - This is an important recreational trail that brings users through a very scenic corridor. It has limited use for utilitarian trips as there are more direct routes that are used in this neighborhood.



**Johnson Pkwy** - This is a significant north-south bikeway on the East Side. The dual facility types will make this bikeway accessible to nearly every user. This bikeway provides vital connections to Mounds Park, Lake Phalen, and the Bruce Vento Regional Trail. It also provides an important connection to the Phalen Blvd off-street trail which connects the East Side to the western areas of the city. As a result, this bikeway will be heavily used for both recreational and utilitarian trips.

**Earl St** - This will be an important Minor Bikeway, serving many of the same functions as the Johnson Pkwy bikeway. There are portions of this road that feel narrow and unsafe to ride on, so improvements will need to be made to address that. Additionally, this bikeway has more rolling hills than Johnson Pkwy which is relatively flat along its entire length.

**McLean Ave/Mound St/Forest St** - This bikeway will serve an important function in providing connections to some of the most important bikeways on the East Side. The bike lane being constructed on Forest St in 2015 will be an important first step in both connecting this bikeway to the Phalen Blvd corridor/Bruce Vento Regional Trail as well as increasing safety in the industrial/commercial portion of this bikeway.

**3<sup>rd</sup> St** – This street has not been identified as a bikeway in the plan. However, there are numerous destinations, including multiple schools like Harding High School, that exist along this street and are not accessible by other proposed bikeways. The entire length of this street (from McKnight Rd to Mounds Blvd) should be analyzed for inclusion into the bikeways network. Its inclusion would provide access to major destinations along its length as well as providing another entrance point to downtown from the East Side.

**Margaret St** - This will be one of the most significant east-west bikeways on the East Side. This road is very comfortable to bike and the eastern portion is quite wide with fairly minimal use of on-street parking in its current state. Conversion of this road into a bicycle boulevard is very appropriate for this bikeway. The installation of signage and sharrows on this bikeway in 2014 will be an important first step in identifying this as a bikeway.

**Flandrau St** - It will be very beneficial to have a bikeway that runs uninterrupted from the I-94 corridor to the northern city limits at Larpenteur Ave. This bikeway begins at what would be the new I-94 crossing at Kennard St identified above and provides an at grade crossing at Ames Ave of the Union Pacific tracks which have very few crossing locations in that part of the East Side. Another significant benefit of this bikeway is that very few houses front Flandrau St which should keep automobile traffic very minimal along its entire length.

**Hazel St** - It will be very beneficial to have a bikeway that runs uninterrupted from the I-94 corridor to the northern city limits at Larpenteur Ave. This bikeway is sensitive to the varied land uses along the length of the bikeway through the identification of different facility types in different areas. This bikeway also provides a grade-separated crossing of the Union Pacific tracks which improves safety. Its relative proximity to White Bear Ave makes it an important route to businesses along that street. This bikeway could be improved with the construction of a bicycle/pedestrian bridge crossing I-94 to connect the residential area to the north with the major commercial corridor along Suburban Ave.



**Phalen Blvd/Bruce Vento Regional Trail/Lake Phalen Regional Park Trail** - This is a significant bikeway connecting several community facilities/parks and carries many recreational trips. This route is the most significant commuter route between the middle of the East Side and all locations in Frogtown, the North End, and the Midway. This includes significant connections to colleges and businesses outside the downtown area. The location of Health Partners Specialty Clinics along Phalen Blvd, make these trails and their connections to both East Side neighborhoods and those on the western side of town vitally important. Additionally, this bikeway, particularly when better connections are added into downtown, serves and will serve utilitarian trips heading into downtown from the northeast and the reverse. Its connection to numerous East Side bikeways and across I-35E will make it an even more important route in the future.

**Hazelwood St (between Margaret St and Case Ave)** - This bikeway is one of the few roads that runs uninterrupted between Margaret St and Case Ave between the other bikeways at Johnson Pkwy and Flandrau St. It also is benefited by several blocks without houses fronting the street. The one potential issue with this bikeway is the unknown character of the redevelopment of the Cemstone site. If this redevelopment includes adding an entry off of Hazelwood St, automobile traffic could be considerably increased on this road making it far less safe for bicycles.

### ***Priorities***

Generally, projects throughout the city to build out the proposed bikeways network should focus on issues of geographic and racial equity and should be constructed in the following order:

- 1) Concurrent with any roadway reconstruction or resurfacing on identified bikeways
- 2) Installation of signage and embedding of sharrows along all bikeways identified as bicycle boulevards
- 3) At least partial build-out of all bikeways so far as to provide bicycle improvements every two miles both east-west and north-south
- 4) Connecting fragments of identified bikeways and extending fragments to junctions with other identified bikeways
- 5) Addition of in-street separated lanes on bikeways which can accommodate that treatment without widening the roadbed
- 6) Construction of off-street paths that do not require significant right-of-way acquisition
- 7) Full build-out of identified bicycle boulevards
- 8) Construction/replacement of identified bicycle/pedestrian bridges
- 9) Construction of off-street paths that require significant right-of-way acquisition

Specifically, other than projects scheduled for construction in 2014 and 2015, the following high-priority bikeways in District 1 should be built out in the following order:

- 1) Installation of safety treatments on Margaret St at its intersection with Ruth St, White Bear Ave, and Johnson Pkwy
- 2) Installation of signage along Upper Afton Rd

- 3) Establishing an uninterrupted off-street path along McKnight Rd between Burns Ave and Hudson Rd
- 4) Construction of an off-street path connecting the dead-end of Old Hudson Rd and Etna St and extension of the sidewalk the full length of the block between Conway St and Wilson Ave along both sides of Etna St; all to be harmonious with the Etna St Station of the Gateway Corridor
- 5) Installation of signage and sharrows along full length of Hazel St
- 6) Installation of signage and sharrows along Burlington Rd/Totem Rd
- 7) Construction of a new bicycle/pedestrian bridge at or near Kennard St to replace the dilapidated Hazelwood St crossing
- 8) Construction of the off-street path the full length of Johnson Pkwy



# dayton's bluff

COMMUNITY COUNCIL

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Visit our website at [www.daytonsbluff.org](http://www.daytonsbluff.org)

April 29, 2014

To the City of Saint Paul, Mayor Coleman, Council President Lantry, Reuben Collins:

Approved on motion by the Dayton's Bluff Community Council (DBCC). DBCC demands that a raised bike path be included on East 7th Street from Earl Street to downtown. DBCC believes that biking will be increasingly important as the Saint Paul inner city becomes denser, and people use alternate modes of transportation, including biking, and possible improved public transit options on East 7th Street. East 7th Street is a main artery for movement from Dayton's Bluff to downtown Saint Paul, and the absence of a plan for any biking is a glaring oversight.

DBCC also demands that the bike plan include a connection between the proposed path on Kellogg, and Maria Street, so that residents on the Eastern side of Dayton's Bluff would also have access by bike to downtown Saint Paul.

There is also a noticeable lack of the Nice Ride biking program in Dayton's Bluff. A cursory check of station maps reveals that the West Side and Downtown Saint Paul are littered with Nice Ride stations. There are none currently in Dayton's Bluff. This is an injustice to the residents. A plan that includes meaningful bike lanes connecting Dayton's Bluff with Downtown Saint Paul would serve to make the Dayton's Bluff a contender for the Nice Ride program. Without a plan in place, I fear that the neighborhood will not be a candidate for the program.

Additionally, Metropolitan State is an obvious candidate for the Nice Ride Program. Their student body should be encouraged to commute by bike, or to make quick trips downtown by bike, and to explore the Dayton's Bluff Neighborhood, including beautiful Mounds Park.

Currently there are plans for developing business on East 7<sup>th</sup> Street, a plan for a 3M development in the area, and the possibility of a streetcar on East 7<sup>th</sup> Street. Installing bike friendly paths on East 7<sup>th</sup> Street would make these plans more successful, by connecting the area with downtown.

The map which Reuben Collins presented of District 4 shows no downtown to Dayton's Bluff connection. While it may involve difficult decisions for the city, the East Side should not become a victim of a 20-year transportation plan that shows no bike-walk connection.

Please accept this comment, and integrate a raised bike lane on East 7th Street from Earl Street to Downtown. Also, connect the existing Kellogg lane proposal to Maria so that residents on the Eastern side of Dayton's Bluff can access downtown.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elliott Nickell', with a long horizontal flourish extending to the right.

Elliott Nickell  
Attorney  
Member, DBCC

# PAYNE PHALEN DISTRICT FIVE PLANNING COUNCIL

STRONG  SAFE  WELCOMING  CONNECTED  NEIGHBORHOODS

April 30, 2014

## Payne Phalen District Five Planning Council Input for the Saint Paul Bikeways Plan

The Payne Phalen District Five Planning Council's Community Planning & Economic Development Committee devoted the better part of its March 4<sup>th</sup>, 2014 and April 1<sup>st</sup>, 2014 meetings to community review and comment regarding the Draft Saint Paul Bikeways Plan. This letter documents District Five Council input in the Saint Paul Bikeways Public Comment period.

Residents of District Five have been actively encouraged to submit their individual input and comment during the public process and comment period. The Bikeways Plan Open House and various meetings have been advertised in the East Side Review.

Specific motions passed by unanimous vote are detailed below with related input and recommendations.

District Five applauds Saint Paul's commitment to increase biking facilities for enhanced mobility and access to City and neighborhood amenities. Some 16% of District Five households do not own a car and is home to a relatively young population (Census 2010). Both factors underscore the need for increased and improved biking amenities and access. The Draft Bikeways Plans holds much promise for Saint Paul neighborhoods. District Five supports plans for downtown amenities and better networked routes and safety measures that appeal to the full range of bike users and which improve safety for all modes of travel.

The plan notably calls for the completion of the Grand Round route that will connect destinations of Lake Phalen and Lake Como. Lake Phalen is a regional destination and a key asset to the surrounding East Side neighborhoods. We believe these assets are enhanced with this improved connectivity.

Reuben Collins, St. Paul Public Works has supported a community process to create the draft plan. The District Five Council appreciates his willingness to present information in various community venues and the well-organized Open House outreach efforts hosted in the District Five neighborhood.

Analyzing the Draft Plan from West to East – the District Council CPED Committee makes the following requests to be incorporated into the adopted Saint Paul Bikeways plan.

1. At the March 25, 2014 Board meeting passed motion that recommendations to the MN DOT be added to the Saint Paul Bikeways Plan. **District Five requests that the Saint Paul Bikeways Plan (Bike Plan) fully reflect the community's well-documented plans and request for a north south bike and pedestrian pathway aligned along Mississippi Street and the MN DOT right-of-way from Arlington to Cayuga.** Information on this new route is attached to this document.

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Community support for this plan is well-documented and has been developed over the past two and a half years. City staff, officials and Saint Paul Public Works participated in many of these meetings and discussions – including a July 31, 2013 meeting with some 150 citizens attending.

2. **District Five requests that the Bike Plan fully includes and reflects all amenities and improvements that connect city streets and bikeways to the Gateway Trail.** This plan particularly calls for connections to the Gateway Trail west of I-35 E from Arlington to Maryland and reflects improved connections at from the Maryland Avenue Bridge to the Gateway Trail and area streets at the west edge of the Maryland Avenue Bridge. Information on this new route is attached to this document.
3. District Five passed by unanimous motion the following recommendations to the St. Paul Bikeways Plan at its CPED meeting on April 1<sup>st</sup>, 2014.

**A. Westminster shall be removed in its entirety as a potential north-south route in the Saint Paul Bikeways plan.**

Numerous community meetings have examined the possible designation of Westminster as a bike pathway. Repeatedly and consistently the community has voiced strong objections to any non-signalized crossing at Westminster and Maryland Avenue.

If additional north-south routes are reviewed such as Arkwright - such plan requires the engagement of the community, careful consideration and study with the District Five Council assisting with community process.

**B. Edgerton shall be removed in its entirety from the Saint Paul Bikeways Plan.**

The community has repeatedly rejected Edgerton as an appropriate bike route in Saint Paul. These meetings occurred over a period of a decade and the position has been consistently communicated to the City of Saint Paul.

**C. Greenbrier is a preferred north-south route for a bikeway.**

- Resources should be applied to improving bikeway amenities on the north-south route of Greenbrier.
- Treatments at the crossing of Maryland and Greenbrier need to be carefully considered to remedy safety issues for bikers and pedestrians.
- Bike traffic on Arcade and Payne can be usefully routed to Greenbrier with improved results for pedestrian and biker safety.
- Greenbrier is said to have been a past street car route and the grade is suitable for a bikeway.
- Greenbrier has traffic calming features that are not present on Edgerton.
- Few homes face Greenbrier and so fewer homes are affected by traffic impacts.

**D. Increased directional and traffic signage is required to support the overall system.**



- E. The City shall immediately complete the CIB funded Aguirre bikeway and pedestrian connection from Bruce Vento Regional Trail to Payne Avenue as planned.
4. Additionally, but not in lieu of the planned and funded Aguirre connection – District Five supports City exploration of a bike and pedestrian trail connection that directly connects Greenbrier to the Bruce Vento Regional Trail.
  
5. The Board and CPED notes its previous motions of record that request of the City and County a comprehensive planning process to review and assess options in the development of Maryland Avenue, its intersections, surrounding development and related bike and pedestrian facilities.

Thank you for the opportunity to communicate the requests of the Payne Phalen District Five Planning Council in response to the Draft City of Saint Paul Bikeways Plan. We look forward to advancing the community's positions regarding the plan and appreciate St. Pauls' leadership to improve facilities and amenities' for all bike users and modes of transportation.

On behalf of the Payne Phalen District Five Board of Directors,



Leslie McMurray  
Executive Director

## West 7<sup>th</sup> Fort Road Federation Transportation Cmte.

March 25<sup>th</sup>, 2014

Members present:

Staff present:

Darren Tobolt  
Tonya Johnson Nicholie  
Adam Yust

Betty Moran

Comments RE: City of Saint Paul Bikeways Plan

- West 7<sup>th</sup> street lacks an adequate striped bicycle path. Due to the linear configuration of our neighborhood, West 7<sup>th</sup> Street is the most likely corridor for bicyclists to connect with neighborhood amenities and job centers like downtown. This committee is well aware of the numerous transit studies in planning, and feels that a bike lane should be a component of the larger City of Saint Paul Bikeways Plan.
- Move the bicycle boulevard from Drake Street/Toronto Street one block west to Osceola Avenue. Drake Street has a number of industrial businesses with trucks and Osceola Avenue promotes better connectivity to the neighborhood grid and other bike facilities.
- The bike lane of Jefferson Avenue has been an issue with motorists weaving in and out of the mark lane. This is especially troubling near the Ayd Mill Road on/off ramps. A physical barrier is needed to keep cars and bikes separated. We also suggest that the uphill path be double wide to allow people to walk their bikes when necessary.
- The 35E off-street bike path is not well marked and also hidden. Better way finding signs are needed to make sure that visitors are aware of existing bicycle infrastructure in the West 7<sup>th</sup> Street neighborhood.
- Randolph Avenue needs attention between West 7<sup>th</sup> Street and Shepard Road. Currently no bicycle facilities exist and because Randolph Avenue is a neighborhood gateway, a bicycle facility is needed.
- Victoria Street has some issues near the 35E overpass. Cars travel at faster speeds near the on/off ramps and the overpass is not currently wide enough for a separated bicycle lane.
- Pleasant Avenue does not seem appropriate for a bike lane due to its proximity to Saint Clair Avenue's hill, the grade, and car speeds.
- The Bayard Avenue pedestrian bridge over 35E is hard to find and needs way finding signs to encourage its use.
- The Shepard bike trail and 35E trail only seem to be upgraded when the parallel roads are due for a refurbishment. Creating independent maintenance schedules for bike trails would keep them in better condition.
- Most of the identified bicycle investments in West 7<sup>th</sup> Street seem to be *enhanced shared lanes*. While this is a step in the right direction, more must



be done to promote *in-street separated lanes* in the West 7<sup>th</sup> Street neighborhood.

- The transportation committee was happy to see Grace Street identified for an off-street path. Connecting right of way to other neighborhoods and the river are desperately needed to keep the West 7<sup>th</sup> neighborhood interconnected.
- Members of the transportation committee enjoyed the conversion of the Ford rail spur into an off-street path. This will better connect community members of West 7<sup>th</sup> Street to other neighborhoods in Saint Paul.
- Provide signage at 35E and Shepard Rd. directing people to the tunnel underpass. Improve the lighting along this path.

Thank you



**District 10 Como Community Council**  
1224 Lexington Parkway North, Saint Paul, MN 55103  
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www.district10comopark.org

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April 18, 2014

Rueben Collins  
Department of Public Works  
25 West 4<sup>th</sup> Street  
1500 City Hall Annex  
Saint Paul, MN 55102

Dear Mr. Collins,

Thank you for presenting the Saint Paul Bikeways Plan proposal on March 10, 2014, at District 10 Land Use Plan Committee meeting. We appreciate the opportunity to review the draft and offer feedback. During that meeting comments from the attendees were recorded and at our next meeting on April 14, 2014, the committee evaluated the feedback we have received and prioritized of list of bicycle facility projects we believe would best serve District 10 residents.

We strongly support the idea of the Saint Paul Bikeways Plan and are pleased that the bike facilities are evenly distributed across the city, based on strong horizontals and strong verticals. Based on what we have heard back from bicyclers in District 10 we have some suggestions we believe would strengthen the plan and improve conditions for bicycling within our district.

A) We want a bicycle facility on Hoyt Avenue. It is a moderately traveled through street with traffic lights at major intersections.

B) We need a strong route from the Lexington/ Horton intersection that goes north through Como Park and terminates via Chatsworth and/or Milton.

C) We would prefer Maryland as a bikeway over Wheelock Parkway or Arlington because it is straight, flat, direct, and accessible.

Overall, our east/west route priorities for District 10 are:

- Como-Horton
- Hoyt Avenue
- Front Street/Energy Park
- Maryland or Arlington. Maryland is a more desirable route than Arlington.

Our north/south route priorities for bike facilities are:

- Hamline Avenue
- Lexington Parkway
- Victoria Street
- Chatsworth or Milton. Milton would be a good route, especially north of Como Lake because it goes through to Larpenteur and closely aligns with Victoria on the Roseville side of Larpenteur.

Because the amount of traffic on Hamline, especially at Como Avenue and at Midway Parkway, we suggest a higher level facility such as an in-street separated lane for greater bicycle safety and traffic calming. Additionally, bridges are needed on Chatsworth and Hamline over the railroad tracks.

In terms of timeline, we would like to see facilities on Hamline, Hoyt, Victoria, Como, Front/Energy Park and Lexington, Maryland in the short term, with our **top three priorities** being:

1. Lexington Parkway from Como/Horton to Chatsworth north of Como Park,
2. Hamline Avenue from Como Avenue to Larpenteur,
3. Hoyt Avenue from Victoria to Snelling.

Longer term projects should include the Chatsworth bridge, Hamline bridge, and enhancing the Maryland route by replacing railroad bridge east on Dale (District 6.) Further out we can see a great benefit in working with the City of Falcon Heights and the MN State Fairgrounds to extend the Hoyt route along the north side of the fairgrounds to the University campus and beyond to Saint Anthony Park.

Finally, a theme that has consistently arisen in our discussions is the desire to see routes identified by level of difficulty for riders in much the same way ski hills are now designated. This would involve signage but need not add clutter. It could be as simple as assigning different colors to the bicycle images on the signs or the street, eg. white = easy, yellow = moderate, red = difficult.

The Saint Paul Bikeways Plan is an ambitious plan with great potential to enhance St Paul's livability by offering numerous options for safe and accessible bicycle transportation. The plan's implementation will ultimately improve property values and calm traffic in our neighborhoods and District 10 looks forward to incorporating many of its principles in our Land Use Plan.

Warm regards,

Chris Harkness  
Vice Chair, District 10 Como Community Council  
Chair, District 10 Ad Hoc District Plan Committee

Dear Mr. Collins,

The Hamline Midway Coalition wishes to provide the following comments on the recently proposed City of Saint Paul Bikeways Plan.

Firstly, we want to provide our enthusiastic support for the Bikeways Plan and recommend its adoption by the City Council. The vision of the bike plan is a good one and the goal of the plan to increase ridership and access to bikeways in the City is laudable. The Hamline Midway Coalition has been working on this same vision for the last 10 years and we are happy to see the City take a stronger role in this effort.

We are fortunate that the infrastructure for biking is mostly already in place in the City, namely our residential streets and the grid that connects them. What must be done is to re-prioritize the modes of transportation that this existing infrastructure accommodates. To some extent, this is accomplished by the City merely stating that biking is a prioritized mode of transportation. While this sounds simple, it is actually quite profound. A Bikeways Plan is only the start, however. What must come next is equally important. It is essential that the City pursue the recommendations of this plan. We encourage the City Council to not only adopt the Bikeways Plan but to put in place the directives and funding to implement the plan's elements.

We do have some comments on specific elements that are included, or not included, in the plan:

- We are surprised to see that the recommendations from MnDOT's 2013 **Snelling Avenue Multi-Modal Transportation Plan** for bike lanes on Snelling Avenue between Marshall and St. Anthony are not included in the City's plan. Bike lanes on Snelling north of Hewitt to Midway Parkway are included, but the other important recommendations for bicycle improvements on Snelling are omitted.
- We are happy to see the Aldine pedestrian bridge over I-94 included in the plan, but also note that it is not adequate for biking in its current state. This bridge must be improved in order to be part of the bike plan.
- Similarly, the bridge from Hamline Avenue north of Pierce Butler is also inadequate for biking. The path leading to the bridge is a 3' sidewalk. It is not possible to accommodate two way bike and pedestrian traffic on this route.
- We are very happy to see the connection from Minnehaha Avenue west of Prior Avenue to Transfer Road included in the plan. This essential east-west connection is also included in our neighborhood plan and would be a significant improvement to the bikeway network.

It is our understanding that the commercial property on Prior Avenue just north

of Minnehaha was recently purchased. We encourage the City to take this opportunity to work with any future developer to create the bicycle/pedestrian crossing over the rail tracks to Transfer Road as called for in the Bikeways Plan.

Finally, the Hamline Midway Coalition would like the city to consider the Friendly Streets approach to the development of all street development projects, be they bike, pedestrian or automobile related. This approach can help develop projects more suited to the needs of residents and allow for less contentious and more productive project development. This process was a great success for the development of the Charles Avenue improvements and we will continue to utilize it in developing a plan for Fairview Avenue in the near future.

Respectfully,  
The Hamline Midway Coalition Board of Directors

Dear Mr. Collins,

The St. Anthony Park Community Council strongly supports the citywide bike plan. As the plan moves into a prioritization process, we support emphasizing North-South connections (ie in our neighborhood, Raymond and Cleveland). We look forward to this plan coming to fruition in the coming years.

Respectfully,

The St. Anthony Park Community Council Board of Directors



**UNION PARK DISTRICT COUNCIL**

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May 8, 2014

Reuben Collins  
Sustainable Transportation Engineer/Planner  
Department of Public Works

Dear Mr. Collins,

Thank you for providing the Union Park District Council (UPDC) the opportunity to give feedback on the Saint Paul Bikeways Plan. The UPDC discussed the Saint Paul Bikeways Plan at its May 7th, 2014 board meeting. The UPDC board passed a motion containing the following elements:

The Union Park District Council supports the idea of the City of Saint Paul Bikeways Plan, but sees issues in the proposed north-south routes through Union Park.

Specifically:

1. UPDC supports the Grand Round, including Pelham, and would like completion of the Grand Round to be a high priority in the City's implementation of the plan.
2. Details of north-south routes are sketchy and require definition. There are large design questions requiring community engagement before UPDC can support the implementation of these routes.
3. There are issues with the Hamline route. The existing route at Albert/Taylor is not in the plan, but should be, per historical community input.

Respectfully,

Julie Reiter, Executive Director  
Union Park District Council



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Fax: 651-695-4004  
E-mail: [mgcc@macgrove.org](mailto:mgcc@macgrove.org)

April 29, 2014

Reuben Collins  
Sustainable Transportation Engineer/Planner  
St. Paul Public Works  
25 West 4th St.  
1500 City Hall Annex  
Saint Paul, MN 55102

Dear Mr. Collins,

The Macalester-Groveland Community Council Transportation Committee met on April 28<sup>th</sup> to discuss the St. Paul Citywide Bikeways Plan. The committee and Macalester-Groveland Community Council Board of Directors recommend support of the Citywide Bikeways Plan.

Thank you for your consideration of this recommendation and for continuing to keep us involved and updated as the plan moves forward. Please contact me with any questions at 651-695-4000.

Sincerely,

Callie Recknagel  
Community Organizer





Highland District Council  
1978 Ford Parkway Saint Paul, Minnesota 55116  
651-695-4005 Fax 651-695-4019  
Email: [hdc@visi.com](mailto:hdc@visi.com)

### **Resolution Regarding the Saint Paul Bikeways Plan**

Whereas, having access to a variety of safe, sustainable and efficient transportation modes is important to the City of Saint Paul, including the neighborhood of Highland Park, for access to its businesses, homes, schools, recreation and other areas of value; and

Whereas, the City of Saint Paul initiated a project in approximately the year 2010 to develop a framework and work plan that will allow the City of Saint Paul to accomplish the goals to encourage active transportation and expansion of transportation options; develop and maintain a complete and connected bikeway system; and increase the bicycling mode share in the City and to designate corridors for future development of bikeways; and

Whereas, establishing a Comprehensive Plan (hereinafter “City of Saint Paul Bikeways Plan” or “Bikeways Plan”) Bikeways Plan will allow the City to guide investment in bicycle-related infrastructure, as well as coordinate with existing transportation projects in an attempt to create a cohesive system among all transportation modes; and

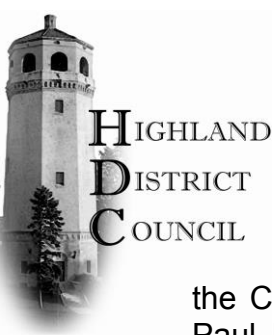
Whereas, the purpose of the Bikeways Plan is to designate streets for future development of bikeways and recommend a bikeway facility type (e.g. markings, off-street and in-street paths and lanes, bicycle boulevards, etc.) for each corridor or street; and

Whereas, the 2010 Bikeways Plan establishes a vision for transportation to increase the number of bicycle trips and bikeways throughout the City, specifically setting a goal to increase the bicycle mode share from its level in the year 2000 of 2%, to 5% in the year 2025; and

Whereas, the Bikeways Plan is currently in the phase of finalizing a draft and holding open houses and a public comment period prior to a formal adoption process; and

Whereas, consistent with the current phase of the Bikeways Plan, the City of Saint Paul has held at least seven (7) open house events to educate the public about the Saint Paul Bikeways Plan, three (3) events in September 2011, and four (4) events in February and March of the year 2014, and in addition numerous presentations from the City of Saint Paul staff; and

Whereas, members of the Highland District Council Transportation Committee have participated and reviewed the Saint Paul Bikeways Plan presented to various neighborhood councils on several occasions with Reuben Collins, staff member with



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the City of Saint Paul, including on June 11, 2013 for an introduction to the Saint Paul Bikeways Plan; at a community-wide open house at Macalester College in February of 2014; and at a Highland District Council Meeting on March 11, 2014 that was open to the public where various community members and residents attended and had an opportunity to express their views; and

Whereas, the Bikeways Plan presented to the Highland District Council and the community at large is represented as a draft plan, with further opportunity for discussion and comment prior to any action taken with respect to any specific proposal within the Bikeways Plan; and

Whereas, the Highland District Council has recognized and heard the concern of citizens with regard to various aspects of the Bikeways Plan, including but not limited to concern about plans proposed for the Mississippi River Boulevard regarding proposed northbound bike lane additions and Highland Parkway regarding the size, slope and speed of traffic; and

Whereas, the public process for consideration and adoption of the Bikeways Plan has not been completed as of the date of this Resolution; and

Whereas, the Highland District Council will continue to review the Bikeways Plan and recognizes the need for additional discussion and review regarding the Bikeways Plan's potential impact on Highland Park as a whole and as the Highland District Council prepares to provide testimony for formal public hearings should those be required by law; and

**Be it resolved**, while the members of the Highland District Council generally support the City of Saint Paul Bikeways Plan for the benefit of the City as a whole, including Highland Park, we specifically request that more public comment and information sessions be held prior to any implementation, finalization, construction, funding request(s) or any other action be taken to proceed with any aspect of the plan; and

**Be it resolved**, that the Highland District Council requests that any changes or additions to roadways or other identified property contained in the Bikeways Plan drafts and proposals be subjected to a formal process of public notification and hearings, before application is made to either plan or fund a specific project; and

**Be it further resolved**, that the request for further public input into the plan details does neither imply that Highland District Council either supports or opposes any individual aspect or project currently identified in the Bikeways Plan.

Approved on April 23, 2014  
By the Highland District Council Board of Directors

# ORGANIZATION AND GROUP STATEMENTS

## **Collins, Reuben (CI-StPaul)**

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**From:** Drew Ross  
**Sent:** Wednesday, April 30, 2014 4:00 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** DPIA supports Bikeways Plan and Pelham improvements

Dear Reuben,

The Desnoyer Park Improvement Association supports the Bikeways Plan overall. We especially are interested in the proposal as presented for our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

### **Pelham and the Grand Round**

Our neighborhood's primary concern is safety. Pelham has dangerous issues at every intersection and along its short distance. Drivers use Pelham as a short cut and, in an effort to save time, go fast and ignore stop signs and traffic rules. In our work with the Friendly Streets Initiative over the past year, we have documented the clear need for a safer biking and pedestrian experience on Pelham. Of 99 surveys completed at our Friendly Streets events, 100% agreed that Pelham needs help. At least 82% of them walk and/or bike in the neighborhood. Additionally, 77% plan to use Pelham to access the Green Line light rail station.

Pelham was originally designed as a truck route (note concrete and width). It is now a residential greenway. It is outdated. As changes are considered we seek proven traffic calming devices, and it is known that narrowing a street does slow traffic. It is hoped that the improvements would include addressing the horrendous condition of the pavement.

Pelham is currently ill-equipped for the bicycle traffic it receives, especially for recreational riders. And yet it is a very important route that will likely see more traffic in years to come. It is the only north-south bicycle route west of Lexington/Griggs that allows a rider to cross both I-94 and the Midway railroad yard. It is the only part of the Grand Round that ties directly into the Green Line, which expands access throughout the metro area. From the Green Line, riders can go directly to the river, a natural recreational route that connects the urban/industrial to the natural, one of the primary goals of the Great River Passage plan. When the recreational Midtown Greenway trail along the CP Railroad crosses the river to connect to Ayd Mill Road, it will intersect the Grand Round at Pelham. This will become a major intersection for all types of bikers and walkers.

At least five City plans identify or impact Pelham as a bike and pedestrian route: Grand Round/Bikeways Plan, Raymond Area Station Plan (Green Line), Great River Passage, West Midway Industrial Plan and City Parks & Recreation System Plan.

Traffic is expected to increase with the opening of the Green Line light rail, development of high-density housing along University Ave., and the City's efforts to improve the West Midway Industrial Area. Given a choice between more cars or more bikes, we choose more bikes.

Finally, Pelham (or as we've come to call it, the Golden Mile) is a showcase for St. Paul. This is where bicyclists connect with Minneapolis. People riding on the Minneapolis Grand Rounds who then come across the river will see what St. Paul has to offer here.

### **Add bike lanes to St. Anthony Boulevard**

We recommend you add bike lanes on St. Anthony Boulevard for these reasons:

1. St. Anthony between Mississippi River Boulevard and Pelham is a wide street that bicyclists currently use to gain access to Pelham and Merriam Park (and to the river). Further, as you develop the Grand Round this will become a short cut, and a smart one because it removes the need and several minutes to ride to Pelham/MRB and back.
2. Once the Midtown Greenway crosses the river, this will be the access to that trail; it is the intersection of the Grand Round and the Midtown Greenway. Such a major intersection of recreation trails should be laid out now in preparation of its development.
3. The other stretch of St. Anthony, between Pelham and Cretin, also needs marked bike lanes. Until the route is developed along the railroad, this is the only route along I-94.

**Add bike lanes to Mississippi River Boulevard**

The Grand Round travels along Mississippi River Boulevard and offers bicyclists a spectacular view of the Mississippi River Gorge. Currently, the on-street bike lane is sporadic. Yet, bicyclists traveling too fast for the off-street path must ride on the street.

Sincerely,  
Desnoyer Park Improvement Association



April 28, 2014

Reuben Collins  
City of Saint Paul  
1500 Saint Paul City Hall Annex  
25 W. 4<sup>th</sup> Street  
Saint Paul, MN 55102

29TH ANNIVERSARY  
1985-2014

1660 Laurel Avenue  
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Rachel Hintzman  
Eriks Ludins  
Greg Mack  
Wayne Norris  
Executive Director  
and Secretary  
Shirley Erstad  
Peggy Lynch

Dear Mr. Collins:

RE: Friends of the Parks Response to Saint Paul Bikeways Plan

Over the past 25 years, there have been numerous bike plans forwarded to the City of Saint Paul. In fact, there are plans for bicycling in Saint Paul that date back to the 1890s. Some of these earliest plans were even realized. Separated bike only paths were built in 1896 that connected downtown Saint Paul to Como Park along Como Avenue. Much more recently, in 1992, Summit Avenue was striped with Minnesota's first "straight-through" bicycle lanes. These are two highlights in the somewhat spotty history of Saint Paul bicycle facility development.

The point is there have been multiple plans, studies and reports generated over the decades with relatively little accomplished. Many of these plans include the same routes (e.g. Kellogg Boulevard) shown in the current plan.

Of course, it is important to have plans in place because bike facilities can be built most economically in conjunction with other construction. While the current Bikeways Plan proposes more routes than ever, the key to jump starting Saint Paul's bicycling infrastructure is to focus on a few key routes.

Here are our three highest priorities for bikeway construction. The first two have been priorities for many years and the third is critical to the success of Saint Paul's biggest public investment -- the Green Line. We'd like to preface these priorities with three design principles that will optimize their use:

**1. Facilities must be SAFE.** Are bike facilities -- lanes, paths, designated routes, shared roads -- as safe as can be. Aspects of safety (and this includes comfort and the ability to attract more users) must be highlighted:

\* Cars, bikes and pedestrians all travel at different speeds. For the optimum comfort and safety of all users, wherever practical, each mode should have its own travel space. One key example of safety being sacrificed is when bikes and peds are placed together on combined paths in Lilydale Park and on Mississippi River Boulevard.

\* Bikeways must be maintained. Expansion joints, potholes, and crumbling trails create hazardous conditions for bicycling.



**2. Facilities must be CONTINUOUS.** Bike routes must connect destinations with facilities that are deemed safe by users. Gaps (like crossing freeway interchanges or arriving at a stoplight that will only turn green when a car arrives) prevent or dissuade cyclists from using routes that are otherwise acceptable. Lack of continuity (where bike lanes end unexpectedly or are absent on one side of a street) compromises safety as well.

**3. Bicycle routes must have CLARITY.** Is there appropriate signage and mapping for bicyclists to follow a route to their destination? One good idea is designating multi-jurisdictional numbered bike routes similar to how bus routes are signed.

The City should focus on establishing safe, continuous and well-marked bicycle routes in the following locations. The first two are the most important and begin to address priority three.

**1. BIKE ROUTE TO & THROUGH DOWNTOWN** - A quick look at any map of Saint Paul bike routes reveals a lopsided wheel (the Saint Paul Grand Round) with plenty of spokes (Summit, Como, Jackson, Park, the Gateway Trail, the Vento Trail and Wabasha/Caesar Chavez) but no center, no hub. Downtown Saint Paul is a black hole of acceptable bike routes.

While the Indianapolis-style, off-road loop is intriguing it does not address the main challenge of completing routes that connect the existing bike-friendly spokes. By completing these spokes into downtown, the proposed off-road loop will have a greater chance of success.

The high number of cyclists who already use Summit and Marshall Avenues point to Kellogg Boulevard as the leading candidate for a bike-friendly upgrade. It is also the corridor where -- due to steep gradients and narrow street widths -- a more flexible approach to facility design will be required. It may prove optimum to accommodate cyclists with an on-road design going downhill on Kellogg into town while an off-road route that follows the easiest grade uphill and out of downtown is most desirable. Kellogg Boulevard through downtown will need an innovative approach to creating dedicated space for cyclists.

**2. THE FABLED NORTHWEST PASSAGE** - Like those arctic explorers, and nearly as ancient, there has long been a quest by Saint Paul cyclists to find a safe, continuous and easily navigated north-south bike route, ideally one in the western half of the City that leads up to Como Park. Global warming will not help our efforts but new traffic signals at Chatsworth and University plus the construction of a new bike-ped bridge on Lexington over the railroad tracks indicates one good route. Starting at Saint Clair Avenue, Chatsworth Street heads north and crosses Summit and Marshall before crossing I-94 on a

bike-ped bridge. This route continues north to Minnehaha Avenue where bicycle lanes will be built that lead two blocks west over to Lexington. From here an off-road trail leads north into Como Park.

**3. ALL ABOARD THE GREEN LINE** - Attracting new transit users to the light rail corridor being built along University is critical to its success. Loading a bike onto a train is much easier than putting one on a bus and it stands to reason that this has the potential to be a big draw for people not prone to using public transportation.

The new bike plan indicates at least 14 north-south routes connecting to the Green Line but we recommend concentrating on just a handful while also taking into account the needs of pedestrians who may also be using these same corridors. Interstate 94 is the most daunting barrier for cyclists living south of the freeway that want to use light rail. Dale, Lexington, Hamline, Snelling and Cretin all have freeway ramps that are extremely dangerous to cross as they are currently designed. (Note: No turn on red signs for motorists is the first step in making these routes safer.) We recommend looking at routes that have, like Chatsworth, existing bike-ped bridges over I-94. We also recommend widening these bike-ped bridges as they are rebuilt to safely accommodate both bicyclists and pedestrians. Western, Victoria and Prior are potential on-road bike routes that don't require crossing freeway ramps.

While focusing on these three bicycle route locations it is also important to consider the following:

- a. Level of service - How well will the route be maintained in the winter.
- b. Bicycle parking at transit stops and elsewhere.
- c. Mapping (paper and online) to show routes and connections.
- d. Promotions and events to publicize the new routes and connections.

The newly advanced Bikeways Plan provides an excellent framework for developing a great infrastructure for bicycling in Saint Paul. We encourage the City to work with surrounding communities to advance this plan. We also support efforts to improve routes like the Saint Paul Grand Round. That said; focusing on these routes first is the quickest way to significantly improve bicycling in Saint Paul.

Sincerely,

  
Richard Arey  
Vice President



February 11, 2014

Mr. Reuben Collins  
Sustainable Transportation Engineer/Planner  
Department of Public Works  
City of Saint Paul

Re: Saint Paul Bikeways Plan Draft



## Hayden Heights BLOCK CLUB

Thank you for reviewing these comments that were collected at a recent meeting of the Hayden Heights Block Club.

The area we would like to address is the northeast-most square mile of Saint Paul -- north of Maryland Ave and east of White Bear Ave. This area could also be described as the Hadyen Heights and Hillcrest neighborhoods.

**We entirely support the proposed bike boulevards on Hazel, Flandrau, and Idaho.** Hazel and Idaho connect schools, parks, churches and a rec center that define our neighborhood. Flandrau would provide a nice alternative to biking on the excessively busy White Bear Ave.

**We also support the proposed enhanced shared lanes for Ivy and Arlington, although please consider Ivy for an in-street separated lane.** Aside from the lack of east-west in-street separated lanes throughout the East Side, such a lane would also enable safer local connections between parks and schools including Prosperity Heights Park, Heights Elementary, Furness Pkwy and Beaver Lake Park.

Recently the Furness Pkwy path extension was completed. In draft maps it is listed as an off-street path, but Furness only fulfills a very recreational use case. The intentionally meandering path includes frequent street crossings where short, inconsistent grades are required to leave/return to the elevated path. Any utilitarian trips would likely be done via the adjacent shared-lane roadway.

**Please consider adding an enhanced shared lane to the western-side adjacent street of Furness Pkwy.** This will give riders a safer and faster utilitarian option that includes right-of-way and only one stop-sign.

At present, none of the above streets is part of a bus route. The addition of bike infrastructure would be a welcome transit alternative to our increasingly car-dependent neighborhood.

Thank you.

James Grumish  
neighbors@haydenheightsblockclub.com

## Comments on Draft Saint Paul Bikeway Plan

The Lafayette Park Commuter Team is comprised of state agency staff with offices in the Lafayette Park area and (in some cases) in downtown St. Paul or Capitol Hill. Most of us are employed at the Minnesota Pollution Control Agency, Department of Natural Resources, Department of Labor and Industry and Department of Human Services. Most of us are bicycle and/or bus commuters. Increasing numbers of state employees are using Nice Ride bikes for commuting or short trips to meetings, lunch, etc. In the Lafayette Park area, we currently have no bicycle facilities and must share streets with heavy truck traffic. Connections to the downtown and to regional trails (Vento, Gateway and Sam Morgan) are indirect and follow busy streets.

Our comments focus primarily on those areas of the plan that relate to our employment center. In general, our group supports the goals and policies in the plan document. We would like to see greater attention to prioritization of improvements, given the limited funding available for implementation.

**Safe, strategic bike parking should be included in the plan.** The only discussion of bike parking in the plan relates to the Green Line. Provisions for bike parking facilities should be included within the plan so that cyclists have access to safe short-term and long-term storage for their bikes. For example: bike parking should be required in any location that automobile parking is required. Public parking facilities could be required to include space for bikes (Rochester and Minneapolis require this), and all public facilities like parks, public buildings and key transfer points for transit should include bike racks. We also encourage addition of bike rack 'loops' to the new parking meters.

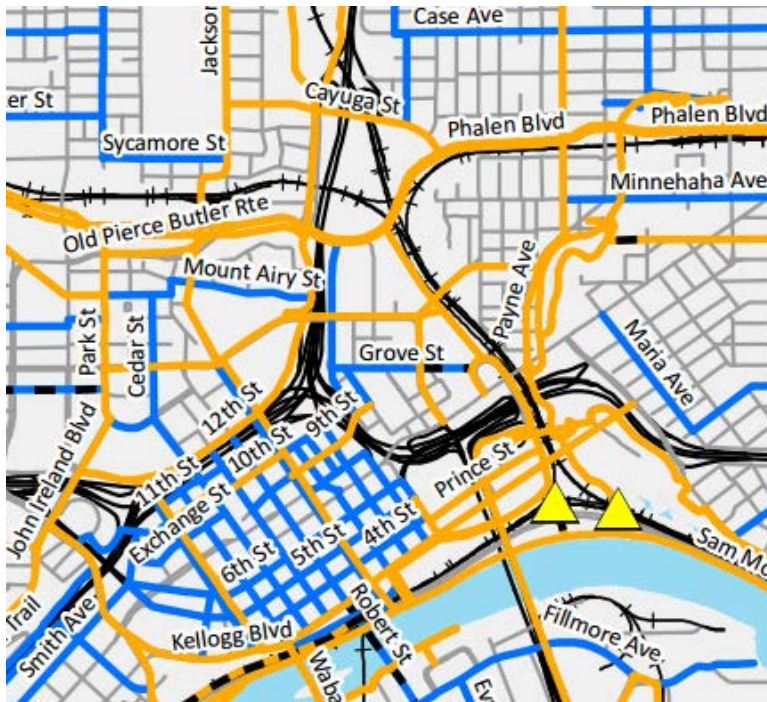
### Downtown and Lafayette Park details from the plan:



The Bikeway Facility map in the draft plan indicates the following improvements in the Lafayette Park area:

- in-street separated lanes (i.e., a striped or buffered lane or cycle track) on 9<sup>th</sup> Street, Grove Street and Lafayette Road; Mississippi Street (next to 35E)
- an enhanced shared lane on Pine Street (north-south) between 9<sup>th</sup> and Grove
- an off-street path roughly following University Avenue, paralleling the railroad right-of-way, and connecting with the new trail loop that will lead to the Highway 52 bridge. A connection from this path to Grove and Lafayette streets is shown crossing just south of the DNR building.

The Functional Classification plan below indicates that Lafayette Road and University Avenue are the major bikeways in this area; the remainder are minor, and the connection to the Highway 52 / Vento Trail is a long-term improvement.



#### Local improvements:

Lafayette Park bike commuters will appreciate all of the improvements shown in these plans. We will be especially interested in the timing and prioritizing of these improvements.

- Both University Avenue and Lafayette Road are currently high-traffic, high-speed streets with very little room for bicycles and an unpleasant pedestrian environment. It seems that reconfiguring these streets, or adding separated paths, would be a costly and lengthy process. Improvements to the local streets would seem to be more immediately feasible.
- Our most immediate priorities within the Lafayette Park area would be the improvements to the 9<sup>th</sup>/10<sup>th</sup> Street bridge, Grove Street, Pine Street and Mississippi Street (improving the connection to the Gateway Trail). Improvements to University west of Lafayette should also be given priority – this route to the Capitol is hazardous

and unpleasant for both bicycles and pedestrians (none or poorly maintained sidewalks along much of the route).

- Another desirable connection shown on the Facility Plan is the connection under (over?) the railroad tracks between the Vento Nature Sanctuary and the Sam Morgan Regional Trail. Some indication of the feasibility and timing of this improvement would be helpful.
- East 7<sup>th</sup> Street is not shown with any bike facilities. However, it is the main connection between Lafayette Park and Lowertown/Union Depot, as well as Metro State, the Vento Trail, and other destinations on the East Side. We would like to see consideration of some improved bike safety measures on East 7<sup>th</sup>.

**Downtown Loop and shared lanes:**

- The Downtown Loop would be a desirable investment, and should be prioritized over any of the enhanced lanes or shared lane concepts on other downtown streets.
- The enhanced shared lanes shown on almost all downtown streets would also be desirable, but again the question is how these are to be prioritized? Fifth and Sixth street are key east-west commuter routes, but are also heavily used by buses, so left-side lanes may be appropriate.
- Other options for downtown bikeway treatments might include two-way bikeways on either 5th (left lane) or 4th Street, or one-way on 4th and 5<sup>th</sup>, either on-street or off-street or a mix.
- The existing bicycle lane on Jackson Street should not be removed unless and until a separated path or separated on-street lane is constructed to replace it.

The Downtown Loop map also could be improved by showing the proposed connections to Lafayette Park, as well as to points north and west.

**Community engagement:** Given the generalized level of detail in the plan, we urge you to continue outreach to neighborhoods and employment centers as implementation plans are developed and facilities are designed. We would be happy to schedule a meeting with our group to discuss plans and priorities in more detail.

MACALESTER COLLEGE



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April 30, 2014

Mr. Rueben Collins  
Sustainable Transportation Engineer/Planner  
City of Saint Paul  
Department of Public Works

**Re: Comments on the City of Saint Paul's Draft Bikeways Plan**

Dear Mr. Collins,

Macalester College is a private liberal arts college sitting at the crossroads of major transportation arteries. Working closely with HourCar, NiceRide, Saint Paul Smart Trips, Metro Transit, the City of Saint Paul and the State of Minnesota, Macalester College has developed a rich multimodal hub to serve students, faculty, staff and neighbors.

Our students, faculty & staff commute by bike from near & far. While the small campus is very walkable, many Macalester students rely on biking for transportation to jobs, internships, community events & recreation. Macalester continues to develop programs and policies in an effort to reduce single-occupancy vehicle use among staff and faculty. For all these reasons, Macalester College strongly supports improving biking corridors in Saint Paul and is pleased that Mayor Coleman and city planners are proposing a comprehensive plan.

**Macalester College submits the following comments on the draft bikeways plan:**

Macalester supports biking infrastructure that provides safe biking for ALL people on bikes.

Biking is affordable transportation that makes access to jobs, schools, appointments, and community events possible for many residents.

Because of Interstate 94 and east-west railways, safe north routes from Macalester Groveland have been the most troubling and challenging for people on bicycles. Macalester College welcomes more north-south Bike Boulevards west of Lexington. We urge the City to prioritize these routes for rapid implementation.

Macalester College supports the proposed in-street separated lane on Marshall from Cretin to the bridge and generally supports prioritizing implementation of in-street separated lanes throughout the city. The Highland Village corridors present many challenges. *Enhanced Shared Lanes* on busy Ford Parkway near Cleveland do not provide for substantial safety improvements for people

on bikes. For maximum benefit to all riders Macalester supports extending the in-street separated lane from Fairview to the bridge. We also recommend that those in-street separated lanes be well-marked, particularly in a different color and buffered from road traffic where possible.

Bike safety and bike accommodation are of special significance in and throughout downtown. College students are not only seeking an education, but a “place” to live for four years. Because of its desirable quality of life many of our graduates choose to settle in the Twin Cities. Public spaces, such as the proposed downtown loop & spur, will make Saint Paul more attractive to these well-educated “Millennials.” For these reasons, Macalester College supports the Downtown Loop with the plan modifications proposed by Greater St. Paul BOMA, St. Paul Area Chamber of Commerce, and Wabasha Partners. Making the Downtown Loop and Spur Network an early priority would demonstrate a commitment to the economic vitality of all Saint Paul businesses, including those outside the downtown area. Simultaneously connecting the loop to other bikeways and adding safe routes to downtown, such as safe bikeways from Summit Avenue / John Ireland Boulevard are equally important. Macalester College urges high priority to this visionary placemaking project.

Thank you for the opportunity to submit our comments on the plan. Please let us know if we can be of assistance in moving it forward.

Sincerely,

A handwritten signature in black ink that reads "Tom Welna". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

Tom Welna  
Macalester College



April 28, 2014

Rueben Collins, Sustainable Transportation Engineer / Planner  
Department of Public Works  
25 West 4th St.  
1500 City Hall Annex  
Saint Paul, MN 55102

Dear Mr. Collins:

St. Paul Women on Bikes (WOB), a program of St. Paul Smart Trips, submits the following feedback regarding the Draft Bikeways Plan to the City of Saint Paul for consideration.

St. Paul Smart Trips is a 501(c)(3) non-profit organization that improves access and mobility for those who travel in and around Saint Paul. St. Paul Women on Bikes envisions that St. Paul will be a place where bicycling is a safe, easy transportation and recreation option for individuals and families. We feel that safe and easy infrastructure is a key piece to ensuring that biking is safe and easy for everyone and that the draft bikeways plan is the first step to achieving this goal.

**What we like:**

Our organization commends the city for creating a comprehensive and visionary Bikeways Plan. The proposed plan connects gaps in the network and improves current bicycling infrastructure to ensure bicycling is safe and easy for people in St. Paul. It also addresses the needs of St. Paul neighborhoods equitably by ensuring well-distributed bike routes and safe connections across the city. Upon implementation, it will connect people to the places they want and need to go, including jobs, neighborhoods, schools, parks, museums, and other great places to visit around our fantastic city.

It is an appropriate time for the City of St. Paul to implement a better bikeways network. This plan capitalizes on recent public investments around the city, such



as the newly revitalized Union Depot, the Green Line, and the Saints Stadium. In particular, the innovative downtown loop and spur network will bolster the economic development from these investments by creating bicycle connections in and around downtown. The loop will result in vibrant, bustling streets that are good for local business, tourism, and regional growth.

The Indianapolis Cultural Trail, the inspiration for the bike loop, has sparked hundreds of millions of dollars in new development. It has also become a source of local pride as an attraction, garnering national attention. Because of the trail, Indianapolis was named one of the top 52 places to visit in 2014 by the New York Times. Though the St. Paul loop will require significant investment, the approach will attract unique sources of funding and realize a large return on investment.

In addition, implementation of the Bike Plan will make our roads better for all users. The introduction of bikeways in cities across the country has proved beneficial for people using all types of transportation (including private vehicles and mass transit) by calming traffic, easing congestion, and improving traffic flow. This plan is a vital part of ensuring St. Paul's streets are complete.

## **Recommendations:**

### **Downtown Loop and Spur Network:**

St. Paul Women on Bikes encourages the city to consider the downtown loop recommendations submitted by Greater St. Paul BOMA, the St. Paul Area Chamber of Commerce, and Wabasha Partners. This includes the proposal to move the St. Peter portion of the bike loop to Wabasha Street. We also support the concept of a "4th Street Greenway" dedicated exclusively to bicycles and pedestrians. In addition, we recommend integrating Lowertown into the loop. While we believe these recommendations would maximize the economic development potential of the loop, we support the concept of the loop and spur network regardless of the final route. The spurs are as important as the loop; they act as a bridge across the downtown area as well as giving access to the downtown loop.

### **Enhanced Shared Lane/Shared Lane Markings:**

Enhanced Shared Lanes don't meet the needs of many current cyclists or self-identified "interested but concerned" group members. The level of effectiveness of shared lane markings is still unclear; their implementation is unlikely to



encourage new riders, but they could play a role in educating the public.

The enhanced shared lane facility type group should be designated as a short-term, temporary treatment type and used accordingly. For example, an aggressive sharrow approach in downtown in the near-term could help to educate drivers. Because Enhanced Shared Lanes require a very small investment, we recommend that they be implemented without lengthy public processes. Longer-term, the city should commit to building the in-street separated and off-street facility types preferred by new and potential cyclists.

**Priorities:**

Women on Bikes recommends prioritizing the downtown loop and spur network. The loop and the spurs that connect downtown to other areas of the city should be implemented simultaneously; if this is not possible, the spurs should take priority. Safe cycle routes into downtown are critical today, even absent the loop. In addition, closing gaps in the network will ensure the downtown loop can be fully utilized.

Next, the city should prioritize critical cross-neighborhood gaps in the current bikeways network. We advocate particular emphasis on closing gaps in neighborhoods that currently have very few bikeways and challenging infrastructure, such as the East and West Sides, where people are isolated by freeways and railroad tracks.

As Transit for Livable Communities discussed in a recent blog post, bicycling is affordable transportation that makes access to jobs, schools, appointments, and community events possible for many residents. This plan should make a clear commitment to bicycling as a poverty-fighting strategy. The Metropolitan Council has identified Concentrated Areas of Poverty where 40 percent or more of the residents have family incomes that are less than 185 percent of the federal poverty threshold. Most of St. Paul's neighborhoods include at least a portion in these Concentrated Areas of Poverty. This plan should identify these areas and prioritize bicycling investments that link residents to job centers, schools, and transit connections.

**Implementation:**

The city's Comprehensive Plan includes benchmarks to increase St. Paul's bicycle commute mode share from 0.6% to 2.5% by 2025. In order to have a

significant impact on mode share, we recommend the Bikeways Plan be implemented fully by that time. In addition, while we applaud the city for identifying a mode share goal, we believe we can aim higher than 2.5%. For comparison, note the current (2010) bicycle commute mode share of a few other cities: Hartford, CN: 2.6%; Salt Lake City, UT: 2.7%; Oshkosh, WI: 2.1%; Portland, ME: 2.5%. By 2025, places such as Iowa City, currently at 5.6% bicycle mode share, will be far beyond St. Paul (Transit for Livable Communities, 2014).

In addition to the priorities listed above, proposed bikeways should be implemented whenever possible to coincide with existing road construction projects. Long-term, this saves the city money. In addition, this approach meets the best practices designated in the city's forthcoming Complete Streets Design Implementation Manual. Coordination with other city transit, land-use and economic plans, such as the Central Corridor Bike Walk Action Plan, should be a priority.

### **Moving Forward:**

An established map is a fantastic first step. However, a full citywide bicycle plan should include the amenities, education, enforcement, maintenance, and programming that is vital to supporting a more bike friendly community. A comprehensive plan will include a clear timeline with benchmarks and metrics. Safety is of particular concern to women and families, so we suggest addressing lighting, cameras, and a year-round maintenance plan. In addition, secure bicycle parking and good wayfinding signs are important components of a comprehensive plan. We applaud the city's current bicycle parking program and the introduction of annual bike counts. We request the city create a plan for more outreach, encouragement, enforcement, and education, and Women on Bikes would be willing to partner in these efforts.

*The following are ward-specific recommendations for changes to the St. Paul Bikeways Plan provided by Women on Bikes' SpokesWomen leaders.*

### **Enhanced Shared Lanes:**

To reiterate, SpokesWomen and people in their community feel enhanced shared lanes don't meet the needs of many current cyclists or self-identified "interested but concerned" group members. The enhanced shared lane facility type group should be designated as a short-term, temporary treatment type and used accordingly. Longer-term, the city should commit to building the in-street

separated and off-street facility types preferred by new and potential cyclists.

### **Ward-Specific Feedback:**

#### **Ward 1:**

- As a commercial corner with many local businesses and a residential area, Selby Avenue and Dale Street aren't very safe for bicyclists, especially when riding with children. Selby in particular has places of interest that aren't easy to get to by bike but could benefit by more bike-based consumers. A bikeway on Dale Street connecting the Selby/Dale intersection to University Avenue could help draw Green Line users to these local businesses.
- The Bike Walk Central Corridor Action Plan recommends a bike boulevard for Fuller/Aurora Avenues. The St. Paul Bikeways Plan reflect this recommendation.
- From University to the southern half of Ward 1, the bridges over I-94 need to have safe entrances and exits that integrate well with the frontage roads along either side of the highway. These bridges should feel inviting and safe.
- Where bike boulevards (e.g. Grotto, Chatsworth, Griggs) cross major east/west streets (e.g. University, Marshall), safety should be emphasized for bicyclists. In addition, the lights on major east/west streets should be timed so bikes don't have to wait to cross for long periods of time.
- We suggest the off-street path on Lexington Avenue separate bicyclists and pedestrians.
- On Western Avenue south of Marshall we recommend continuing the in-street separated lane to ensure a safe connection to Summit Avenue.
- The in-street separated lanes on Marshall Avenue should continue for the entire length of the street rather than converting to enhanced shared lanes.

#### **Ward 2:**

- For downtown recommendations see the Women on Bikes Recommendations document.
- While we don't have specific SpokesWoman feedback from the Westside, in keeping with feedback gathered from other neighborhoods, we do not feel that enhanced shared lanes are an adequate treatment for routes on the Westside. We do know that women feel fearful to enter downtown from

the Westside.

- Currently, many bicyclists leave the city by taking Chestnut Street to Thompson Street to Grand Avenue. As a somewhat manageable hill, Grand Avenue is a natural path for bicyclists. We recommend the city consider treatments to these streets, as well as traffic calming measures at the intersection near Grand Avenue and I-35E.
- We recommend an in-street separated lane for Saint Clair Avenue.
- As you get closer to downtown, it is unsafe to access the local businesses on West 7th Street by bike. The further away from the city center, the more bike traffic there is. There is a lot of opportunity for increased economic development along this corridor. An in-street separated lane on West 7th Street would encourage more bicyclists to use the street and businesses would benefit as a result.
- The Sam Morgan Trail in this section of the city needs to be better maintained. In addition, the introduction of lighting would make the trail feel safer and easier to navigate.
- The I-35E Parkway and Bridge need better signs both along and around the trail. Many people don't know these facilities exist and many who use them get lost trying to do so. In addition, the trail is dark, not well-maintained, and can be downright scary. Addressing lighting, maintenance, and safety should be a priority.
- Currently Drake Street is proposed as a bike boulevard. This doesn't make sense because it crosses uncontrolled intersections and there are frequent 18 wheelers, a limousine company, and a fire station that use the street regularly. This would be dangerous for bicyclists. We would like to see a bike boulevard in this area so an alternative option could be Osceola Avenue if there was a better signal to cross West 7th Street.
- The Ford Rail Spur is a fantastic idea.

### **Ward 3:**

- The Figure 1: Existing Bikeways map shows that Jefferson Avenue is currently a bicycle boulevard, but the treatments necessary to categorize it as such have not been implemented. These improvements should be made but until then Jefferson should be categorized correctly.
- We are pleased to see that Cleveland Avenue is an in-street separated lane and believe this will be an important north/south connection to Marshall Avenue. The left turn from Cleveland to Marshall can be tricky in heavy traffic so we suggest designing this connection to ensure safe left

turns.

- We recommend an additional north/south route on a quieter street west of Cleveland and east of the river.
- Highland Village is an important asset in Ward 3 and we are interested in making this area more bike (and pedestrian) friendly. Ford Parkway from Highland to the river should continue as an in-street separated lane. This would allow people to access the village by bike and would capitalize on future development investments in the old Ford Plant site. In addition, these facilities could help draw people visiting Minnehaha Falls to the area to dine and/or shop. If bicycle lanes on this stretch of Ford Parkway feel safe for families, bicycle use will likely rise and reduce congestion in the area. In addition, local businesses will benefit as a result of increased numbers of people traveling in and through the area by bike.
- Separated paths on Mississippi River Boulevard would better serve both bicyclists and pedestrians. A northbound route is needed (e.g. Mount Curve) as well.
- The Fairview Avenue bike lane can be improved. The fairly small bike lanes feel unsafe for people who ride bikes, particularly during school drop off near Nativity and during rush hour. Bicycle trailers for children don't fit within the lane and parents with children don't feel they can use this route.

**Ward 4:**

- The Snelling Avenue recommendations don't reflect MNDOT's plan for a bike lane from Minnehaha to Hewitt Avenue, which would serve local recreation centers and schools. We recommend the addition of an in-street separated lane.
- We recommend in-street separated lanes on University Avenue from Aldine Street to Transfer Road; on Pascal Avenue from Minnehaha Avenue to the CP Railroad Trail; and on Charles Avenue from Transfer Road to Raymond Avenue.
- Secondary infrastructure, like bike lockers, along the stretch of University Avenue near the Green Line will be important to accommodate bike/train commuters.
- The Bikeways Plan should be coordinated with the West Midway Industrial Plan to ensure land-use changes in the area/truck traffic mesh safely with proposed bikeways in the area.

**Ward 5:**

- Enhanced shared lanes are used north of Arlington Avenue on Hamline Avenue, Lexington Avenue, and Victoria Street. We recommend upgrading these treatments to in-street separated lanes.
- Geranium Avenue is an important east/west route. We recommend upgrading from enhanced shared to in-street separated lanes. In general, between Jackson Street and Western Avenue there are very few east/west in-street separated lanes or bicycle boulevards. We recommend using these treatments in place of enhanced shared lanes.
- The in-street separated lane on Western Avenue stops at Maryland Avenue and doesn't connect to anything. We would like Maryland to connect to other routes that are proposed in the area.

**Ward 6:**

- East 7th Street is an important, direct route into the city. In addition, there are many places of interest, as well as development opportunities, along the street. We'd like to see in-street separated lanes on East 7th Street from Earl Street into the city center.
- The routes that lead to and from downtown toward the east side (e.g. Grove, Prince, Phalen) need to be well-lit with better wayfinding signs and placemaking treatments that make the area feel safe.
- The in-street separated lane on Arlington Avenue could easily continue and connect to Wheelock Parkway near Greenbrier Street. We recommend continued facilities on this short stretch.

**Ward 7:**

- The topography and current infrastructure in Ward 7 makes riding a bike very difficult. This area of the city has a high number of people who are "interested but concerned" about using a bike more often. Therefore, outreach, education, encouragement, and other community-based investment will be necessary to ensure bicycling is actually an option for people.
- Traffic calming around highway entrances and exits is important to ensure the neighborhoods on either side of I94 feel connected.
- Maintenance of commuter routes has been a persistent issue. We'd like to see increased maintenance of potholes, better lighting, and increased attention to snow removal.
- We recommend including 3rd Street from McKnight Road to Mounds Boulevard as a bikeway. This street serves multiple schools and other

destinations.

- The East Side includes large Concentrated Areas of Poverty designated by the Metropolitan Council. This plan should identify these areas and prioritize bicycling investments that link residents to job centers, schools, and transit connections.

Ultimately, bicycling should be considered a vital piece of the transportation network. The current St. Paul Bikeways Plan lays a strong foundation for bicycle infrastructure in our city.

Thank you,

St. Paul Women on Bikes, on behalf of St. Paul Smart Trips

CC:

Dai Thao, Ward 1 Councilmember

Dave Thune, Ward 2 Councilmember

Chris Tolbert, Ward 3 Councilmember

Russ Stark, Ward 4 Councilmember

Amy Brendmoen, Ward 5 Councilmember

Dan Bostrom, Ward 6 Councilmember

Kathy Lantry, Ward 7 Councilmember





## Improving the Downtown Bike Loop Connection for Saint Paul

April 1, 2014

At the request of Greater St. Paul BOMA and the Saint Paul Area Chamber of Commerce, a task force of downtown business representatives was convened to analyze and provide feedback on the Downtown Loop portion of the newly proposed Saint Paul bike plan. The task force included representatives from Securian, St. Paul Smart Trips, NiceRide Minnesota, Great Waters Brewing Company, PAK Properties, GovDelivery, and Grand Avenue Software. We submit the following recommendations for consideration by the City of Saint Paul.

Our task force strongly supports the general idea of an integrated Downtown Bike Loop (the Loop). We feel that the idea of designated off-street paths and connections to regional trails in the downtown area is innovative and should be commended. Assuming the necessary infrastructure is implemented (bike parking, repair stations, way finding, etc.) we believe this idea has the potential to not only be successful, but offer the City a unique regional attraction.

However, we encourage the City to think bigger. The plan states that the current route “minimizes impacts” on the downtown area. If such a plan is implemented, there will be impacts on business regardless of the chosen route. Because of this the Loop’s route should instead be chosen to maximize return on the projected \$18 million investment the City plans to make. The number one priority of the plan should be to focus on economic development by routing the Loop past businesses that stand to gain from its implementation. By focusing the Loop’s route on maximizing return for retail development, as well as bike and pedestrian comfort, the City will significantly increase the development opportunities available to local businesses.

The Loop is an opportunity for the City to create a regional attraction unique to Saint Paul. By thinking bigger and focusing on economic development the bike Loop becomes an additional catalyst in enhancing the vibrancy of downtown Saint Paul, as well as providing alternative transportation options to employees. With this in mind we offer the following recommendations:

### **Prioritize the Loop portion of the citywide bike plan.**

- This portion has far and away the most potential to transform the City and at a reasonable projected cost of \$18M should be the first priority for implementation.
- Additionally, we recommend prioritizing the segment implementation of the Loop based on greatest potential economic benefit.

**Consider Wabasha instead of St. Peter for the west end of the Loop.**

- A dedicated off-street path on Wabasha offers far more economic development opportunities than St. Peter, as well as giving the City a beautiful Capitol to River connection that would be unique to Saint Paul.

**Consider 4<sup>th</sup> Street instead of Kellogg for the south end of the Loop.**

- The economic development potential on 4<sup>th</sup> Street appears significantly greater than on Kellogg. The City should take advantage of this, as well as the opportunity to create a unique pedestrian/biking experience that connects the Lowertown Ballpark to over 3,000 off-street parking spots available along 4<sup>th</sup> Street.

**Consider a connection to Lowertown.**

- A Lowertown connection would take advantage of the new ballpark by offering visitors a safe, attractive path to walk or bike along that would put them in front of downtown businesses.

The City should capitalize on this significant opportunity for growth. The changes we propose will have a strong positive impact on business along the route as well as on downtown in general.

Thank you for your consideration,

Matt Kramer  
Saint Paul Area Chamber of Commerce

Joe Spartz  
Greater Saint Paul BOMA

Tony Bol  
Wabasha Partners

## **Collins, Reuben (CI-StPaul)**

---

**From:** Christie Vogt  
**Sent:** Tuesday, April 29, 2014 4:38 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Plan Feedback from West Side's Neighborhood Learning Community

Hi Reuben,

I work for Sprockets, Saint Paul's out-of-school time network, and we have a monthly collaborative meeting on the West Side called the Neighborhood Learning Community. They reviewed and discussed the bikeways plan as related to the West Side and noted the following recommendations which I was asked to pass on.

- Smith Bridge – intersection with Cliff to allow bikers to turn; in street separated lane? Current shoulder full of debris
- Don't have George be bikeable at all, move south towards Stevens
- Increase biking signage
- Change mph on bike streets
- George doesn't connect directly to Humboldt
- Connect paths to bike shops

Thanks and good luck with the next steps!

Best,

Christie

--

**Christie Vogt**

*Sprockets Communications and Network Associate*  
Center for Democracy and Citizenship  
209 Page Street West, Saint Paul, MN 55107

## Collins, Reuben (CI-StPaul)

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**From:** Jocelyn Wiedow  
**Sent:** Tuesday, April 15, 2014 5:21 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike plan feedback from Sprockets Partners

Hi Reuben,

Derek Johnson suggested you as a good contact to pass this information along to. I coordinate multiple youth worker networking meetings and recently I have shared the proposed bike paths to have them think through how these opportunities may impact youth. We are also encouraging folks to bring it back to their colleagues and clients and encourage conversation and provided the link to the online feedback forum.

Today I met with the Frogtown/Summit-U group.

**Lexington Pkwy** - They were excited by the prospect of a designated bike path on Lexington.

**Western/Dayton** - There was also the issue of one specific intersection (which I can co-sign as well because my office faces this intersection), but at Western and Dayton it is an uncontrolled intersection and there are often issues with cars pulling out onto Western and not seeing oncoming cars in time. The city did in the past year put no parking signs on Western a good distance from the intersection so it isn't as frequent, but still does happen. A couple people noted they were concerned for bikers who drivers might not see.

**Signage** - Other than that they didn't get into too much feedback about specific routes, they did however spend a lot of time talking about what types of things would help young people navigate the biking roads. Specifically around signage (especially if it could be consistent across the city or what is shown in other cities) that designates which are bike routes. They felt that many youth would benefit from having the signs to show which roads are designated biking roads.

**Education** - While I don't know that you are looking for this kind of feedback, they also talked a lot about the need for "how to ride in traffic" classes which one group is going to be doing with Cycles 4 Change, as well as basic bike safety and etiquette. They also suggested a driver campaign to better educate drivers about how to watch for bikers. I know we have a lot of resources within the community that are probably looking at these things, but broadly sharing those resources would also be helpful as biking opportunities grow.

Thanks

Jocelyn Wiedow  
Youth Community Coordinator / Sprockets Network Organizer  
YWCA St Paul  
375 Selby Avenue  
St. Paul, MN 55102-1822

[www.SprocketsSaintPaul.org](http://www.SprocketsSaintPaul.org)

[Changing Minds, Bodies & Lives](#)

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## Collins, Reuben (CI-StPaul)

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**From:** Johnson, Derek  
**Sent:** Thursday, March 27, 2014 1:28 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Feedback

Reuben,

Sprockets facilitated a small conversation amongst West Side youth workers in our monthly meeting this week about the bikeways plan on the West Side in relation to youth access to learning opportunities during non-school time. About 20 people were present, and this is the summary of feedback:

- Should connect directly to Humboldt High complex
- George Street not a good bike route
- It is dangerous biking across Smith bridge toward W. 7th Street if you want to turn left onto Cliff Street. Cars are going 45 miles per hour. What could make that safer for bikes?
- Any possibility that mph decreased to 25 on streets that become bike boulevards or enhanced shared lanes? This is a concern for youth safety.

--

Derek Johnson  
Center for Democracy and Citizenship, Augsburg College  
Jane Addams School for Democracy/Neighborhood Learning Community  
209 Page Street W.  
St. Paul, MN 55107

[www.augsburg.edu/democracy](http://www.augsburg.edu/democracy)

## Collins, Reuben (CI-StPaul)

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**From:** Fran's Computer  
**Sent:** Thursday, April 24, 2014 7:47 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Tracy Vince J. C.; Rice Devin  
**Subject:** Bikeway Plan for Pelham Boulevard

Mr. Collins —

I want you to know that Town and Country Club supports the Bikeway Plan as presented for the Grand Round in our neighborhood, which includes both an on-street and off-street bike path on Pelham Boulevard. Please let us know how we can help. Thank you.

Sincerely,

Francis Neir  
President  
Town and Country Club



**INDIVIDUAL STATEMENTS:  
OPEN HOUSE EVENTS**

## Saint Paul Bikeways Plan Open House # 1

**Location: El Rio Vista / Wellstone Community Center**

**Date: Tuesday, February 11, 2014**

**Total Attendees: 45**

**Written Feedback Received: 12 statements**

As a component of the presentation, attendees were asked five questions about their behaviors and preferences as they related to bicycling. Due to a malfunction with the automated voting response system, votes were taken by hand and manually tabulated. The questions and associated results are presented below:

### El Rio Vista / Wellstone Voting Results:

<b>1. I use a bicycle for:</b> Recreation Only (13%) Transportation Only (2%) Both Recreation and Transportation (83%) I do not ride a Bicycle (2%)	<b>2. How would you describe your use of a bicycle for transportation purposes?</b> Strong and fearless (21%) Enthusied and Confident (44%) Interested but concerned (35%) "No Way, No How" (0%)
<b>3. If the City constructed more bike lanes, I would be more likely to ride a bicycle.</b> True (90%) False (10%)	<b>4. If the City constructed more off-street paths, I would be more likely to ride a bicycle.</b> True (100%) False (0%)
<b>5. If distance was equal, I would prefer riding a bicycle...</b> Off-street Path (48%) On-street bike lane (14%) Bike Boulevard (7%) Enhanced Shared Lane (2%) I don't know (2%) It depends (29%) I don't ride a bike (0%)	

(For each question, between 34 and 44 responses were manually tabulated, depending on participation and applicability.)

A list of open house attendees and feedback received is presented below:

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## Saint Paul Bikeways Plan Open House #1

2/11/14

### Written Feedback:

**Anonymous:** "There needs to be more lighting under the Jackson or Sibley Bridge. There not being sufficient lighting makes it feel unsafe and, as a resident of downtown, makes me feel unsafe when crossing under the bridge after dark, which cuts me off from the whole great path that runs along the river."

"I'm glad to hear there are plans for off-street paths to use for transportation. I do not feel safe using bike lanes."

**Anonymous:** "I'd like to see downtown have in-street separated lanes on streets inside the loop."

"St. Paul needs to do a BIG investment in this plan in 2015. Pick some high volume high visibility corridors and make it happen."

"Priority should be on high volume high vision bikeways that encourage more riders."

"City should include Public Works dollars in every budget year to implement this plan."

**Anonymous:** "Implement in-street separated lanes ASAP."

"Off-street path on Wheelock."

"Downtown connectivity!"

"Bicycle Boulevards ASAP"

**Anonymous:** "Off-street path on Maryland Ave. or at least something to make it crossable by bike."

"??"

**Anonymous:** "Whenever possible place off-street paths far enough away from the street that snowplows on roadways don't re-bury the path!"

"Physical barriers/rumble strips work better than paint to provide space for cyclists."

"Wonderful job providing regular spacing for bikeways + paths over freeway and railroad crossings."

"I like the Bicycle Boulevard ideas; we do need improved education for both motorists and cyclists regarding rules + right-of-way (3-foot rule!!)."

**Anonymous:** "Prioritization should focus on routes that will have the most impact closing gaps or adding facilities in much needed area but also focus on making sure that all parts of the city are included. But I would focus on access to downtown, maybe the spurs connecting to the loop. The grand rounds would also have a big impact."

"I would also focus on improvements to existing facilities for example there is shoulder/bike lane on Edgemoor between St. Paul Ave. and Fairview, however there is no sidewalk there and an orthodox synagogue so it is essentially a shared use shoulder perhaps a path in addition to the lanes would reduce conflict. Also, lighting on the Vento or Gateway trail would be helpful."

"PLEASE focus/include traffic diversion in bicycle blvd design manual also focus on loop detectors that will sense bicycles on bike routes. Winter maintenance is important as well making sure winter maintenance is included."

**Anonymous:** "Focus on off-street paths first – that will encourage your "interested but concerned" group to start biking. Then add the separated lanes. I'd also identify routes to help prioritize – what streets lead to and from major destinations and connect to one another? (like Grand Rounds, Etc.)"

**Anonymous:** "Improvements –wow, I don't think so. This plan looks wonderful!"

"Prioritize- #1 – Quick wins with restriping roads having regular maintenance.  
#2 – Off-street path for Ayd Mill/CP Railroad trail to connect to the river.  
#3 – Full connection of the grand rounds."

**Anonymous:** "Ohio St. bikeway. Burns Ave. 4 to 3 lane."

**Anonymous:** "Focus on/prioritize transportation routes (such as those providing access to places of employment, schools, and other constants). If you can create a sustainable, safe transportation system, recreational bicyclists will follow (but not vice versa)."

"One consideration to make is in regards to the recognition of bicyclists by the traffic signal system. In order for bicycling to be practical, sustainable, and safe, traffic lights MUST recognize bicyclists (or a method of providing input, sends in-line buttons must be implemented). The lack of this functionality is commonly cited as a reason cyclists ignore traffic lights, which is in turn a frequent item of

contention for non-cyclists and critics. This is understandable, as it is downright insulting for those who follow the law to sit for 10 mins at a light and wait for a “motorized” chaperone.”

“I would suggest avoiding shared lanes – they tend to intimidate potential cyclists, can frustrate drivers, and cause an unnecessarily dangerous situation.”

“Training. Training. Training. Eventually a formal certification system will be absolutely essential for a sustainable bicycle infrastructure, but at this point, even simple community outreach programs would increase safety and acceptance/participation.”

“Make sure to take the winter weather into account where possible, however possible, in terms of both sustainability of the system and to allow us crazy winter cyclists continue year round. A suggestion for a sustainable approach is using packed snow (see Oulu, & Canada).”

“Prioritize enhancing, expanding, and connecting existing routes.”

“Provide a wayfinding system such as number routes, paths, and/or trails.”

**Peter Graste:** “Priority : 1. Fill in gaps in existing facilities. Example – McKnight Road has major gap at 94 crossing.

2. Connect the existing network. Example – Margaret Street connects to Swede Hallow vento trail by STAIRS!!

3. Create some major east – west and north – south routes. Give them route numbers. Complete them end to end (include wayfinding, example – route 66).

4. Designate some of these as WINTER routes and ensure adequate plowing.

5. Complete the Grand Rounds (at multiple levels).

6. Routes connecting to schools.”

**Dan McGuinness:** “Please give very high priority to connecting the Bruce Vento Trail to the Sam Morgan Trail via a bridge linking the two, as proposed at the Bruce Vento Nature Sanctuary. Funds for bridge planning, engineering and design have been obtained by the city. Funds for construction should be requested right away to keep this project moving. A bridge over the rail lines and Warner Road would connect the proposed downtown loop and the east side to the river.”

## Saint Paul Bikeways Plan Open House # 2

**Location: Macalester College**

**Date: Thursday, February 14, 2014**

**Total Attendees: 104**

**Written Feedback Received: 25 statements**

As a component of the presentation, attendees were asked six questions about their behaviors and preferences as they related to bicycling. An automated voting response system was utilized to tabulate responses. The questions and associated results are presented below:

### Macalester Voting Results:

<p><b>1. I use a bicycle for:</b></p> <p>Recreation Only (8%) Transportation Only (8%) Both Recreation and Transportation (84%) I do not ride a Bicycle (0%)</p>	<p><b>2. How would you describe your use of a bicycle for transportation purposes?</b></p> <p>Strong and fearless (12%) Enthusied and Confident (66%) Interested but concerned (20%) "No Way, No How" (2%)</p>
<p><b>3. If distance was equal, I would prefer riding a bicycle:</b></p> <p>Off-street Path (35%) On-street bike lane (34%) Bike Boulevard (11%) Enhanced Shared Lane (4%) I don't know (1%) It depends (14%) I don't ride a bike (0%)</p>	<p><b>4. Same question as before (3), but now you are riding with a 3-year old:</b></p> <p>Off-street Path (74%) On-street bike lane (7%) Bike Boulevard (8%) Enhanced Shared Lane (1%) I don't know (2%) It depends (6%) I don't ride a bike (1%)</p>
<p><b>5. If the City constructed more bike lanes, I would be more likely to ride a bicycle.</b></p> <p>True (87%) False (13%)</p>	<p><b>6. If the City constructed more off-street paths, I would be more likely to ride a bicycle.</b></p> <p>True (85%) False (15%)</p>

(For each question, between 87 and 99 responses were electronically tabulated, depending on participation and applicability.)

A list of open house attendees and feedback received is presented below:

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## Saint Paul Bikeways Plan Open House #2

2/13/14

### Written Feedback:

**Chip Peterson:** "(1) Continue to seek an off-street or separated lane option (E-W) somewhere in the long distance between Minnehaha + Summit. Bicycle blvd. or enhanced shared lanes are not enough."

"(2) Priorities:

- (a) Close the gap between Territorial Road + Minnehaha Ave. we desperately need a decent alternative to University Ave. for folks trying to bike between the U of M and downtown Saint Paul (include at various points along the way to University Ave.).
- (b) Close the gap on Hamline Ave (Bike bridge across RR tracks or something similar).
- (c) Create decent N-S alternative to Snelling Ave. (i.e. implement quickly either Pascal or Aldine).
- (d) Grotto or Mackubin bike blvd. or Western Ave separated lane ."

**Ross Jackson:** "This is a very impressive plan and very ambitious. I like it. Lets keep the momentum to get it done."

"I can't think of improvements just yet. They may come!"

"As for implementation, I say the easiest (possibly least cost) options first. Get as much of the plan done as soon as possible. Please don't get stuck on a few expensive, showcase projects. I love the downtown loop too, but if it is at the expense of multiple miles of facilities elsewhere, then I say go for the greater mileage. Build it and they will come."

**Rebecca Airmet:** "Prioritize Downtown! Will help revitalize economy – e.g. summer concerts, farmers markets, dining, etc. May help relieve parking and traffic congestion. Particularly, connect existing bike infrastructure to downtown."

"Please consider the educational component – non-cyclists and road sharing."

"Bike parking needs to be considered, especially at mass transit hubs like Union Depot."

"How will increased mode share mesh with facilities for transporting a bike via bus or train? Discuss experience with Hiawatha Line."



"Provide statistics to local business owners regarding economic benefits of increased bike infrastructure."

**HunWen Westman:** "Nice plan! Comprehensive."

"Is there access to Union Depot from downtown loop spur? Looks like it maybe comes in through back of depot?"

"What should we build first? – CP Rail trail (West of Fairview specifically)! Prior Ave extension of north of Pierce Butler."

**Tyler Teggatz:** "I use the Sam Morgan trail to commute to and from work in warm weather. The connection from the trail to downtown Saint Paul could definitely use some improvement. I feel that biking down Jackson without a bike lane is unsafe, and the intersection at Jackson and Shepard Road does not accommodate bikers. The only other option for a biker going from Kellogg to Shepard is the sidewalk on Sibley."

"Please improve access for bikers and pedestrians between the Sam Morgan Trail and downtown Saint Paul."

**Anonymous:** "The downtown loop is the vision that will pull in excitement and funding to fuel the wider plan. Go there first and go big."

**Anna Springfield:** "In general, I think this is a good plan. I would like to see it implemented on a much more rapid timeline than had been customary for bike projects in Saint Paul."

"I'm aware that the set-up of the roads makes it difficult, but I would like to see better separated east-west facilities on the east side – maybe on Margaret?"

"I'm concerned about the spots – on Pascal, for instance, or Fairview – where facility types switch back and forth. In general, it seems that an effort has been made to avoid this type of swapping, but I'm worried about safety/continuity in these places."

"Downtown should have more separated facilities- maybe in a plus shape through the loop. What's on the map is a good start, but doesn't suffice for a 20-30 year plan."

"Priorities: North-south route- Hamline? Lexington? Would like to see downtown loop sooner rather than later, though it's certainly a big project. At least build better connections into downtown."

**Amy Schwarz:** "Great work."

**Joe C. Machlitt:** "It is important to have a graphics standard and bikeway standard to mark bikeways that share the road with motorists. Drivers who are not bicyclists are sometimes very confused on what is a bikeway on existing streets. Also it is conducive to have the same graphics design as Minneapolis and surrounding cities, Falcon Heights, etc."

"Build the Grand Rounds first. Downtown off-street trails second."

**Anne Sombor:** "1. The draft looks wonderful! Implement it yesterday!

2. Prioritize: connecting to existing infrastructure in Minneapolis (esp Marshall + CP railroad trail). Marshall is the route almost all of my coworkers/friends/peers take from MPLS to Saint Paul for school or work. Marshall needs paths all the way to downtown!
3. Also north-south routes (Fairview, Hamline, Lexington) are sorely needed.
4. The downtown connector is a neat idea and I wouldn't use it as much (I'd use Marshall daily) but still it's nice.
5. It is impossible to easily and safely bike to the U of M from other parts of St. Paul, especially frogtown/downtown.
6. 'Enhanced shared lanes' are USELESS. Add these last.
7. It is also really difficult for less confident bikers to go from Mac-Groveland to downtown St. Paul.
8. I want to say again how pointless 'enhanced shared lanes' (sharrows, et al) are. They add nothing for safety or confidence.
9. And also again how exciting this plan is!"

**Ed Heibel:** "1. I have not read the report yet but most reports prospect rosy outcomes. What negative consequences have you identified from minor (incidents) like fading painted markers to increased bicyclist injuries + fatalities.

2. Grand Round must include an off-road component everywhere.
3. High priority – connection to downtown, Children's Museum, Science Museum, History Center.
4. Any plans to enforce traffic laws on bicyclists?
5. Intersection of 7<sup>th</sup>, Montreal, Lexington very hazardous + needs special attention.
6. Is Mississippi River Blvd not considered an off-road, shared-use trail?

**Shirley Erstad:** "I think bicycle parking can be great pieces of art and very creative. Perhaps a public art project? Possible funding source?"

"Education of drivers is a big concern. The very visible bike lanes on Summit Avenue is the one I think of. So often, as a driver when I'm making a right-hand turn across the bike lane and yielding to a bicyclist, I get angry honks from drivers behind me or a car will go around (same problem with yielding to pedestrians). How do we re-educate drivers? Good signage/paint/etc. is a place to start, but only a beginning."

"I love that we desire to be more bike friendly city. I appreciate the public comment process you are going through. Well done. Thank you."

"Prioritize downtown as an artistic example of a beautiful city – a good way to build momentum."

"Also prioritize connecting under-served communities/poorer communities to build positive feelings about the city."

**Laura D'Ambrosio:** "1. Love the downtown concept. Great for the city, businesses + bikes.  
2. When you implement the new lanes, create a diverse media/communications to educate casual bicyclists, motorists – especially non-bicyclist drivers. They need to know signs, rules, etc. And be sure to reach those who no longer read papers or watch TV news. We are online, on Facebook, Twitter, Google+ and read small local papers including the wide metro area, not just St. Paul."

**Nick:** "I would like to see a bike lane on westbound Marshall all the way to the Mississippi bridge. CP trail should be high priority as well."

**Brian Longley:** "Please build the off-street paths proposed for downtown."

"Directional signs w/arrows, destinations, distances."

"Focus first on shared lanes – low cost + easy."

"Consider colored bike lanes."

"Consider traffic lights with bike signals."

**Kevin Lee:** "Prioritize the downtown loop! It would be great if the regional trails were connected. I think it would attract many new bicyclists."

"Very specific – reworking crossing Cretin Ave. at the end of St. Anthony to Beverly would benefit many riders and cyclists. Currently many bikes (+peds) cross there and it is very dangerous."

**Victoria Malawey:** " Love the plan! Here are my thoughts on what you should prioritize:

1. North-south routes, especially west of downtown (between downtown and the river),
2. Ayd Mill Road / CP Railroad trail
3. Better Connections into downtown"

**Lisa Austin:** "Great Job! Thanks for all you do!"

**Peter Armstrong / Laura Merriam:**

- "Priorities: 1. Downtown Trail  
2. Connect Grand Round  
3. Green Line Connections "

**Tim Harwig + Kate Leisses:** "Love what we are seeing! Thank you."

"Bike parking should be part of these considerations because: 1. It helps keep bikes safe, 2. Helps keep neighborhoods tidy (non commercial sponsored)."

"Would like to see bike lanes start with major streets; Fairview, Cleveland, Snelling, Hamline, Lexington."

**Cara Anthony:** "Start with downtown loop + spur – would be a great enhancement + showcase the city + it would help revitalize downtown."

**George Puzak:** "Please raise the priority to build a non-motorized bridge over the Mississippi River to connect to the Midtown Greenway."

"Large bump-outs for people to enjoy the river gorge as they pass over the river."

**Steve Kantner:** How can we improve the bikeway recommendations in this plan? - "The use of 'bumpouts' at corners such as implemented on Selby + planned for Western may benefit pedestrian safety but for me makes bicycling more hazardous. The transition from the concrete of the curb apron to the blacktop creates a ridge which can catch the tire – hence I'm forced out into traffic at each and every intersection."

How should we prioritize these bikeways? Which should we build first? – "Downtown access. Improve access to light rail along university (i.e. more N/S routes!)."

**Catherine Zimmer:** "As a car-free (by choice), citizen, property & small business owner I am pleased to see the addition of numerous bike lanes throughout the city."

"I am particularly pleased to see a bike lane on Ayd Mill Road, which currently bans bikes & pedestrians. If AMR was converted to a 2-lane parkway and opened to local traffic only this would comply with the City Council's vision for the road circa 2005."

"Public works wants to build a freeway on AMR against many in the community's wishes. I URGE bike planners to discourage PW of that view. A linear park in the corridor would be a fantastic community asset. Not a freeway!"

"P.S. Another key caveat- bike lanes must be maintained – especially in the winter."

**Michael Kuchta:** "An addendum to the typed comments I gave Reuben ...

- Send out links to the schedule of Mill/overlays & RSVP plans so we can get specific input when it matters
- Please tell Public Works – Do not grind a "pothole" into the pavement so they can paint a bike lane / sharrow etc. It defeats the purpose of safer bike facilities."

## Saint Paul Bikeways Plan Open House # 3

**Location: Duluth and Case Recreation Center**

**Date: Tuesday, February 18, 2014**

**Total Attendees: 40**

**Written Feedback Received: 15 statements**

As a component of the presentation, attendees were asked six questions about their behaviors and preferences as they related to bicycling. An automated voting response system was utilized to tabulate responses. The questions and associated results are presented below:

### Duluth and Case Voting Results:

<b>1. I use a bicycle for:</b> Recreation Only (11%) Transportation Only (0%) Both Recreation and Transportation (83%) I do not ride a Bicycle (6%)	<b>2. How would you describe your use of a bicycle for transportation purposes?</b> Strong and fearless (24%) Enthusied and Confident (47%) Interested but concerned (24%) "No Way, No How" (5%)
<b>3. If the City constructed more bike lanes, I would be more likely to ride a bicycle.</b> True (83%) False (17%)	<b>4. If the City constructed more off-street paths, I would be more likely to ride a bicycle.</b> True (81%) False (19%)
<b>5. If distance was equal, I would prefer riding a bicycle...</b> Off-street Path (51%) On-street bike lane (15%) Bike Boulevard (10%) Enhanced Shared Lane (0%) I don't know (3%) It depends (18%) I don't ride a bike (3%)	<b>6. Same question as before (5), but now you are riding with a 3-year old</b> Off-street Path (87%) On-street bike lane (0%) Bike Boulevard (3%) Enhanced Shared Lane (3%) I don't know (0%) It depends (5%) I don't ride a bike (3%)

(For each question, between 36 and 39 responses were electronically tabulated, depending on participation and applicability.)

A list of open house attendees and feedback received is presented below:

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## Saint Paul Bikeways Plan Open House #3

2/18/14

### Written Feedback:

**Joshua Houdek:** "Great plan!"

"Prioritize in-street, separated, protected bike lanes – they are a proven method to increase bicycling!"

"Include all aspects of Snelling Area Study (bike lanes btw Marshall & St. Anthony)."

"Include E. 7<sup>th</sup> from DT at Wall St and connect to Phalen Blvd."

**Anonymous:** "Winter maintenance/plowing?"

"Plan routes based on ability + have year-round access."

**Jane Moren:** "#1 Priority – safe biking (preferably off-street downtown St. Paul.)"

"Also, you might get financial contributions from businesses if bike trails provided access to restaurants, brew pubs, and coffee shops. Exits could include a list of businesses easily accessed (similar to highway exit signs). Perhaps businesses would help with maintaining bikeways if their businesses were included in the sign."

"Many times we (my husband and I) have gone on long bike rides on trails + have been unable to find food + beverages. Businesses are missing an opportunity to make money."

**Frank E. King:** "Concerned about biking on streets with cars. Particularly with kids + mentally handicapped people, and we retirees."

**Eric Thompson – Parks & Rec:** "Consider 3<sup>rd</sup> st. from Mounds Blvd. to Mcknight for in-street separated lane."

"Build year-round maintenance into the downtown off-street trail loop strategy."

"I think the downtown loop strategy should be a high priority."

"Connections to Rec. Centers, Parks & schools should be a moderate-high priority."

**Anonymous:** "Enhanced shared lanes downtown are great to see but I don't think they serve the 'interested but concerned' group very well."

"I'm on the fence about bike boulevards. It's important people who drive understand them. I also don't know how well they serve the 'interested but concerned' people."

"Prioritization:

1. Projects on streets already being repaved.
2. Downtown!
3. Neighborhoods (like Frogtown/East Side) with little or no bike infrastructure"

**Anonymous:** How can we improve the bikeway recommendations in this plan? – "Measures to ease travel when crossing busy streets (e.g. Maryland & Whitebear)+ lights on Gateway + Brice Vento."

Priorities – "Enhanced shared lanes + bike blvds – aren't those the easiest/fastest to complete?"

**Kathy Sidles:** "1. Figure out ahead of time trash issues on any successful i.e. well used (bikes, pedestrian, strollers, kids) trail. I picked up 198 bags of trash as a volunteer along the Vento trail last year (mostly Maryland – Earl) – can/bottle bins, trash cans, paid +volunteer cleanup at least 1x per 2 weeks (it's just me on the Vento)."

"2. Meet with others to best help solve these problems with 'synergy' of working together. Local small parks are closed + kids can't get to fewer large buildings farther away (connect park buildings to trails + bikes to kids)."

"We are losing city natural areas (bees, birds, butterflies, critters, native plants they need) fast, so how can trails be designed to make wildlife corridors between bigger natural areas that they need to survive?

(there should be a city-generated wildlife corridor map with this)."

"Thanks for connecting bike trails + neighborhoods!"

**Ben Grailing:** "Prioritize the most cost-effective, easiest changes to the streets with bicycle blvds and enhanced shared lanes. All these take is basically some paint. Put the other two more enhanced groups into action when road work is to be done in the future."

"The fact that there is no current funding for all of this should mean we should get the 'low hanging fruit' first."

"Also, looking at the map, please recommend that the east side gets some bike paths first just to catch up with the other areas. You mentioned equity in the slide and doing this would help. Good Luck!"

**Dean Moren:** “We live in the city of North Saint Paul and regularly bike into St. Paul for the farmer’s market, Landmark Center, Science Museum, History Center, State Capitol, Great Waters Brewery, etc. Getting close to downtown is fun and easy, but downtown itself can be dicey. I would prefer access from the river and from 7<sup>th</sup>/Payne and from the Gateway to the heart of downtown. Number one priority!”

“Summit is a nice cut-a-cross already. Completing the Grand Round, especially Johnson Parkway and Raymond is exciting!”

“Jefferson has too many stop signs – I prefer a busier road with stop lights vs residential streets with stop signs every other block.”

“Phalen corridor trail is nice, especially to Swede Hollow Café, but ramps into intersections are narrower than bike lanes. Please consider wide entries / exits that are placed perpendicular to cross streets, rather than angled.”

**Connie Bernardy:** “Excellent plan. Two areas of concern: Commercial zones are overlooked. This forces people onto sidewalks. We want people to bike to commercial zones. We don’t want transportations to disregard (i.e. W 7<sup>th</sup> & Snelling). Why are these roads not showing up on the plan? Shared-use pathways ought not to be used for transportation if there is a speed limit that isn’t conducive for transportation (i.e. Mississippi River Blvd).”

“I don’t recall if wayfinding is addressed in the plan. Wayfinding is important and it especially needs to be coordinated with Ramsey County + the metro area.”

“I like the trees + buffer space shown on Jackson Street.”

“Make sure the East Side is well connected.”

“Be sure to include the I-35 E east trail in the plan (Arlington to Cayuga).”

**Chris Budel:** “As a ‘fearless’ Rider, I view all streets as bicycle routes, that said, I think this is a good plan to attract others to this healthy transportation alternative.”

“Some notes I would offer:

-Key: 5 months of the year there is snow on the roadways. There should be a DESIGNATED winter bicycle system that is maintained on a daily basis. ( I would suggest one east/west route and 3 north/south routes. ‘West, Central, East’).

- North/South crossing the 2-sets of tracks is a problem that isn’t going away. Snelling is unsafe (and I believe unable to be made safe) so Hamline and Chattsworth, and the needed bridges



(two) are crucial to this plan working (the south set of tracks are crossed on Hamline, the north set on Chatsworth – you’re half way there).

- Consider (?) a pedestrian/bicycle bridge crossing the MRB job uphill from Summit (where there’s a valley that holds a stream [???]). This would facilitate bicycle traffic moving from the Lake Street Bridge to Summit bypassing the unsafe-in-winter Marshal Ave (due to the bottlenecks adjacent to the medians).
- Your downtown off-street path idea is Fantastic! These exist often in some European cities – I foresee a steep learning curve with bicycles/pedestrians crossing (the example of Nicollet Mall where peds STILL cross without looking both ways springs to mind). I hope the city doesn’t get cold feet on this – it really is forward-thinking and cutting-edge!
- Commonwealth Ave thru the fairgrounds should be considered – its open all but a few weeks of the year
- Model route numbering on the Eisenhower Interstate System = north/south routes have odd numbering and east/west routes have even numbering. Tie in/coordinate with statewide mapping grid.
- Also, owning a car does NOT guarantee you’ll have on-street parking! (This is a sacred cow that needs to be gored!)

**Dan Choma:** “East Side Recommendations: Margaret, Greenbrier, Flanders St., Hazel St., Jessamine.”

“In-street lanes on Minnehaha, Payne, Edgerton.”

“Bicycle Boulevards are perfect for East Side, they decrease reckless speeding & also increase bicycle mobility and increase property values.”

“Wheelock off-street path would allow usage of Wheelock as a route for families as well as commuting, even at hours of higher traffic.”

“Also, Downtown off-street would be good for the city as a whole, which includes the east side.”

**Stefan Pomrenke:** “I live on Margaret Street and am one of the original group that out forward the Margaret St. Bike Route CIB proposal!”

“My family recently adopted our 3 year-old daughter and she would likely be going to East Heights Elementary School. I have talked with their principle, Billy Chan, who states that the PTO has proposed a traffic light at Margaret and Ruth. The intersection with Margaret and Earl is also problematic and needs traffic calming. I also endorse the need to transform East 7<sup>th</sup> Street into a 3 lane road with a middle turn lane. I am a family physician with a background in public health.”

“1. Traffic light and calming at Ruth + Margaret or 4-way stop

2. Traffic calming at Earl + Margaret

3. East 7<sup>th</sup> as a 3-lane with central turning and bicycle lanes on the sides”

**Kristal Hansen – Hamm Building, Saint Paul:** “St. Peter Street between 7<sup>th</sup> Street and Kellogg has many retail –restaurant - entertainment venues requiring sidewalks (dining) + parking (on street) for retail merchants. St. Peter Street is a 2- lane one-way street with parking on both sides of the street. The Hamm Building requires St. Peter Street delivery to service the building as 7<sup>th</sup> Place Mall is semi-restricted. If one driving lane is dedicated to biking, the traffic congestion will increase dramatically. The loss of additional on-street parking will be a significant loss to many of the small retail businesses that rely on the on-street parking to serve their customers. Also, there are currently several restaurants that count on the wide sidewalks for their seasonal outdoor patio dining along St. Peter Street.”

## Saint Paul Bikeways Plan Open House # 4

**Location: CapitolRiver Council office at the US Bank Center Building**

**Date: Thursday, February 20, 2014**

**Total Attendees: 41**

**Written Feedback Received: 9 statements**

As a component of the presentation, attendees were asked four questions about their behaviors and preferences as they related to bicycling. An automated voting response system was utilized to tabulate responses. The questions and associated results are presented below:

Downtown Voting Results:

<b>1. I am a downtown Saint Paul...</b> Property or Business Owner <b>(9%)</b> Resident <b>(15%)</b> Employee <b>(36%)</b> More than one of the above <b>(15%)</b> None of the above <b>(24%)</b>	<b>2. Biking downtown...</b> I bike downtown and think it's fine the way it is <b>(0%)</b> I bike downtown but think improvements are needed <b>(81%)</b> I don't bike downtown but I might if safe bike facilities were developed <b>(10%)</b> I don't bike downtown and don't want to <b>(10%)</b>
<b>3. I use a bicycle:</b> Recreation only <b>(6%)</b> Transportation only <b>(12%)</b> Both Recreation and Transportation <b>(76%)</b> I do not ride a bicycle <b>(6%)</b>	<b>4. How would you describe your use of a bicycle for transportation purposes?</b> Strong and Fearless <b>(11%)</b> Enthused and Confident <b>(66%)</b> Interested but Concerned <b>(17%)</b> "No Way, No How" <b>(6%)</b>

(For each question, between 33 and 35 responses were electronically tabulated, depending on participation and applicability.)

A list of open house attendees and feedback received is presented below:

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## Saint Paul Bikeways Plan Open House #4

2/20/14

### Written Feedback:

**Anonymous:** "I don't agree that parking downtown is an issue. As a bicyclist and driver in downtown St. Paul, I think it is so easy to park a car but not very easy to park a bike. In addition, I believe the off-street loop will draw more people downtown to frequent the businesses."

**Kathy Lindblad:** "Excited about off-street trail in downtown St. Paul! Get started now! Jackson St. Makes sense as a first step."

"Put in the in-street separations sooner rather than later."

"Consider separate stop lights for the bikes. Look at what Copenhagen does – the bikes get a green light so they are already in the intersection when the cars get their green. That way the cars have to yield to the bikes."

**Christopher Binehaim:** "This is fantastic – let's build it!"

"We need a plan to get this built – finding on-going funding, developing a schedule, etc. We need to complete our bike network in significantly less than 20 years."

"Priorities: Build downtown loop. This is our major employment center, has a growing residential population, needs better bike facilities to support Nice Ride, connects to most transit options, connects to significant existing bicycle facilities, will support development."

"Fill in the gaps in our existing bicycle network. Too many of our existing facilities just end – this is unsafe – or don't allow bicyclists to connect to other facilities."

**Matthew Dyrda:** "I am incredibly supportive of this plan."

"I work in downtown St. Paul and live near downtown Minneapolis."

"I feel strongly that downtown should be a top priority and should be implemented aggressively. St. Paul is losing the bikeway battle to Minneapolis and is not able to attract the young, talented professionals. Most people I know that work in downtown St. Paul or the Capitol (and are under 30) all

live in Minneapolis. So I think this bikeways plan can really be seen as a community development opportunity."

"Specifically related to the current situation, ONLY the most skilled and confident cyclists will come downtown. It is incredibly uninviting for the average person. Safe and pleasant infrastructure needs to be built to inspire more commuters to choose a bike as their 'go-to' transportation mode."

**Bob Nesheim:**

1. As a MPLS/Uptown to St. Paul Commuter, connecting Summit to St. Peter/Cedar areas seems a priority to me; 5<sup>th</sup> to Summit is nasty.
2. Gateway to downtown is a priority.
3. Getting to town from the Sam Morgan up is already quite good – just needs lanes.
4. Pelham/Raymond/Como needs work – does not encourage commuters from the Como area along the west edge.
5. Any hope for west Summit/Highland areas?"

**Dennis Thompson:** "Keep Jackson bike trail a priority! Downtown is the black hole in the bike trail system. Jackson would connect Gateway, Sam Morgan & Bruce Vento trails & the downtown businesses and other transportation alternatives."

"The bridge connecting the Bruce Vento Trail & the Sam Morgan Trail should also be a priority. It will make a great short loop for downtown residents & a fast connection between the long trail system."

**Sandy (Wild Tymes):** "St. Peter is a busy street throughout the year.

1. You have events from the Excel w/limited street access in & out of the city. After an event – St. Peter is backed up with traffic.
2. There are 7 + restaurants along St. Peter who all receive deliveries along St. Peter throughout the day.
3. Restaurants on St. Peter have limited parking as it is. Taking parking away will affect all businesses along this street.
4. The Farmers Market is on the Seventh Place Plaza Tues. & Thurs. all summer. They load in every early a.m. during rush hr to set up on the plaza.
5. I hope you will consider the effect this bike path will have on businesses – which is where bikes are trying to go to. We already receive complaints regarding parking availability to get to Wild Tymes. You take what little we have, it will greatly affect our business."

**Melissa Wenzel:** "Please make sure that biking to/from downtown, plus biking around downtown safely is a high priority."

"Comfort/biking safety typically comes with education, leading by example. Allow volunteer/paid tours for folks to get comfortable biking legally, biking safely."

"I am the current chair of the Lafayette Park Commuter team (1-3 blocks north of Highway 52 & 7<sup>th</sup> Street). Is it possible to get a copy of the 'downtown' slides to share with my teammates?"

"Excellent developments – this car-free bicyclist is so happy for the proposed changes!"

"PS I appreciate the 'what about parking?' concerns, but I truly think there's enough parking (ramps are empty at night) & appreciate more emphasis on safe biking. Finally!!"

**Danielle:** "I live off Grand and Victoria. I love the loop! It will make connecting to my east side friends much easier and safer. I like what the path could do for the downtown economy. It will hopefully encourage more visitors to downtown."

"How should we connect the far eastern downtown destinations to the populated MPLS and west end of St.P? I would love to learn about that plan as well. Thanks you for your efforts."

INDIVIDUAL STATEMENTS:  
EMAIL STATEMENTS

## Collins, Reuben (CI-StPaul)

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**From:** Brian Kane  
**Sent:** Tuesday, May 06, 2014 4:55 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St. Paul Bikeways

Mr. Collins,

My wife and I are residents of St. Paul, we just moved to the city late last summer to the Desnoyer Park neighborhood. We are avid bikers and have begun to utilize St. Paul's various bike paths, lanes, etc...

I wanted to contact you to share with you that we strongly support the adoption of the St. Paul Bikeways Draft Plan as presented for the Grand Round, specifically the areas around Desnoyer Park, such as Pelham Blvd. We support on-street bike lanes and off-street bike paths along Pelham Blvd, as well as around the rest of the Grand Round.

I also wanted to share with you that I really think the Grand Round (as it stands today) could use some improvement overall. As recent as last weekend I took the near-30-mile course around the city on my road bike. I experienced a flat tire on Pelham Blvd due to the rocks / potholes, additional potholes and rubble along Wheelock Pkwy, and several detours along Wheelock Pkwy, Johnson Pkwy, and Warner Road. I noticed several bikers making some poor safety choices with regards to traffic as a result of the detours. Additionally, I noticed that I was having to check my phone for directions at several key intersections due to lack of signage.

Overall I really appreciate the investment St. Paul is making in it's roadways and bikeways. Based on my experience last weekend, I would also appreciate any additional focus you and your colleagues could place on improving the Grand Round. Extra biking accommodations, maintenance on the roads / paths, and signage would significantly improve the course as a whole, while benefiting the entire community. I feel that improving Pelham Blvd for bikers would be a very worthwhile investment.

Thank you for your consideration. I appreciate the work you and your team performs on behalf of the city's residents.

Best Regards,

Brian

Brian Kane



## Collins, Reuben (CI-StPaul)

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**From:** Matthew Miller  
**Sent:** Thursday, May 01, 2014 12:01 AM  
**To:** "reuben.collins"@ci.stpaul.mn.us  
**Subject:** Bikeways Plan

I support the plan of on-street bike lanes and off-street bike paths on Pelham Blvd and on Mississippi River Blvd as long as the plan doesn't use additional right of way for either street and the off-street paths are located on the side of the golf course (Pelham) and the side of the river (Miss. River Blvd). Pelham Blvd badly needs to be redesigned and reconstructed to provide a safer experience.

Matt Miller

**Collins, Reuben (CI-StPaul)**

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**From:** Ted Niblett  
**Sent:** Wednesday, April 30, 2014 7:48 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Plan

Dear Mr. Collins,

I enthusiastically support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Ted Niblett

## **Collins, Reuben (CI-StPaul)**

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**From:** Shawn Person  
**Sent:** Wednesday, April 30, 2014 7:59 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeway draft plan

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Shawn Person  
Roundtable Coffee Works

## Collins, Reuben (CI-StPaul)

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**From:**  
**Sent:** Wednesday, April 30, 2014 11:23 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Grand Rounds

Mr. Collins:

I support on-street bike lanes on Mississippi River Blvd. and off-street bike paths along Mississippi River Blvd. as long as (1) the bike lanes and bike paths in the "after" construction fall within the existing confines of the boulevard and do not require the use of additional right of way and (2) the dedicated non-street bike path on Mississippi River Blvd. remains on the river side of the boulevard. As mentioned in an earlier email, I also support the addition of bike lanes on Pelham Blvd.

as long as the bike lanes and bike paths in the "after" construction fall within the existing confines of the boulevard and the dedicated non-street path is on the side of the golf course. We need to focus on slowing traffic by narrowing streets, possibly including speed bumps.

Thank you-

Rebecca Getz

## Collins, Reuben (CI-StPaul)

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**From:** Peter Braude  
**Sent:** Wednesday, April 30, 2014 11:20 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Fwd: St. Paul Bikeways Plan feedback regarding Pelham Blvd  
**Attachments:** DRAFT%20Saint%20Paul%20Bikeways%20Plan%20Summary%20(8x11)\_201402061616497145(1).pdf; ATT00001.htm

Hi Reuben.

I echo Jennifer's thoughts, below.

Thank you,

Peter Braude

**From:** Jen Getz Miller  
**Date:** April 30, 2014 12:13:38 AM CDT  
**To:** [reuben.collins@ci.stpaul.mn.us](mailto:reuben.collins@ci.stpaul.mn.us)  
**Subject:** **St. Paul Bikeways Plan feedback regarding Pelham Blvd**

St. Paul Bikeways (draft) Plan

Pelham Blvd: I support the proposal of on-street bike lanes to accommodate commuter cyclists and off-street bike paths to fulfill the goals of the Grand Round as long as (1) the bike lanes and bike paths in the "after" construction fall within the existing confines of the boulevard and do not require the use of additional right of way and (2) the dedicated bike path for the section of Pelham between Otis and Beverly is constructed on the golf course side of the boulevard. Pelham Blvd is currently unsafe for cyclists and pedestrians and is in dire need of narrowing/redesign to slow traffic through our residential neighborhood.

Sincerely, Jen Getz-Miller

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## Collins, Reuben (CI-StPaul)

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**From:** Mike Martin  
**Sent:** Wednesday, April 30, 2014 5:29 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Re: Saint Paul bikeways input

Mike Martin

24 February 2014

Dear Reuben Collins,

My name is Mike Martin, and it was a pleasure to make your acquaintance this past Tuesday at the Case Recreation Center. We spoke for a while before and after your presentation- you may remember me as the guy with the long beard and the safety vest that says "don't hit me, bro!" I feel I have a great stake in bicycle advocacy in the city of Saint Paul for two key reasons: I choose to ride bike year-round for transportation and recreation alike, and because I love my native city of Saint Paul and want to see it become an even more awesome place to call home.

Let us consider that that Minneapolis has edged out Portland, OR for the coveted title of "America's Best Cycling City." As a local rider who logs hundreds of hours each year, I know that Saint Paul has some catching up to do, and that our cycling community and urban planners need to find a way to be a bold national leader in cycling infrastructure. I also know that bible makes great mention of Saint Paul, but never mentions Minneapolis. Therefore, I submit that an excellent opportunity exists for some friendly cross-river rivalry:

I would like to see the City Council and Mayor Coleman to publicly adopt a goal of becoming the best city for urban cycling in America. In short, dream big(ger).

I am painfully aware of the dangers inherent in cycling in the city. As I write this letter to you, I am at the home of a friend in Minneapolis, just blocks from the site on Franklin Ave. where 26-year old Marcus Nalls was recently killed by a motorist while cycling responsibly. My sweetheart lives in the Stevens Square neighborhood of Minneapolis, so I end up doing quite a bit of cycling across both cities.

Below, I have compiled a list of ideas which I believe is likely to save the lives of cyclists, increase bicycle mode share, promote physical fitness and an active lifestyle, increase the reputation of our capital city as a progressive, forward-thinking urban environment. I am sure that many of these ideas you have already heard from others; some may be new to you.

Please note well: if I had to boil down all of the ideas that have percolated in my mind over thousands of miles, it is that off-street bike paths are the gold standard to which we should aspire. Sharing the road with cars can get a person killed. I often take longer routes than necessary in order to ride a bike path, such as along the river. One major edge that Minneapolis has over us is the Greenway, which lets bikers bisect the city with minimal motor vehicle interaction.

I like that in your draft bikeways plan, the entire city is covered with a grid of "bike-friendly" routes. I think it's key to do exactly what you plan- that is, to make sure that one is never far in the city from a bike route where one shares the road with motor traffic. I believe that one of the City's top priorities should be to expand the web of separated bicycle paths. Keep the grid of shared-with-traffic bicycle routes, but make a point to minimize the distance one has to travel from any point in the city to get to the sort of bike path where cyclists of all ages and abilities can ride in a safe, car-free environment.

Here's what I've got:

- **Summit Avenue:** Summit Avenue is one of the crown jewels of our city- and it stinks for biking. Don't get me wrong; I ride on Summit all the time. However, I am a fit, fast, and seasoned veteran cyclist who is more "hard-core" than many. I sure would

never ride Summit with children on bikes, and I have compunctions about hauling a child in a bicycle trailer on Summit because of the proximity to passing traffic, and the narrowness of the bike lane. The bike lane on Summit really squeezes cyclists into a narrow funnel between passing traffic and the “door zone” of parked cars. This squeezing is especially evident in areas with heavy on-street parking use (and turnover) such as by William Mitchell College of Law.

Also, on-street bike lanes are (to put it frankly) kind of a joke in the winter. As a year-round rider, I am quite familiar with the phenomenon of the bike lane being covered by parked cars because the snowbanks jut out so far into the street that the road is constricted, or just plain covered up in slop, the kind of crap that you definitely don't want to point your bike through.

Further, the bike lane on Summit doesn't basically doesn't exist in the winter. This is true of pretty much every bike lane that gets striped onto a street, such as on Marshall. And here's what happens: folks like me still ride in the street, but I am forced to take a lane. While I strive to ride predictably, safely, and in accordance with the same traffic laws as motor vehicles, people all too often put my life at risk by passing unsafely, sometimes honking/otherwise being aggressive, and often all just to get to a red light up ahead faster than me. It is such a commonplace scenario that it is familiar, old hat to every single other cyclist friend I have in the city. And it scares the hell out of me, frankly. I feel as if I am playing Russian roulette every time I share the road with cars. Drunk drivers, distracted drivers, angry drivers tailgating me closely in marginal conditions are all out there. I can't watch my “six” all the time, and incidents like a distracted driver nearly swerving into me as he fiddled with his radio while piloting a 3/4 ton pickup on Marshall have happened as early as last week. It was a near miss- if a mere half second of timing were off, he may well have plowed into me from behind.

So here's my immodest proposal: find a way to put a separate bicycle track on Summit. It would be symbolically important, linking the state capitol, the governor's residence, and the river. And by the way, why is there no bike path that links up with the state capitol? I think it would speak volumes to the priorities and character of our state if we had a bike lane (and proper bike facilities) at the Capitol building.

If you know your Saint Paul city history, you will remember that Interstate 94 was built right through the middle of old Rondo neighborhood. The end was transportation for the masses; an investment in the future in the minds of urban planners of the day. It was only natural to raze the part of the city that was overwhelmingly African-American and whose interests were underwhelming represented by key decision makers.

A Summit Avenue Bikeway built with the same ambition as the Greenway of Minneapolis would function as the I-94 of bike traffic. Perhaps in some way, it may even serve to poetically bend the arc of local history toward justice by placing one of the backbones of the City's mass transit scheme right down one of the crown jewels of the city- along an avenue which is home to a population this author presumes to be preponderantly White and possessed of above-average privilege.

- **Jefferson Ave bikeway-** This is part of my daily ride to work. There is a long way to go in terms of making the public aware that this is a designated bikeway. I have had cars rudely and unsafely zip around me on this route. The bicycle markings on the road are not visible when covered with snow. I think that where Jefferson meets with arterial roads, there needs to be better signage for drivers turning onto the bikeway alerting them to the fact that bicycles have the right-of-way. Of course, I think the best thing would be for Jefferson to have a dedicated cycletrack, perhaps at the expense of parking on one side of the street? Jefferson also needs some protection for cyclists on the section between Lexington and Victoria, where there is the big hill over Ayd Mill Road.

And here is a project that I have often fantasized about: Jefferson is a fantastic east-west route, in that it bisects the city from river to river. It's a nice ride, despite having at least one pretty big hill. I envision a bicycle/pedestrian bridge that would span the Mississippi River at the west end of Jefferson. Minneapolis has a series of pedestrian/bike only bridges that are fantastic ways of bringing people out and connecting them both from one path to another, but also to the beauty of the river valley. I am thinking specifically of the Stone Arch Bridge, the U of M bike transitway bridge near Dinkytown, and the Martin Olav Sabo bridge. It's a good long stretch between Lake Street and Ford Parkway, and a bike/ped bridge here would do a great deal to strengthen and encourage cycling mode share, especially if the bike-friendliness of Jefferson is improved.

- **Wabasha Street**, south of the Wabasha Bridge: there is a section of road in which the bike lane disappears. I imagine the simplest and most expedient thing to do would be to simply repaint the section of Wabasha so that there is a bike lane. Perhaps some traffic-calming and greening-up measures such as a median with trees planted in it would be nice.
- **West Side bluff area:** There has been some really fantastic work done along the bluff in Saint Paul's West Side neighborhood! I am thinking specifically of the massive project undertaken to add a cycling/walking lane separate from traffic on Ohio Street, and the addition of a wonderful, wide cycle path that goes through Cherokee Park. There needs to be a cycling/ped bridge that crosses the top end of the High Bridge. Make it architecturally inspiring, like the Sabo Bridge. It is unacceptable to have to cross traffic here- it is a recurring safety concern for me! The bike route officially turns onto George Street, and takes a jog back over to the bluff parkway. No car route would have a permanent detour like this! If you want people to really use these paths widely for recreation and transportation, then make the paths connect on either side of the High Bridge.
- **Ayd Mill Road:** I believe Ayd Mill Road represents one of the biggest untapped opportunities for urban renewal. I think we would give a tremendous gift to future generations by completely removing motor vehicle traffic from what is now Ayd Mill Road, and transforming it into a linear park and non-motorized thoroughfare which helps to “connect the dots,” linking existing trails. It could have on and off ramps at streets such as Grand and Summit utilizing the same off ramps that serve cars today,

much as Minneapolis' Greenway has ramps up and down from street grade level. Additionally, Ayd Mill Road would be an ideal bike thoroughfare because it follows the railroad grade of the Short Line, meaning no thigh-busting hills.

I am no expert on the history of the Short Line, but it sure seems like an anachronism that never quite connected 94 and 35E. I imagine that in the long run, it would boost nearby property values, draw countless people out, and become a beloved part of the city. While I'm on the topic of off-street bikeways for both Summit Ave and Ayd Mill Rd, please allow me to say that part of Minneapolis' greatest strength as a cycling city is trails such as the Greenway and the Cedar Lake Trail, which allow one to criss-cross the city without dealing with cars. I believe we can have that, too!

- **Ramsey Hill-** I climb up Ramsey Hill all the time, and I make a special point every time I head up to stay safe at the bottom of the hill. There is a constriction in the flow of uphill-bound traffic due to a traffic island at the bottom of the hill. I find that cars nearly *always* try to zoom up the hill fast at the bottom- to get their momentum up, I suppose. In any case, I am constantly on guard at the bottom of Ramsey Hill especially. I wish that Ramsey Hill were a part of Saint Paul's official system of bikeways. What would that mean? At the very least, I think it would mean a painted bike lane for ascending bicycle traffic, and a sign (like the one for westbound traffic on Marshall Ave just west of Cretin Ave) that says "Bicycles May Take Full Lane" for traffic heading down Ramsey Hill. But, will anybody actually ride up such a steep hill? Puh-lease! Of course they will- I think that Saint Paul, with more abundant hills than Minneapolis, could benefit from a reputation as a great cycling city that also has some "hard-core" bike routes. The fact is, lots of bikers already ride hills such as Ramsey Hill for all kinds of reasons, and having a lane to make it safer would be tremendously appreciated.
- **35E to downtown:** There is a funky little section of bicycle trail that picks up by the Burger King across from United Hospital. It goes as far as Saint Clair, but then it turns into an on-road bike route. There is a particularly dangerous intersection there for bikes, which I believe must be addressed by the folks who are paid to address such things as dangerous intersections. The bike trail is hard to see, and cars from both directions frequently come at a high rate of speed as they prepare to merge onto the freeway on-ramp. My sense is that at this particular intersection, a lot of drivers are already "on the freeway" in their minds, and looking out for bikes trying to cross is the last thing they are thinking about. I exercise extreme caution here, especially in peak traffic times.
- **Bike Equality charter:** Here's one of the most transformative changes I'd like to see: I wish that the city would adopt a charter that says that in all its transportation planning, bicycle safety is given equal consideration. Something along those lines- a concrete resolution that redefines the way bikes are seen. Build it and they will come!

Well, long letter. If you've made it this far, thanks for reading, Reuben. I started this letter back in February and I'm only now firing it off because my sweetheart reminded me today that it's due soon. I have been adding to it as I've put more miles on over the past months and kept thinking to myself how to make it easier for other folks to ride more, as I do, and to love life more because of it.

Please, if I can help you on a volunteer basis in any capacity, don't hesitate to contact me. I'm pretty passionate about this stuff, and I'd like to have a change in making it better for all.

Thanks for all your work!

Cheers,  
-Mike Martin

ps: below, I've attached a few videos which you may or may not have seen before. I think they may be worth checking out!

\*protected intersections video: <http://99percentinvisible.tumblr.com/post/78782918451/if-we-had-dutch-style-intersections-wed-ride-our>

\*cycling Copenhagen through American eyes: <http://vimeo.com/13499122>

\*top 10 elements in Danish cycling infrastructure (series of 10 short videos): <http://www.copenhagenize.com/2013/09/episode-10-political-will-top-10-design.html>

\*some nice Dutch cycling propaganda: <http://vimeo.com/29401217>

\*the power of protected bike lanes: <https://medium.com/p/47528a053745>

\*top 10 elements in Danish cycling infrastructure (series of 10 short videos): <http://www.copenhagenize.com/2013/09/episode-10-political-will-top-10-design.html>

\*and lastly: not necessarily related to bikeways stuff, just a fun quick video on how bikes are awesome:

[https://www.youtube.com/watch?feature=player\\_embedded&v=KFP1nCCJe40](https://www.youtube.com/watch?feature=player_embedded&v=KFP1nCCJe40)



## Collins, Reuben (CI-StPaul)

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**From:** Mathew Curran  
**Sent:** Wednesday, April 30, 2014 2:45 PM  
**To:**

Pelham Blvd., etc.

Hi Reuben,

As a Desnoyer Park resident and sometimes biker/pedestrian, I would like to see a wide-as-possible on-street bike path along Pelham Blvd. - both sides of the boulevard. I would like to have no off-street bike path - pedestrians need that space for dog-walking, etc., I believe. And young starters families wanting to use bike wagons or trailers, etc., can simply share the walkways with pedestrians - I've never seen this to be a major issue!

I would also like to see better biking road surfaces and biking/pedestrian pathway surfaces along the East Mississippi River Road in both north and south directions: in the grand scheme of the Rounds, the river road route is the more favorable commuting and recreational arterial for biking traffic; Pelham Blvd., on the other hand, only runs so far north and south.

In addition, is the river boulevard too narrow to allow for bike paths on both (east and west, i.e.) sides of the boulevard? The potholes in the bike lane, particularly, affect traffic safety as bicyclists are apt to have to swerve out into the car traffic lane to avoid them.

I'm not sure if any of these suggestions or ideas are important or viable, Rueben, but I thought I'd at least send them on to you!

Sincerely,

Mat Curran

## Collins, Reuben (CI-StPaul)

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**From:** madeline gragg  
**Sent:** Wednesday, April 30, 2014 11:57 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Support of St Paul Bikeways Plan

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

I live at the corner of Pelham and Beverly and see many individuals and families biking to and from the river. Many who are coming up the hill (toward the Raymond Street station on University Ave) struggle and slow to such a pace that it seems dangerous to have them in such close proximity to fast-moving cars. Additionally, there is no sidewalk on the proper side of the street alongside the golf course, so that those biking in the street have no easy alternative to get to a safe resting spot if they are getting overwhelmed by the strenuous hill. I feel this limits the ability of families and novice bikers to take this route and having off-road bike paths will lend much needed increase in feeling of safety when biking on Pelham.

thank you for your work in supporting the improvements to make our neighborhood more bike and pedestrian friendly.

Sincerely,  
Madeline Gragg

Sent from Windows Mail

## Collins, Reuben (CI-StPaul)

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**From:** Luke Bredeson  
**Sent:** Wednesday, April 30, 2014 4:11 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Written comments on Saint Paul Bikeways Plan

Hi Reuben,

I wanted to join in the public comment period to state my support for the Saint Paul Bikeways Plan as detailed here: <http://www.stpaul.gov/index.aspx?NID=4604>

Specifically, as a resident of Saint Paul who lives on Edgerton St., I'd like to voice my support for a bike lane on that roadway, which is currently part of the plan (it is classified as a "Major Bikeway" on this map: <http://www.stpaul.gov/index.aspx?NID=4604>). Edgerton is an ideal place for a bikeway, at least in part due to the fact that there is an existing bikeway on Edgerton north of Larpenteur Ave.

In the past, specifically on September 13, 2011, at 6:30 p.m. at the Wilder Recreation Center, there was a plan proposed by Emily Erickson to use a routine mill and overlay to add a bike lane to Edgerton that would have removed parking on one side of the street. The parking study done was inadequate (only approximately 3 days of parking were studied), and neighbor opposition to on-street parking loss was too high, so the lane was never added. I am confident that if a more robust study of on-street parking patterns were performed (it would take 1 year of parking data gathering at a minimum to be even reasonably predictive, and even then, winters vary in their severity), neighbor opposition would drop. No such study is necessary for my support, however.

Thanks,  
Luke Bredeson

## Collins, Reuben (CI-StPaul)

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**From:** Kurt Schroeder  
**Sent:** Wednesday, April 30, 2014 7:10 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Fwd: Bikeways Plan

----- Forwarded message -----

**From:** Kurt Schroeder  
**Date:** Wednesday, April 30, 2014  
**Subject:** Bikeways Plan  
**To:** [reuben.collins@ci.saintpaul](mailto:reuben.collins@ci.saintpaul)

Hi Reuben

My comments on the St. Paul Bikeways Plan are as follows.

1 it is good because it is comprehensive and would provide a complete bikeways network.

2 I really like the downtown loop. I prefer 4th St to Kellogg; parts of the loop should be onstreet where traffic would not interfere and sidewalks are narrow. A bike only 4th st would be ideal.

3 Connections to the loop should be by bike lanes and not share the road.

4 bike lanes on grove, 9th st bridge, olive and university east of Jackson are v important.

5 More attention to the installation of usable bike racks needs to be addressed. Too many are poorly designed or installed.

6 I like the idea of bikeways on busy bridges such as Snelling and Maryland.

Thank you.

Kurt Schroeder

## **Collins, Reuben (CI-StPaul)**

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**From:** Justin Averbeck  
**Sent:** Wednesday, April 30, 2014 11:43 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Plan

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
Justin Averbeck

## **Collins, Reuben (CI-StPaul)**

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**From:** John  
**Sent:** Wednesday, April 30, 2014 4:22 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St. Paul Bikeways Plan

Dear Mr. Collins,

We met at the Pelham Friendly Streets meeting back on February 26th, thank you for discussing the Bikeways Plan that evening. As a St. Paul/Desnoyer Park resident, I have witnessed countless traffic violations on Pelham Boulevard, mainly inattentive drivers speeding through stop signs nearly every day. I support the Bikeways Plan as a great step forward to help calm traffic along Pelham. More bikes = better awareness. The plan would also enhance the vital connection Pelham will serve on the proposed Grand Round, connecting Mississippi River Boulevard with the Green Line LRT. I look forward to seeing the final draft of the plan later this Spring, thank you for your efforts!

Sincerely,

John Nemeč

## Collins, Reuben (CI-StPaul)

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**From:** Jen Getz Miller  
**Sent:** Thursday, May 01, 2014 2:21 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** revised statement Re: St. Paul Bikeways Plan feedback regarding Pelham Blvd

Hi Reuben, I emailed my opinion by the 30th. However, can you use my below revised statement instead? Thanks much! Good meeting you at the Union Parks District Council Parks and Recs mtg. Thank you for attending! Informative and helpful, thanks. Best, Jen Getz Miller

Pelham Blvd: I support the proposal of on-street bike lanes to accommodate commuter cyclists and off-street bike paths to fulfill the goals of the Grand Round as long as (1) the bike lanes and bike paths in the "after" construction fall within the existing confines of the boulevard and do not require the use of additional right of way and (2) the dedicated bike path for the section of Pelham between Otis and Beverly is constructed on the golf course side of the boulevard. Pelham Blvd is currently unsafe for all cyclists, pedestrians and motorists. Therefore Pelham is in need of redesign and reconstruction to satisfy the goals of the St. Paul Bikeways Plan and the growing needs of the community.

Mississippi River Blvd: I support the proposal of on-street bike lanes to accommodate commuter cyclists and off-street bike paths to fulfill the goals of the Grand Round as long as (1) the bike lanes and bike paths in the "after" construction fall within the existing confines of the boulevard and do not require the use of additional right of way and (2) any dedicated bike paths remain on the river side of the boulevard.

Jen Getz Miller

On Apr 30, 2014, at 12:13 AM, Jen Getz Miller wrote:

St. Paul Bikeways (draft) Plan

Sincerely, Jen Getz-Miller

## **Collins, Reuben (CI-StPaul)**

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**From:** Jeff Zaayer  
**Sent:** Wednesday, April 30, 2014 2:15 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham Blvd

I support a bikeway on Pelham Blvd beyond just a share the road treatment.  
Jeff Zaayer (bot)



## **Collins, Reuben (CI-StPaul)**

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**From:** Jacob Averbeck  
**Sent:** Wednesday, April 30, 2014 5:22 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Desnoyer Park Improvment

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely, Jacob Averbeck

## Collins, Reuben (CI-StPaul)

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**From:** Heidi Schallberg  
**Sent:** Wednesday, April 30, 2014 11:48 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike plan comments  
**Attachments:** photo-14.JPG

Thanks for the opportunity to comment on the city's draft bike plan.

Overall, as a city resident, I'm really encouraged to see this draft plan. It's a critically-needed foundation for improving bicycling options within the city, and the vision within the plan can't happen soon enough.

As an employee who works downtown (and as a former Lowertown resident), I'm especially excited to see the proposal for the downtown loop. Not only would this encourage bicycling downtown, but from the renderings, it could also vastly improve the feel of the streetscape while on foot. Lowertown needs to be connected to this loop to facilitate biking to and from its residences, studios, restaurants, farmers market, and the soon-to-be baseball stadium. Direct connections across downtown within the loop also need to facilitate travel on streets other than just the loop.

As a current resident of Highland Park, I feel it is critical that biking improvements are made to connect through the city, on to Minneapolis, and within the neighborhood. I live at Highland Pkwy & Mississippi River Blvd, and I support bike facilities on Highland, in addition to Ford Pkwy. Bicyclists use Ford Pkwy year round to connect from Minneapolis, but many ride on the sidewalk because they don't feel safe on Ford. I am concerned that "enhanced shared lanes" would not do enough to encourage these riders to be on street on Ford.

Separated bike lanes would have more potential for increasing on-street biking on this important route. With the potential for redevelopment at the Ford Plant site, it's important to ensure that bike connections to and from that site are included. The Ford rail spur is also a great project. The trail and bike lane on Mississippi River Blvd are valuable but would be improved with a better northbound option (no bike lane right now in that direction). Jefferson Avenue should also be completed as an actual bike boulevard.

For priorities, projects should be implemented with planned roadwork where possible. The downtown loop is a project that could be a centerpiece of the city's plan and help make huge strides in improving the livability of downtown for residents, workers, and visitors alike.

Gaps and barriers created by freeways and railroads should also be a priority for implementation. "Concentrated Areas of Poverty," as identified by the Met Council, should be a priority for connecting neighborhoods to opportunities. It's important to note this geography is broader than the more often cited "Racially Concentrated Areas of Poverty" in discussions about the Council's Thrive MSP 2040 plan.

While these are important, the role bicycling can play in improving options for lower income residents should not be limited to just those in racial concentrations; similar concentrations of poverty exist in other neighborhoods of the city and should not be excluded with a too-narrow definition. Indeed, it's depressing to see how much of the city includes these Concentrated Areas of Poverty, and these neighborhoods need to be priorities for connections with this plan.

However, the plan shouldn't just contain facilities on a map. A true comprehensive approach should be included in the final plan and include education, enforcement (can we also get a pedestrian plan and consistent city-wide enforcement of the law requiring drivers to stop for pedestrians please?), maintenance, and evaluation that are important for bicycling in the city.

Where possible and logical, installation of permanent automated counters should be considered along with bike facilities installed within the city to facilitate greater data collection on bicycling levels. The city made a great first step with conducting bike and ped counts recently, and I was happy to volunteer with that effort. Moving toward collecting

24-hour count data over longer periods within the city is consistent with the move at the national level to develop quality baseline bicycle and pedestrian count data and is critical for ongoing planning and evaluation.

Bike parking also needs to be a consideration in the plan. Once you reach your destination, you have to have a secure and convenient place to park your bike. In addition, existing bike parking, such as the relatively new meter hitch racks installed with funding through St.

Paul Smart Trips, must be maintained for use. This has been an ongoing problem with these hitch racks in certain downtown locations, such as the Mears Park corner of the intersection at 6th and Wacouta at metered spots nos. 8485 and 8487 (attached photo from last weekend's Art Crawl). Newsracks continually block the bike hitch rack, which is regularly used when not blocked. When I was a Lowertown resident, I reported this situation more than once, but the conditions continue.

Enforcement needs to extend to ensuring bike parking provided in the city remains usable. If this means changing the city's newsrack ordinance to ensure required distances to maintain clearances for bike parking or other action, then that should happen and be consistently enforced.

The city bills itself as "the most livable city in America." It's beyond time for St. Paul to act on that claim and quickly improve conditions and options for its residents, employees, and visitors of all ages and abilities to bike for our daily needs and desires.

Thanks for your consideration. I'm looking forward to the final plan and, more importantly, better biking within our city.

Sincerely,

Heidi Schallberg



## Collins, Reuben (CI-StPaul)

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**From:** Gjerry Berquist  
**Sent:** Wednesday, April 30, 2014 11:33 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** 'Gjerry Berquist'; 'Mason Wells'; 'hokan miller'  
**Subject:** District 3 Draft for Bike Routes

Greetings Reuben,

This follows your meeting with the Riverfront and Development committee of the District Three Planning Council (WSCo) in March of this year. We appreciate you spending time with the committee and explaining the Bikeways Plan and the specific routes you have in mind for the West Side or District Three. As mentioned at the meeting, there were some items that needed to be addressed concerning some of the routes that were selected for our neighborhood.

The first is the Enhanced Shared Lane that connects from Wabasha South to Humboldt and then to George. This route continues on George West to Ohio then to Smith and eventually in the Mayor's back yard at Cherokee Park Trail. The George route also heads to the East to connect up with Cesar Chavez at the intersection of it, George and State. We do not think this is a viable biking path. First this East-West route is heavily used by speeding automobiles especially at rush hours. Even though it seems like the best path to traverse the West Side on a map, in reality it winds and curves, contains some blind spots and has major grade differences that make this route exciting for some but potentially dangerous.

The alternative would be to follow the old streetcar route which used Winifred to make the East-West Connection. This gradual slope is straight, well lit, and passes by our famous Bakery, Jerebeks. The trip up hill starts at Wabasha and turns into Winifred at the the corner of it and Wabasha/Humboldt at Saint Matthew's Catholic Church and School. It stops at Ohio, where it connects with a trail that is coming up the hill from Harriet Island. The old street car line then continued up the hill to George and then West to Smith where it continued to the South. Perhaps Ohio would be a more peaceful ride rather than Smith but at this point I believe the slope is quite similar. (A residential ride on Ohio south of George, a high traffic commercial ride on Smith.)

Much of the West Side is elevated dramatically from the level of the River and therefore what appears to be a reasonable connection on a map may be in reality a waste of wheel spinning. For instance, if someone was travelling East on George and wanted to get to the East Side of the Bluff area lets say, Belvidere, they would not bike to the Flats of Cesar Chavez to have to rise again to the bluff heights, unless of course this was your intended purpose. In other words, we would like to indicate to you some topographical issues that may change your decisions about some of the routes.

Second, we are quite excited about the off-street path that is noted on the Western edge of the Holman Field. If you can pull this off it will provide many people great opportunities to view some of the last wetlands in this area with all of its insects, birds and other creatures and incredible views of the other side of the River as well as aviation activities. We would like to see that short detour behind the back of the Barge Channel, off of Barge Channel Road to provide access to a parcel of Park Land that sits on the Mississippi River.

Please keep us advised of your process. The West Side Flats is now opened to residential uses again, thanks to the new apartment built at the intersection of the River and Wabasha. The trails that pass through Lilydale and beyond will provide great riding for these new neighbors as well of those that use Harriet Island as a destination. Hopefully, the West Side will quickly provide more food and beverage accommodations that will make their ride in the West Side even more inviting. Of course, we would like to help with the final layout and hopefully resolve any issues that may arise because of parking, commerce, and other issues.

Thanks again for your effort. As one of our neighbors, Monica Bryand says, "It is always a good day when you ride a bike."

Peace/Love/Gjerry

## **Collins, Reuben (CI-StPaul)**

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**From:** Gib Ahlstrand  
**Sent:** Wednesday, April 30, 2014 5:01 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham, traffic calming circle

Dear Mr. Collins,

I support the Bikeways Plan, as presented for the Grand Round in the Desnoyer Park neighborhood, to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Also, some friends and I think that a traffic circle at the cockeyed intersection of Pelham and Otis should be seriously considered. It would serve the goal of traffic calming expressed elsewhere, make it a safer intersection for pedestrians, and as it is such a wide intersection, it could easily accommodate such a circle. For example, study that small traffic circle in Minnehaha Park. A flower garden at it's center, maintained by local volunteers, would be a bonus!

Sincerely, Gib Ahlstrand

## Collins, Reuben (CI-StPaul)

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**From:** Tierney, David M  
**Sent:** Wednesday, April 30, 2014 7:48 PM  
**To:** Collins, Reuben (CI-StPaul)

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. I live at the bottom of the Pelham hill where it hits the river road. We have two little kids that bike up to the park at the top of the hill and the hidden driveways make the current (in poor shape) sidewalk unsafe. The Pelham hill itself has turned into a 45mph free fall for people connecting from I-94 to the river road and lake street bridge. This winter we undertook a project to build snowmen all along Pelham in an effort to slow folks down. It is a very fast street because of the pass through mentality and the steep incline of the hill. Rarely do people come to a stop at the bottom of the hill.

Thank you,

David Tierney

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David Tierney, MD FACP  
Abbott Northwestern Hospital - Minneapolis, MN Assoc. Prog. Dir - IM Residency<<http://anwresidency.com>>  
Director - IM Bedside Ultrasound Prgm (IMBUS) Director - ANW Center for Clinical Simulation

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## Collins, Reuben (CI-StPaul)

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**From:** Dave Carlson  
**Sent:** Wednesday, April 30, 2014 3:10 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:**  
**Subject:** St. Paul Bicycle Plan

Dear Reuben:

I also posted these comments about the St. Paul Bicycle Plan on the Open Saint Paul Forum, but am sending this to you as well so I can easily include a photo (see below). I am a former St. Paul resident who still bikes a lot in the city. I also serve on the Hennepin County Bicycle Advisory Committee.

--Dave Carlson

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I commend the city for proposing an ambitious, although much overdue, citywide bicycling plan. The main emphasis should be:

- Good bike routes into and out of the downtown area (with the connections indicated to the various regional trails and neighborhoods); the downtown loop (protected bikeway) would be an excellent addition.
- Better north/south routes as mentioned in many previous comments, and better connections over the I-94 and RR barriers
- Complete Streets/Full accommodation policies... on street bike lanes as well as off-street trails to best allow for all cyclists' abilities (i.e., as proposed for much of the Grand Round route)
- Work with MnDOT and Ramsey County to ensure all new bridges over interstates have bike lanes/shoulders as well as adequate sidewalks/trails
- Work immediately to close critical gaps in the bikeways system
- Priority maintenance and cleaning/sweeping and snowplowing on all on-street bike lanes and off-street trails
- Bike parking (covered and convenient racks and bike lockers) at all LRT stations, popular bus stops, and park & rides... plus at all public facilities
- Encouragement to employers/companies to adopt bike friendly practices like providing showers and lockers and secure bike parking and other incentives for bike commuting

I strongly urge the City Council to adapt the Bicycle Plan and speed up implementation efforts. A more bicycle-friendly St. Paul will nicely complement the already fine bicycle transportation infrastructure found throughout the region. Thank you!

Here is a good example of a nicely designed and well-used roadway design that allows most bicyclists to use bike lanes while slower cyclists can use the wide sidewalks. This design is typical throughout Oro Valley (north of Tucson, Arizona) and is heavily used by bicyclists:







## **Collins, Reuben (CI-StPaul)**

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**From:** Chris Budel  
**Sent:** Wednesday, April 30, 2014 9:45 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Winter Bike Routes

Hi Reuben--

As this's the last day to submit comments, I'm going to be planning Winter Biking Routes (1 East/West and 3 North/South) with other interested parties. I believe this should be a part of any Citywide Bicycle Plan.

If you're interested, I'll keep you apprised.

--Chris

Sent from my iPhone

## **Collins, Reuben (CI-StPaul)**

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**From:** Carter.Massey  
**Sent:** Wednesday, April 30, 2014 8:44 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Desnoyer Park

Hi Reuben,

I live in Desnoyer Park and want to voice my strong support for the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Thank you,

Carter, Amber, Sawyer & August Massey

## **Collins, Reuben (CI-StPaul)**

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**From:** Ann Gross  
**Sent:** Wednesday, April 30, 2014 3:41 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. I am an avid biker - rode 4633 miles in 2013 - and appreciate having dedicated bike lanes and bike paths. Feel free to contact me to discuss.

Sincerely,  
Ann Marie Gross

Sent from my iPhone

## Collins, Reuben (CI-StPaul)

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**From:** Amy Schwarz  
**Sent:** Wednesday, April 30, 2014 2:23 PM  
**To:** Collins, Reuben (CI-StPaul); #CI-StPaul\_Ward3; Kantner, Libby (CI-StPaul); Kelley, Pattie (CI-StPaul)  
**Subject:** Bike Plan

Hi Reuben and Chris,

I am writing to let you know that I absolutely support the 358 miles of bikeways throughout the city. Bike infrastructure is essential for economic development, transportation and attracting new residents. As a 32 year old homeowner, attorney and involved citizen, I strongly support the bikeways plan. Development of a bike infrastructure is necessary for St. Paul to be a competitive city and to improve the quality of life for all its citizens.

I live in Highland Park and am very interested in making this area bike friendly. Currently, I spend much of my recreational time and money in Minneapolis because it is easier to bike there and easier to park my bike. I would like to change this. I think Ford Parkway needs a separated lane so bikers with children and novice bikers can safely use this corridor. I disagree with the residents on Highland Parkway that this road is somehow not suited for a shared lane sign.

In addition, I am not sure that Cleveland Avenue is the best north south route in Highland park due to how narrow the street is; however, safe and separated north south routes in Highland and elsewhere in the City are essential.

I strongly support exploring the use of the Ford Plant Rail Line as a bike only corridor. This would provide an east west connection from the river to downtown Minneapolis. A bike only corridor would be similar to Minneapolis' greenway system and would be a lasting legacy for future generations who will rely more heavily on bikes for transportation and fuel costs rise. Chris, let me know what I can do to support this action.

Developing the downtown loop needs to be priority. Biking in downtown is dangerous. I suggest the city consider taking advantage of increased economic development potential by moving the St. Peter portion of the bike loop to Wabasha Street. Consider adding a "4th Street Greenway," dedicated exclusively to bicycles and pedestrians, as well as a Lowertown connection, into the loop. I support the concept of the loop and spur network regardless of the final route. Please note the spurs are as important as the loop; they act as a bridge across the downtown area as well as give access to the downtown loop.

In terms of implementation, I recommend the Bikeways Plan be given significant weight in the City's planning process and be implemented fully by 2025. Although public input is clearly essential in any public process, implementation will be impeded if numerous public meetings have to be held for adding paint (i.e...shared bike arrows) to a roadway. The plan is being vetted by the public as we speak and it will also be reviewed and vetted by the public and the City Council and the incorporated into the City's planning processes moving forward, implementation will become less expensive and easier. Proposed bikeways should be implemented whenever possible to coincide with existing road construction projects. Long-term, this saves the city money. Coordination with other city transit, land-use and economic plans, such as the Central Corridor Bike Walk Action Plan, should be a priority.

A few other suggestions: A full citywide bicycle plan should include the amenities, education, enforcement, encouragement, and programming that is vital to supporting a more bike friendly community. Safety is of particular concern to women and families, so we suggest addressing lighting, cameras, and a year-round maintenance

plan. Secure bicycle parking and good wayfinding signage are important components of a comprehensive plan. The plan should include a clear timeline with benchmarks and metrics.

Rueben, thanks for your great work on this impressive and visionary plan. Chris, thank you in advance for your support. Should you have any questions, feel free to reach me at this email or at .

Regards,

Amy Schwarz,

## Collins, Reuben (CI-StPaul)

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**From:** Amber Dallman  
**Sent:** Wednesday, April 30, 2014 7:41 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward3; Kantner, Libby (CI-StPaul)  
**Subject:** Bike Plan Comments

Hi Reuben,

Somehow I missed that comments were due BEFORE 5:00 today. So, feel free to disregard my email since I'm well past the 11th hour. (Not surprisingly, most of my comments align with St. Paul Women on Bikes.)

Here goes:

First, it is great the city has a visionary plan that will connect citywide network gaps, and will improve what currently exists for bicycling in St. Paul. The plan addresses the needs of St. Paul neighborhoods equitably providing route and connections across the city. Once implemented, the plan will connect people to the places they want and need to go, like work, school, parks, food and more! (For my family, I look forward to being able to safely get to downtown to checkout the museums and grab a bite to eat. We'll also enjoy visiting friends in the Payne-Phalen neighborhood more easily.)

It's important to note, the safe places bike will benefit people using **all type of transportation**, this happens with improved traffic flow, calmer streets, and decrease congestion. Other ways it benefits people is by bolstering economic development opportunities - the proposed downtown loop and spur network has the potential to support local businesses and employers in our city. The bike plan will result in vibrant, bustling streets that good for local business, tourism, and regional growth.

Now, some suggestions and recommendations for strengthening the plan: with the downtown loop and spur network, could we also take a look at having bike improvements on Wabasha and 4th Streets? Whatever the streets selected, i support the downtown loop. It should also be noted the spurs are as important at the loop - they are bridges into downtown, and will be critical to me feeling safe biking with my kids into and out of downtown.

Related to facilities: the "enhanced shared lane / shared lane markings" do not meet the needs of many interested, but concerned cyclists and current cyclists (myself included). They are the types of facilities I feel unsafe on with my kids - take Jefferson Ave as example. I use Jefferson with my kids, but have been honked at and passed too closely with the shared lane markings - it feels threatening. This feeling is likely to discourage new riders. Please consider implementing enhanced shared lanes as an educational tool that would be short-term, but could alert people that bike changes are coming. Also, if enhanced shared lanes are implemented, because the changes are minimal and require little investment, I recommend they be implemented without lengthy public processes. Longer-term, the city should commit to building the in-street separated and off-street facility types preferred by new and potential cyclists.

The bike plan should identify priorities. Women On Bikes makes the following recommendations (and I strongly agree with them):

- Prioritize the downtown loop and spur network
- Prioritize critical cross-neighborhood gaps in the current bikeways network

- Consider the Met Council's Concentrated Areas of poverty and prioritize investments that link residents to jobs, schools, health food, and transit connections in these area to create more transportation and health equity

Related to implementation: I'd love to enjoy riding with my kids as they get bigger (and I sure don't want to be hauling them at the rate they're growing!) - it is recommended to fully implement the plan by 2025 to meet mode share deadlines in the city Comp Plan. Also, it's great there is a mode share goal, but we can do better than 2.5% - double maybe? Existing road construction projects are opportunities to create safer places to bike - implement the plan as these opportunities arise. Lastly, coordinate with other city transi, land-use and economic plans, like the Central Corridor Bike Walk action plan.

In ward 3, please consider the following:

- Jefferson Ave needs additional treatments to be considered a bike boulevard - in spots is currently an enhanced shared lane at most
- It's great that Cleveland Ave is an in-street separated lane, which is an important north/south connection to Marshall Ave
- Highland Village is a great asset here, and I'd love to see this area be more bike friendly for my family and others. Ford Pkwy from Highland to the river should continue as an in-street separated lane. This allows people to access the village by bike and capitalizes on future development investments at the Ford Plan site. If bike lanes on this stretch of Ford feel safe for families, bicycle use rise and reduce congestion in the area. In addition, local businesses will benefit from increased bike and ped traffic in the area.
- It would be great if there was an additional north/south route identified west of Cleveland
- Separated paths on Mississippi River Boulevard would better serve both bicyclist and pedestrians - which is something my family has experienced first hand biking with kids.
- The current bike facilities on Fairview do not feel safe with my kids - I feel like I'm biking in the gutter and that the trailer or box bike overflow into the travel lane. It would be great to improve them.

Moving forward, a city bike plan should also education, enforcement, encouragement vital to effectively implementing infrastructure changes. Safety is a concern to families and women in particular - have the plan address year-round maintenance and lighting. In addition, secure bike parking and wayfinding will make it easier for people to use the bike system. Lastly, the plan should identify clear timelines and metrics.

Thanks for all the work that has gone into this plan! It will make St. Paul a better and more equitable place to live for everyone. I look forward to enjoying safer places to bike with my family, and making it easier for us to not rely on a car to get around. I look forward to supporting passage of the plan and implementation of it!

All the best,

Amber

Amber Dallman (also on behalf of Marc Schwartzmiller and our kids Fritz and Elsie)



**Collins, Reuben (CI-StPaul)**

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**From:** Zafar Khan  
**Sent:** Tuesday, April 29, 2014 4:18 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St. Paul's Bikeways Plan - Desnoyer Park

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Zafar Khan

## Collins, Reuben (CI-StPaul)

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**From:** Tonya Nicholie  
**Sent:** Tuesday, April 29, 2014 1:04 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Betty Moran; Thune, Dave (CI-StPaul)  
**Subject:** Bike Plan Notes.

Mr. Collins,

Thank you for coming to the annual meeting for the Fort Road Federation. I am really excited about developing better biking infrastructure in St. Paul. I have biked for exercise, training, recreation, and commuting. I bike alone and in the last 7 years I have added biking with a small precious rider along. This plan is near and dear to my heart and as you can see I have given a lot of thought to how to improve biking in the West End. I am the past president of the Fort Road Federation and on the transportation committee so this is a little more detailed than normal. I am happy to meet with you if any of my suggestions need clarification. Thank you for taking on this project. And please contact me if the images don't come through. I have attached an idea for the alignment at the South end of the 35E path.

Tonya Nicholie

## West End Bike Issues/Bikeways Plan

"Our roads should be safe; they should be easy places to travel, no matter how we're traveling on them."  
Anthony Foxx 17th United States Secretary of Transportation

### Bikeways Plan General Notes:

- The completion of the Grand Round is great! One of the great things that Mpls has is the sub loops around the lakes, and downtown provides a place to cross from one part of the GR to another creating a shorter loop. While we don't have the number of lakes to create sub loops, we could make sure that Summit Ave. links to the Grand Round at both ends. This would create a sub loop on the west side of the city. I will let someone from the north end suggest where their sub loop should be.
- Ford Plant Spur line trail. This garners a big thumbs up us in the West End. This could be a great 'High Line' for the West End of St Paul. It would link many of the small parks on the riverside of West 7th. This side of the neighborhood currently has few parks and resources. The train bridges at Colburn, Schmidt Brewery, Victoria Park and 35E will link disparate parts of the neighborhood together. It would be a great alternative to biking along Shepard Road. Since Shepard Road is not perceived as safe route for casual or younger riders or during non peak hours. This is because it is loud due to the cement highway, the adjacent undeveloped park land and the lack of access points. The trail thru the neighborhood would provide for those who want a pleasant, shorter ride. Or a ride where one can talk with your fellow bikers. On the other hand Shepard Road is a great training ride road. On the road is a great place for group training rides. This should be considered in the redesign and speed reduction of Shepard Road.
- Please update the background map. Specifically, the southern Victoria alignment is missing. It links up with the new Victoria Park. Victoria crosses West 7th once, but touches it twice (although for some reason the name changes for one block). The correct alignment will show that the Enhanced Shared Lane should continue down Victoria to travel between the new Victoria Park and Nova Classical Academy.

- Complete, Connect, Sign and Light. Network not Patchwork. We need someone who isn't from the area to assess the bike routes. We all seem to 'know' where routes go and don't realize how undersigned and confusing our routes are. The trails at Crosby confuse those who are unfamiliar with the area. To get to the tunnel under 35E at the East end of Crosby there is no sign leading to it and it is not visible from the Shepard Road path, plus the lighting is not adequate. The 35E trail goes thru the West 7th neighborhood and jogs onto the streets. It's really hard to keep track of it in the neighborhood and off of Grand, the sign for the trail isn't visible until you are already on the trail. We don't have any signage at major streets directing bikers and walkers to the ped bridge across 35E at Tuscarora. We love to bike up to Trader Joe's and the Yogurt shop. It took me years to realize that from Victoria I could take Bayard to get to the ped bridge. On the same thought bike the western part of St Paul either with a fixie bike or an out of shape friend. Bikers forget how tough it is to get up a hill when starting biking and we habituate to less than safe conditions that are significant barriers to new bikers.
- Bike the trails with a kid trailer or a long tail bike. For example the Hamline/Pierce Butler bridge/tower is almost impossible to bike up with trailer. It is also impossible to hit the call button at Grand and 35E with a trailer, then get back out into the curb cut.
- Produce an overall map with hills shown and limited connections with the bike routes. See Vancouver, Ca and Vancouver, Oregon for great map examples. Show one ways too, since crossing 94 on the ped bridges lands you mid block on a one way frontage street. Our neighborhood is bounded by cliffs. The length and steepness of hills is very important to know when first biking around our neighborhood.

GRAIN  
TRUCKS  
USE  
RANDOLPH



- Bike Boulevard alignment: Drake/Toronto street is not appropriate. It goes from nowhere to nowhere, along an industrial edge, requiring uncontrolled crossings at Randolph, W7 and Jefferson. Uncontrolled crossing of state highways do not lead to stress free biking. Also Drake is transfer station for new cars coming into the city. The cars come in the rail and are put on 18 wheelers driven out onto Drake street. In these two blocks, there are also two landscaping companies, the ADM grain elevators and a limo garage. There are no sidewalks on either side of the street. Moving the bike boulevard to Osceola/Stewart would provide a controlled crossing at all three crossings. It links up with the 35E path to the North and Stewart to Otto to the river paths. Or move it one block further west to Bay which doesn't provide the crossing protection at the three main streets but at least allows for safe neighborhood biking. The photo is a sign on Drake Street.
- In-Street Separated Lane: Palace between St Clair and Victoria. I am not sure what this serves. But there are few issues with this road. One, it is along a bluff, therefore it suffers a lot of freeze thaw damage. It is really fun to bike down and we use it when coming down the bluff from the Grand and Dale area to Victoria St. We take St Albans to the off ramp and across St Clair and come down Palace. But this isn't what the plan is suggesting. If you are coming from the East why not go down Osceola instead of biking up the hill to come back down the hill. Turn on the contours lines on the map and ask, "Why would I go up hill to come directly downhill."
- Elway is currently a four lane road designed for oil tanker traffic. We no longer have a tank farm at this location. The design scale of the street needs to be updated to link the neighborhoods to the river. The current road and path need a redesign. If you bike up the adjacent trail you find that the trail is under maintained at the top there is no curb cut at the top. It lacks ADA compliance, which is unfortunate since it is right next to an 18 story elder HUD housing.
- Vertical Connections: When possible provide ramps that transverse the bluff. We have mile long portion of our neighborhood is bluff carved out by the rails. There was a proposal to put a ramp at the North end of the High Bridge to link Smith to the River. We support this additional link.
- West 7th is defined by bluffs, Hwy and the Mississippi River. We have 23 bridges, 2 pedestrian overpasses and one tunnel in our 2.35 square mile neighborhood. To exit our neighborhood we can leave our neighborhood at grade on three streets downtown. The other 12 entrance/exit points to our neighborhood require that we go over or under one of 14 bridges (at two points we need to travel under/over two bridges). The design for these need to have bike and pedestrian access built into them. One bridge (35E/River) is well designed with good access. Although it needs better signage communicating where it goes. The rest of the bridges are not adequate for non motorized traffic, either because they lack lighting, rest areas at hills, have insubstantial sidewalks, travel widths at the street or lack current standard safety railings.
- Connect bikes to local business. W7 is an arterial street but it is where the majority of our businesses are. We need easy access to the W7 business. And good places to secure our bikes while visiting

businesses.



- Strengthen connections to major institutions and schools. ie. Fort Snelling is a great asset to this urban area for both recreation, natural and historical education. Getting there by bike with a small child is nothing less than nasty. When the Hwy 5 bridge gets redesigned create a pedestrian walkway above the Hwy so the connection to the Fort is at grade at both ends. Also correct the current pinch point where the Great River Road path narrows to a single sidewalk over the bridge crossing Hwy 5.
- Connect local neighborhoods to the trail system. Along Shepard, West of 35E the new trail is nice. But it is hard for local neighbors to get to and hard for someone to exit if they feel unsafe, so who does it really serve? Not the adjacent neighbors. From a female point of view I would rather bike along somewhere that I have the option to leave if I feel uncomfortable. As well as if I need something from the convenience store along the way. I can't comfortably get there from the trail.

#### Other Ideas:

#### River Paths:

- Shepard Road between Otto and Randolph. The bike/walk lane is narrow and has some large jumps on it. One almost bounced my child off his tag-a-long. Don't tie the update of trails with the adjacent road. Especially if the adjacent road is built for tanker trucks. If it needs to be fixed, fix it. Un fixed it creates a break in the system and will take people years to come back to using it after it is fixed.
- Shepard Road Between 35E and Randolph. Since it is a bike/walk and narrow lane, is it possible to put a bike lane at the side lane with jersey barriers between the cars and the bike lane? Create an bike-bahn for training riders to be separate from the rec riders.
- Missing crucial signage for the underpass at 35E. Nowhere is there any signage to tell you that there is an underpass, you can't see it from the East approach. Also the path only lighted from the overspill from the highway lighting. I have stopped to help a lot of people looking for Crosby who are just east of 35E who don't know where to go. Plus the direct route of the sidewalk under the bridge is under maintained, full of plastic detritus from car accidents and full of pigeon droppings.





35E Path:

- If someone was trying to hide the 35E trail they couldn't of designed the signage location better. The sign for the path is halfway down the trail, so you can't see it until you are already on the trail. It is the only at grade entry to downtown from the West End. The jog across 35E, then

uphill at Ramsey and back across 35E is not and the crossings do not support bike traffic and takes away the at grade access.

- The 35E path where it goes on to the road, signage on the street so that the path is really apparent. It is easy to lose the path in the neighborhood.
- Lighting is inadequate on the bridge and the path. The lighting for the highway reaches the homes adjacent but leaves the path in deep shadow.
- Connect the Southern end of the trail to both Highland Park and Crosby via Elway. Going through Montreal and W7th is not safe. It was a D graded intersection 10 years ago. Adding bikes to it will not make it better unless the intersection is totally redesigned. I avoid it at all costs because it is like crossing two highways at once.

Jefferson Ave Bike Lane:

- What is the time line for the Jefferson Ave Bike Lane? We never got an update at the Fort Road Federation about the final design.
- Jefferson path up the hill. Take the used space between car lanes and add to bike lane. So that there is room for walkers and people who can't bike the whole way up the hill. There is currently no sidewalk on either side. There's a need especially on the uphill side of the road where there is no plan for a sidewalk. Most new bikers cannot make it up the whole hill without walking.

Neighborhood:

- Signage at West 7th to direct bikers to the two bike lanes on either side of our neighborhood, with distances.
- Signage should show how hilly the path is. We are a plateau between two bluffs. And there is a flat long way to things or a short hilly way to things. Bikers need to know what options are appropriate for their level of fitness and biking type.

Implementation:

Mind the gaps. Or at least fill them in. The breaks in the system are a huge barrier to introducing new users to the system. As I noted before the final design for Jefferson was not presented to district council 9. Unfortunately it shows with the design of the path up the hill. Please keep us in the loop with the planning. We understand that we won't get everything we ask for. We expect to be part of the planning and to have our concerns addressed.

## Collins, Reuben (CI-StPaul)

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**From:**  
**Sent:** Tuesday, April 29, 2014 3:36 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Fwd: St Paul Bikeways Plan Commentary

-----Original Message-----

From:  
To: reubin.collins <[reubin.collins@ci.stpaul.mn.us](mailto:reubin.collins@ci.stpaul.mn.us)>  
Sent: Tue, Apr 29, 2014 3:29 pm  
Subject: St Paul Bikeways Plan Commentary

Dear Sir:

I want to commend you and the other staff members that produced this document for our city. I certainly believe implementation of this Plan can be a major contributor to increasing bicycle mode share from 2% to 5% by 2025 in St Paul. I particularly support the Downtown Loop portion of the overall plan, I believe it minimizes disruption of automobile traffic patterns, while contributing to the future safety of bicyclists and pedestrians. The loss of parking on the Loop's streets will bring more commercial potential to the affected areas than will be lost, because bikers and pedestrians will feel safer traveling in the Loop after the improvements are in place.

One section of the plan I would like to see emphasized is the in-street paths planned to divert bike traffic off of West 7th Street and onto Smith Avenue. The current level of commuters sharing West 7th Street with traffic is frightening to observe. Please consider placing in-street paths on Smith Avenue on a highest priority implementation list. I believe serious injuries can be avoided with this portion of the bike plan given a high priority.

Sincerely Yours,

Tim McDevitt

## Collins, Reuben (CI-StPaul)

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**From:** Thomas Kottke  
**Sent:** Tuesday, April 29, 2014 1:20 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bicycling on Pelham Blvd.

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. It is important to have low speed capability for families and low experience riders along with higher speed capability for commuters and high experience riders.

Sincerely,

Thomas E. Kottke, MD  
Katherine Leslie Kottke



**Collins, Reuben (CI-StPaul)**

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**From:** S Rasmussen  
**Sent:** Tuesday, April 29, 2014 8:54 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Plan for the Grand Round

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Susan Rasmussen

## **Collins, Reuben (CI-StPaul)**

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**From:** Robert Koski  
**Sent:** Tuesday, April 29, 2014 1:10 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St Paul bikeways plan

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Robert Koski

**Collins, Reuben (CI-StPaul)**

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**From:** Richard Howey  
**Sent:** Tuesday, April 29, 2014 12:59 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham Avenue Bikeway

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Richard Howey

**Collins, Reuben (CI-StPaul)**

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**From:** Linda Van Egeren  
**Sent:** Tuesday, April 29, 2014 9:52 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways for Desnoyer Park

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Linda Van Egeren



April 29, 2014

**COMMENT ON DRAFT ST. PAUL BIKEWAY PLAN**

1. The planning process for the City Bikeway Plan is flawed. Planners should have included the District Councils from the very beginning of the process and used the District Councils' expertise to inform residents, draw them into the process, gather their input, and in particular, include those residents and businesses located along proposed routes. Instead, the City did not appear to go to the District Councils until the completed draft was presented. In my opinion, this was wrong. Outreach was lacking for those without access to or the ability to use social media or who weren't "self selected" subscribers to the City's newsletter. Was any outreach done in multiple languages? How well were open houses advertised? Were meetings held at convenient locations and at various times to allow for greater public participation? Do we know what percentage of those that submitted comment to the Open St. Paul questions were actually St. Paul residents? Were Ramsey County and MNDOT involved regarding the use of County and State roadways?
2. In the North End/District 6 Council Planning area, the major bikeways proposed for Western Avenue, two blocks of Geranium Avenue, Farrington Street, and Arlington Avenue and the minor bikeways proposed for Sycamore Street, Atwater Street, Park Street, Front Avenue, and Geranium Avenue must not restrict and/or remove any on street parking. These are very high density residential streets with apartments and compact housing, many on undersized lots. Driveways and/or additional off street parking are not the norm. Not all properties have garages and many that do are old, small, and used primarily for storage. Alleyways cannot be blocked with parked cars. On Geranium Avenue near St. Paul Music Academy School, the lack of on street parking spaces has already been a source of conflict between residents and the school for years. On street parking is a necessity for businesses, residents, and their guests. The City must take these conditions and the needs of the community into consideration.
3. The proposed minor bikeway for Ivy Avenue should not be a route in the plan because of safety issues. There is no traffic signal to safely cross Rice Street, which is a high traffic, heavily traveled State Highway. Ivy Avenue crosses Rice Street at the south end of a bridge. The bridge creates a blind approach for vehicular traffic traveling southbound on Rice Street. Drivers will not have enough reaction time to stop once they come upon a biker crossing Rice Street and if they do stop suddenly, it would likely result in a chain reaction of rear-end collisions. This is a very unsafe alignment and should be removed from the plan.
4. The Trout Brook Regional Trail north of Larpenteur Avenue will run north between Rice Street and I35E to Vadnais Snail Lakes Regional Park on an alignment to be determined

in the Trout Brook Regional Trail North Extension Master Plan. The draft City Bikeway Plan only shows the “connector” trail west across Rice Street to McCarron’s Lake.

5. The proposed shared use path/trail along the east side of I35E between Cayuga and Arlington needs to be shown on the plan.
  
6. Will the City do a better job of snow and ice removal on these streets to allow for year around bike use?

Linda Jungwirth

## **Collins, Reuben (CI-StPaul)**

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**From:** Kyle Dukart  
**Sent:** Tuesday, April 29, 2014 3:28 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham Boulevard

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. My two kids, with a third joining soon, bike that almost everyday in the Spring, summer, and fall on their way either to Avalon School or to JOTP soccer. I also use it sometimes biking to work. It's a key route that feels neglected in its current state.

Thanks for the attention.

Sincerely,

Kyle Dukart

## **Collins, Reuben (CI-StPaul)**

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**From:** Kirsten Jamsen  
**Sent:** Tuesday, April 29, 2014 3:35 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** support for Bikeways Plan

Dear Reuben Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. This plan will improve the signage and traffic management in an already busy bike corridor and encourage more folks to adopt biking for both transportation and recreation, improving our quality of life in St. Paul.

Best regards,  
--Kirsten Jamsen

**Collins, Reuben (CI-StPaul)**

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**From:** Kevin  
**Sent:** Tuesday, April 29, 2014 8:28 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Grand Round Bike Plan for Pehlam Blvd in Desnoyer Park

Dear Mr. Collins,  
Just a brief note to let you know that I very much support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood, which includes on-street bike lanes AND an off-street bike path on Pelham Boulevard.

Sincerely,

Kevin Molloy

## **Collins, Reuben (CI-StPaul)**

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**From:** Kayellen Taylor  
**Sent:** Tuesday, April 29, 2014 1:26 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Plan for Grand Round

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our Desnoyer Park neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

I also wish to take this opportunity to express to you that a ROUND ABOUT at the intersection of Pelham and Otis would solve the problems of this dangerous and confusing intersection. A tree and some plantings in the center would beautify a raw and ungainly entrance to Desnoyer Park Neighborhood.

Sincerely,  
Kay Taylor

## **Collins, Reuben (CI-StPaul)**

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**From:** JAD GETZ  
**Sent:** Tuesday, April 29, 2014 3:22 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike lane proposal for Pelham Boulevard

Dear Mr. Collins:

I reside at 295 Pelham Boulevard.

I support the proposal to provide an on road bike lane and an off road dedicated bike lane on Pelham Boulevard between Otis and Beverley with two qualifications:

The plans for this project provide that the "after" configuration of the boulevard and the bike lanes should fall within the present boundaries of the boulevard; i.e., no additional right of way should be used.

The off road bike lane should be on the golf course side of the boulevard.

Jerome L. Getz

## Collins, Reuben (CI-StPaul)

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**From:** Emma Struss  
**Sent:** Tuesday, April 29, 2014 11:27 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Saint Paul Bikeways Plan Feedback

Hi Reuben,

My feedback on the proposed bikeways plan:

- 1) I support the plan. As a bike commuter I'm on a bike almost two hours a day. Safety is a big priority for me, and I believe this plan will make it safer and more accessible for Minnesotans (and visitors) to bike in our city.
- 2) I would like to see Fairview be a priority street for implementing the plan. East of Snelling it is one of the major north/south roads that goes to summit (which is a major bike path east to west) and University for the green line. Right now Fairview is pretty bikeable from Montreal to Summit, but between Summit and Marshall it gets dicey. It would be great if that section could be made more bike friendly.

I like the plan for downtown, which obviously needs some major improvements, however, I think priority should be given to creating on bike paths that will move people across the city. I know many people prefer off street paths, and I think their great, however if space and cost is a concern I personally am fine with clearly marked road paths.

Thanks!

-Emma Struss



## **Collins, Reuben (CI-StPaul)**

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**From:** Ed Kohler  
**Sent:** Tuesday, April 29, 2014 3:11 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham plans

Hi Reuben,

I hear there are plans to improve Pelham in St Paul. That's encouraging since it's an important bike route connection for people between South Minneapolis and St Anthony Park & Como Park. It seems like there is plenty of room on that route to better accommodate cyclists with on-street lanes, and a path for younger cyclists.

Hope all is well.

- Ed Kohler

**Collins, Reuben (CI-StPaul)**

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**From:** Debbi Eggenberger  
**Sent:** Tuesday, April 29, 2014 2:25 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Grand Round

Dear Mr. Collins,

I strongly support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Regards

--

Deb Eggenberger

## **Collins, Reuben (CI-StPaul)**

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**From:**  
**Sent:** Tuesday, April 29, 2014 7:36 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Desnoyer Park Grand Round Bikeway Plan

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Deb Averbeck

## Collins, Reuben (CI-StPaul)

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**From:** Dean Reasoner  
**Sent:** Tuesday, April 29, 2014 9:28 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Plan Feedback

Greetings Mr. Collins,

I am a resident of the North End and also a board member in District 6 and would like to submit my feedback to the Saint Paul bikeways plan. Since our D6 board chose not to make a recommendation to the city on the bikeways, I felt as a private citizen that I should speak out for my neighborhood's connection to bikeways.

Overall, I am very excited about the plan and the opportunity it presents Saint Paul to become a multimodal transit city. The one area that I feel needs attention is the lack of access on Maryland Ave between Como Park and the East Side. There is a strong case to be made for making this a bike corridor. I hope you will consider the following:

1. Maryland Avenue connects many green locations, including Como Park, Marydale Park, Willow Preserve, Trout Brook Nature Sanctuary, and Lake Phalen. All of these wonderful resources deserve bike connections for public access. Indeed, Maryland Avenue could be branded as a greenway.
2. Maryland Avenue needs traffic calming. It is largely a residential street and yet often is treated by drivers as a major highway. The four lanes east of Rice Street are narrow, and during the winter become even narrower to the point of posing a safety issue. Plowing on this street is challenging and traffic swerving between lanes is out of control. A three lane (center turning) with dedicated bike lanes would calm traffic and still keep a good flow.
3. The North End is home to a many apartment buildings serving low income communities, including many Karen refugees. These communities often use bicycles for functional purposes and not just pleasure. They deserve a bike corridor that gives them safer access to local shopping, including Double Dragon and K-Mart, all located off of Rice Street.
4. Maryland Avenue bikeways directly connect to many regional trails, including Trout Brook, Gateway, and Bruce Vento.

I know that many people in this community would benefit from a Maryland Avenue bikeway and it would also bring in people to a neighborhood that is often overlooked. I hope the city will consider adopting Maryland Avenue in their plans.

Respectfully,  
Dean Reasoner

## **Collins, Reuben (CI-StPaul)**

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**From:** Dan Blomberg  
**Sent:** Tuesday, April 29, 2014 3:21 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham Blvd and the proposed St. Paul Bikeways Plan

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

The DPIA has taken extensive steps working with several organizations like the friendly streets initiative and based on past community programs discussing the various plans and ideas I think this would not only benefit those living in and around Desnoyer park greatly but also the vast amount of bicycle commuters that utilize Pelham during the work week.

Sincerely

--

Daniel J. Blomberg IV

## **Collins, Reuben (CI-StPaul)**

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**From:** Dagmar Getz  
**Sent:** Tuesday, April 29, 2014 3:36 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike lane proposal for Pelham Boulevard

Dear Mr. Collins:

I reside at 295 Pelham Boulevard. I agree with the submission of my husband, Jerome Getz, that the proposed bike lanes are a good idea for Pelham Boulevard as long as (1) the boulevard and bike lanes in the "after" construction fall within the existing confines of the boulevard and do not require the use of additional right of way and (2) the dedicated bike lane for the section of Pelham between Otis and Beverly is constructed on the golf course side of the boulevard.

Dagmar K. Getz

## Collins, Reuben (CI-StPaul)

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**From:** Christian Franken  
**Sent:** Tuesday, April 29, 2014 6:33 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Draft Bikeway Plan Comment

Hello Reuben,

My suggestion, for what it's worth:

I am generally using my bike for commuting and for errands, my priority is to get to my destination as quickly and safely as I can. I am generally not opposed to share the road with cars I even prefer being on the road with cars as opposed to having to cross car lanes from a dedicated bike trail in an urban environment. But I am happy with any way to make bicycling safer and more efficient. I am quite happy with the east-west connections for bicyclists in St. Paul. Como Ave, Pierce Butler, Minnehaha, Marshall, Summit, Sheppard, even University and W 7th are all very viable and currently available routes. Where we are sorely lacking are north-south connections. If I had my choice, I would give priority to solutions that include making Snelling, Hamline and Lexington Aves safe for bikes to get across the University/I94 corridor.

Thanks,

Christian

**Collins, Reuben (CI-StPaul)**

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**From:** Bjorn Hagstrom  
**Sent:** Tuesday, April 29, 2014 12:56 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Plan

Dear Mr. Collins,

I support the Bikeways (draft) Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
Bjorn

--

Bjorn Hagstrom  
[Whatmoves Design, LLC](#)

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## Collins, Reuben (CI-StPaul)

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**From:** Mike and Benita  
**Sent:** Tuesday, April 29, 2014 4:01 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Comments on St. Paul Bicycle Plan

Please enter this email message into the public record of comments on the St. Paul Bicycle Plan.

Overall I support this plan. It has had a lot of public input and opportunities for people to contribute their ideas. There are a few things that I wish to point out that should be added to the plan.

First, I am concerned about the safety characteristics of some of the existing routes and how they can be mitigated. My specific concern is Marshall Avenue from the city limits to Snelling. No one seems to get it that building the medians has turned what could have been a premier bicycle route into a death trap. The bicycle lane already is narrower than current design standards would dictate. The median was built wide enough to accommodate trees. The end result is that the existing traffic lane is not wide enough for large vehicles such as school buses, fire trucks, tractor/trailer rigs, etc. to legally pass a bicyclist who is traveling in the portion of the bike lane that is out of the parked car door zone. Minnesota law requires passing vehicles to leave 3 feet between the vehicle and the bicyclist. There is not enough room for this, so motorists are faced with a choice – obey the law and wait until they can make a legal pass, which means they must slow down to follow the bicyclist and slow down all the traffic behind them, or squeeze by and not face a delay. Most motorists simply squeeze by. Should the bicyclist need to make a sudden evasive move to avoid a road hazard or car door suddenly opening, the bicyclist ends up in the traffic lane and the motorists have no space to avoid hitting the bicyclist. This problem can be solved, but it would mean ripping out the medians and trees, replacing them with painted pavement (such as on Selby east of Lexington) or rebuilding them very narrow and planting native plants there (but there would be no trees). Quite frankly, I don't see how continuous medians enhance pedestrian safety, because they only encourage illegal mid-block crossings. We shouldn't be building continuous medians on narrow streets like Marshall. If pedestrian refuges are needed, put them at intersections and build them as small islands.

Another concern I have is that nothing is said in this plan about the traffic circles that keep being added to neighborhood streets. The main purpose of a traffic circle is to keep traffic moving continuously, not to calm traffic. While traffic slows somewhat to approach a traffic circle, they speed up as soon as they can. The traffic circles have poor sight lines, and the foliage planted in them is usually so tall that it can block the view of oncoming traffic, and also people who may be in the crosswalk on the other side of the circle (especially little kids). A driver wouldn't see these pedestrians until it is too late. Also, cyclists who use low-slung recumbent bicycles or handicapped cyclists who use hand-cycles cannot be seen. Traffic circles are a poor solution to enhanced bicycle movement. We would be far better off building raised intersections with clear sight lines. What is wrong with using stop signs to stop traffic at bicycle boulevards and putting less stop signs for traffic on the boulevards? The raised intersections would do more to slow down motorists, or even consider a few well-placed speed bumps. Please note that of all the traffic circles proposed, I most strongly oppose the one you want to build at the intersection of Pascal and Charles. Please leave Pascal alone, or at least install a raised intersection, but NO TRAFFIC CIRCLE. Also, plantings in traffic circles should be limited by statute to not exceed 18" in height, just like boulevard plantings.

The plan shows a bicycle route on Hamline Avenue between University Avenue and Pierce Butler Route. The reason that there isn't currently a route there is that Hamline Avenue has varying widths along this stretch, and some areas are not wide enough to accommodate bicycle lanes. Also, the Hamline High-Rise senior building has an intensive need for parking all the time, as it has many employees and also people coming and going who are visiting the residents. There is also a school right behind the high-rise, which has the need for parking on school days. Parking would need to be eliminated in order to accommodate a bicycle route, and this would make a situation that is currently manageable into a major problem for local residents. Around 12 years ago, a group of area residents, including people who live in the high-rise, had a meeting at the high-rise to discuss a bicycle route on Hamline. Monica Beeman was at the meeting. The group overwhelmingly rejected putting a bicycle route on Hamline because it would take away the parking they need, and there is a high frequency of emergency vehicles traveling too and from the high-rise. It was for this reason that the Albert Street connection between Minnehaha and Pierce Butler Route was installed. I am the person who shepherded this project through the CIB process (I also was responsible for the Pascal, Minnehaha, Pierce Butler, Prior Avenue, and Lexington Parkway ramp projects). I oppose removing the Albert Street route from the bike plan, and also oppose a bicycle route on Hamline Avenue. The Pascal Route needs to be strengthened. It is a much cheaper and safer

alternative than Hamline, which is why we built it, and would be a better road for a future connection to the proposed Ayd Mill Road greenway extension.

Finally, I support making changes to Snelling Avenue over the railroad crossings to make it safer for bicycle travel, but I strongly oppose any effort use medians to block off any more intersections on Snelling. The plan had called for placing a median on Snelling at Taylor that would prevent drivers from making left turns. In the late 1980s, when MnDOT redesigned Snelling, the driveway to the Midway Motel was eliminated and a service drive was added off Taylor Avenue. This was the mitigation provided by MnDOT for loss of direct access into the Motel. Do not block off this intersection, as it would cause hardship for the owner of the Motel, as well as residents of Taylor Avenue west of Snelling. I also oppose any loss of parking on Snelling on the west side in the block between Minnehaha and Englewood. There are three restaurants in this block that are all destination businesses, and they need the convenient parking to survive.

Respectfully,

Benita Warns, Owner  
Mr. Michael Recycles Bicycles, LLC

**Collins, Reuben (CI-StPaul)**

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**From:** Ben Shardlow  
**Sent:** Tuesday, April 29, 2014 9:46 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways plan

Reuben,

Just in case this was unclear, I support the Bikeways Plan as presented for the Grand Round in Desnoyer Park and South St Anthony Park to include on-street bike lanes and an off-street bike path on Pelham Boulevard with connections to the Raymond Ave station area.

Thanks,  
Ben

Ben Shardlow

## **Collins, Reuben (CI-StPaul)**

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**From:** Tony Gebhard  
**Sent:** Monday, April 28, 2014 11:15 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham Resident in support of Bikeways Plan

Dear Mr. Collins,

I live on Pelham Boulevard in Desnoyer Park and fully support the Bikeways Plan as presented for the Grand Round in our neighborhood. The on street and off street bike lanes would be a great addition to Pelham which is an important part of the Grand Round linking the Mississippi River Blvd Bike network to the new Green Line. The already steady flow of bike traffic along Pelham is only going to increase due to all the new development around the Light Rail and I believe it to be in Saint Paul's best interest to create a safe and pleasurable experience for bikes and pedestrians along such highly used corridors. Thank you for all your work on this.

Sincerely,

Tony Gebhard

## **Collins, Reuben (CI-StPaul)**

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**From:** R. Scott Velders  
**Sent:** Monday, April 28, 2014 7:11 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** City bike plan comments

I like the expanded bike only lanes. These types of lanes are the safest. I am glad to see the city expanding the bike infrastructure.

Thank you!

R. Scott Velders

## **Collins, Reuben (CI-StPaul)**

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**From:** Daniel Day  
**Sent:** Monday, April 28, 2014 12:57 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham Avenue / Desnoyer Park Grand Rounds bike lanes !!

Dear Mr. Collins,

I am a ten-year resident of Desnoyer Park neighborhood and support the Bikeways Plan as presented for the Grand Round to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Thank you kindly for your consideration,

Peter Melchert

## **Collins, Reuben (CI-StPaul)**

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**From:** Nathan Kaselnak  
**Sent:** Monday, April 28, 2014 10:27 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Pathways Plan

Hi Reuben,

I am emailing to express my interest in having bike paths down Maryland Avenue between Como Lake and the upcoming Trout Brook Nature area east of Rice Street. In my opinion, it would be a terrible oversight to not connect these entities. It is a major inconvenience to get on the bike path here, going through a weird industrial area off of L'Orient. I live on Maryland Avenue and believe that bike trails here would improve life, traffic, and the neighborhood. I have spoken with several neighbors and they feel the same (hopefully they will also contact you). I understand traffic room and parking are issues but I feel that there is room for compromise.

I commend you and the city for undertaking this project and I think it will help make St. Paul even greater. Please let me know if there's more I can do to get this idea cemented.

Thanks,

Nate Kaselnak

## Collins, Reuben (CI-StPaul)

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**From:** Naomi Kritzer  
**Sent:** Monday, April 28, 2014 9:15 PM  
**To:** Collins, Reuben (CI-StPaul); #CI-StPaul\_Ward3  
**Subject:** The St. Paul Bikeways Plan

Hi,

I live in Ward 3 with my family (on Pinehurst Ave, just east of Hamline Ave). We moved here from the Longfellow neighborhood of Minneapolis in 2012, so our bike-trail standards are high and we're really glad to see that St. Paul is working on a plan to improve the biking situation.

I'm particularly glad to see that part of the plan includes an off-road bike trail along Lexington, because the most frustrating problem we deal with in biking from our house is the complete lack of decent north-south bike routes. For the Lexington path to be viable, it needs to be fully separated from the road, and it needs to not be shared with pedestrians, so I hope that's part of the plan. I also really appreciate the fact that connections between bike routes are a priority, because there are some lovely places to bike in and around St. Paul, it's just often very hard to get to them from my house.

I had some concerns about things that I feel aren't being considered or addressed (although possibly they're under discussion and just weren't in the document.)

### 1. Road maintenance issues.

Even before this year's spring thaw wrecked it completely, Hamline Ave was an unpleasant road to bike on because of the degraded, pitted, patched pavement. This is really unfortunate, because Hamline Ave is one of the best north-south corridors for biking: it gets a lot less traffic than either Lexington or Snelling and yet still has traffic lights at every major intersection.

I realize that *when possible* a lot of bikers prefer complete separation. (I do, too.) But I can handle sharing when we're talking about a relatively low-volume street that nonetheless has traffic lights at the major intersections. Hamline is low-hanging fruit: it runs all the way from Montreal Ave to the Pierce Butler Route *and* it's a relatively quiet street. If it were re-paved and maintained properly, that in itself would be a huge improvement. You could also stripe to add a lane and that would be an even bigger improvement.

But the road maintenance issues are huge. Pitted, pothole-filled roads are a major annoyance for cars but they're a huge safety issue on a bike. I ride a hybrid, commuter style bike with wide tires and shocks and Hamline is too much of a mess for *me*. My husband prefers a lightweight road bike and he literally cannot ride on Hamline safely, not because of traffic but because of the condition of the road. Paths can be put in, but they also need to be maintained. Is this being discussed and accounted for in the plan?

### 2. Traffic signal issues.

Right now, Highland Parkway is mostly an okay place to bike *except* for the complete lack of a traffic light at (a) Fairview or (b) Cretin. Neither street is safe to cross without a traffic light (but Cretin is especially unpleasant.)



I feel like the issue of crossings didn't really get addressed, and I also feel like it often goes unconsidered in St. Paul pedestrian and bike planning. (Jefferson is a "bicycle boulevard" but does not have lights at some of the major crossings.) This is part of the "connections" issue -- bikers (like pedestrians) need to be able to safely get across busy streets. (In theory, cars are supposed to stop for pedestrians, but (a) they don't and (b) they don't have even a theoretical obligation to stop for bikes.)

(An example of pedestrian safety going unconsidered: right now, the Hillcrest Library is being remodeled. The construction site extends onto the sidewalk. Rather than erecting an additional fence to take over part of the street and allow pedestrians to pass safely around the construction site, the sidewalk has been declared "closed" and pedestrians are being directed to cross over to the other side of Ford Parkway, using the light at Kenneth and a makeshift "Pedestrian Crossing" at Howell. This appalls me; St. Paul drivers *do not reliably stop for pedestrians*. There's no "safe harbor" of a median strip there to allow people to cross one stream of traffic at a time. This is straight up not an acceptable solution, and yet apparently it's going to be like this all summer. At the very least, since St. Paul was not willing to tell the construction company it needed to keep its construction off the sidewalk, and since they're not willing to fence off a portion of the street to provide a makeshift sidewalk, they need to put in a temporary traffic light that allows pedestrians to activate an actual red light to stop traffic and let them cross. The current situation is pedestrian-hostile and actively dangerous.)

### **3. The Highland Village issue.**

Ford Parkway is marked as a future bikeway but part is going to be an "enhanced shared lane." That seems like a terrible option for Ford Parkway -- it's busy, drivers are impatient and already dividing their attention, there are a lot of places people need to turn, etc. A good bikeways plan needs to provide good routes through Highland and a shared lane on Ford Parkway really isn't it. I would really like to see a good bike route (ideally offering a connection between Montreal and the River Road) to be a MAJOR PRIORITY in the redevelopment of the former Ford Plant site. But also, either Ford Parkway needs a fully protected bike lane OR you need to install lights on Highland Parkway at Cretin and Fairview to make it a fully viable route from Snelling to the River. (Or both!) An enhanced shared lane on Ford Parkway seems like a good way to get bikers killed. (And I'm comfortable biking in some traffic.)

### **4. West 7th crossings.**

West Seventh has plenty of traffic lights but they all control hideous five-way intersections. This is particularly an issue at the Lexington/Montreal/West Seventh intersection, which is filled with impatient cars that are trying to make left turns under dangerous and confusing circumstances (the West 7th traffic gets an arrow to get onto Lexington, but not Montreal, for instance). Since both Lexington and Montreal are slated to become major bike routes (which I think is a good idea) you really need to think about how people are going to interact with West 7th.

I got a notification about this from St. Paul Smart Trips, which has strong objections to Enhanced Shared Lanes. I just want to say that I am not categorically opposed to shared lanes on quiet streets, and I think this is true of most bikers. However, in order for those to be usable, the streets need to have reasonably smooth pavement; they need a traffic light when they're crossing major roads; they need to not be overly encumbered with stop signs; and they need to *not* have heavy traffic.

In Minneapolis, I enthusiastically used the Midtown Greenway, the River Road, and the Minnehaha Creek bike path section of the Grand Rounds for recreational biking. To get to these I used 42nd Ave (a large, quiet street with traffic lights at 38th and at Lake); the fact that 42nd Ave didn't have a marked bike lane was not a problem. I also routinely biked to a friend's house by way of 42nd Street, which again, didn't have a marked bike lane, but had a wide and mostly-empty parking lane that let me stay clear of traffic; that was also fine. It's routes like *those* that I really feel a dearth of in St. Paul.

Thanks (and if you want me to clarify anything I've written here, please feel free to e-mail or call).

--Naomi Kritzer

## **Collins, Reuben (CI-StPaul)**

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**From:** Kevin Ward  
**Sent:** Monday, April 28, 2014 4:26 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Grand Round

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. It will benefit the area near our school -- Avalon.

Sincerely, Kevin Ward

**Collins, Reuben (CI-StPaul)**

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**From:** John Ingwalson  
**Sent:** Monday, April 28, 2014 12:02 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Safer bikeways

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
John Ingwalson

Sent from my iPad

## Collins, Reuben (CI-StPaul)

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**From:** jeff chermak  
**Sent:** Monday, April 28, 2014 11:51 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways plan for Pelham blvd

[reuben.collins@ci.stpaul.mn.us](mailto:reuben.collins@ci.stpaul.mn.us)

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. I feel as though this section is critical to the success of the grand rounds as it already sees a lot of on road traffic and is an essential connection not only to the light rail but also the river road. Pelham is a heavily traveled feeder street that would benefit from a off street path.

Sincerely,

Jeff Chermak

Resident Desnoyer Park

## Collins, Reuben (CI-StPaul)

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**From:** Holly Bell  
**Sent:** Monday, April 28, 2014 12:21 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike paths

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. I'm so excited to see the plan in action, knowing that it'll help to keep our students that much safer.

Thanks, a bundle,

Holly

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Holly Bell  
Registrar/Office Manager, Avalon School

**Collins, Reuben (CI-StPaul)**

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**From:** Gregg  
**Sent:** Monday, April 28, 2014 10:01 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Desnoyer Park Bikeways Plan

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely, Gregg Gridley

## Collins, Reuben (CI-StPaul)

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**From:** Drew Ross  
**Sent:** Monday, April 28, 2014 3:11 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** support for Bikeways Plan

Hi Reuben,

Many thanks to you and the City of St. Paul for developing a vision for bike transportation in St. Paul that will transform our traffic patterns. I support the Bikeways Plan draft and encourage the City of St. Paul to invest heavily in the transformation of our streets so that we can reach the goal of being a world class bike city. We have every reason to be such.

In particular, I support your proposal as it addresses Pelham Boulevard and the Grand Round, with on-street bike lanes and off-street bike path. I encourage you to be bold in addressing the current needs here, as well as the future increases this street will have due to the opening of the Green Line and residential, commercial and industrial developments in the Raymond/University area. As you know the City has many plans relying on Pelham to provide a access to both the river and the light rail, including the Raymond Station Area Plan, the Great River Road, and the West Midway Industrial Plan. Let Cretin be the motorized route and let Pelham serve the nonmotorized traffic. If need be, I support limited parking and off-street bike paths on both sides.

I would also like to add several other points that were overlooked in our neighborhood.

- 1) Until the Midtown Greenway extends across the river and connects with Ayd Mill, the only parallel route is St. Anthony. This needs an on-street bike lane on both sides from Mississippi River Blvd to Cretin Ave. Currently, traffic on these streets goes quite fast and bikers and pedestrians have no safe place.
- 2) Beverly Road between Pelham and Cretin (along north side of Town and Country golf course) is currently a troublesome situation as it has no sidewalks and no bike lanes. On-street bike lanes on both sides would protect both pedestrians and bicyclists. It is used by people using the bus lines on Cretin. There is currently parking on the north side.
- 3) Please put on-street bike lanes on both sides of Mississippi River Blvd. This is a classic ride and the off-street path serves recreational riders well. Road bikers must use the street, and we have conflicts with cars because they don't understand why we are on the street with the bike path alongside it.

Again, many thanks for your hard work on this important project!

Drew Ross



## **Collins, Reuben (CI-StPaul)**

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**From:** David Johnston  
**Sent:** Monday, April 28, 2014 10:41 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** We support improvements to Pelham Boulevard

Dear Reuben,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

I also support the Griggs avenue portion of the bikeways plan and believe the traffic calming roundabouts are critical to creating a safer and more useful neighborhood bikeway.

Sincerely,

***David Johnston***

## **Collins, Reuben (CI-StPaul)**

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**From:** Danielle Gebhard  
**Sent:** Monday, April 28, 2014 11:15 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Support for the Bikeways Plan

Dear Mr. Collins,

I live on Pelham Boulevard in Desnoyer Park and fully support the Bikeways Path as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. The on-street and off-street bike lanes would be a great addition to Pelham Boulevard, which is an important part of the Grand Round linking the Mississippi River Boulevard Bike network to the new Green Line. The already steady flow of bike traffic along Pelham is only going to increase due to all the new development around the Light Rail and I believe it to be in Saint Paul's best interest to create a safe and pleasurable experience for bikers and pedestrians along such highly used corridors.

Thank you for all your work on this project.

Sincerely,

Danielle Gebhard

## Collins, Reuben (CI-StPaul)

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**From:** Chris Kuhlman  
**Sent:** Monday, April 28, 2014 4:05 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward3  
**Subject:** St. Paul Bikeways Draft Plan Comments

Dear Mr. Collins:

I and my wife moved to Ward 3 two years ago and are expecting a son in about one month's time. I am writing to submit comments regarding the draft bikeways plan. While I am generally impressed with the initiative, I write to urge you to consider adding more cycletracks to the design. A separated route from traffic with a barrier other than just street paint, would encourage myself and family to use bicycle more as transportation within the city. While my wife and I enjoy biking, what keeps us from using it more frequently is that we feel unsafe sharing the road with motorists. While we are safe bikers, one cannot obviously control the actions of motorist traffic.

Painted bike lanes such as those on Summit while, better than nothing, do not provide as much bicycle safety as cycletracks.

I understand that separated cycle tracks can be more costly, however, if planned out, they could likely be implemented overtime as part of routine road maintenance at little additional cost.

As such, I would strongly urge you to revisit the roads you designated as "bike lanes" in the draft plan and consider making them "separated bike lanes." Doing such, I believe would drastically increase bicycling within St. Paul as there would be protected and safe passageways through all of the city's corridors.

Thank you for your consideration.

Sincerely,

Chris Kuhlman

## **Collins, Reuben (CI-StPaul)**

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**From:** Joel Aaron  
**Sent:** Wednesday, April 23, 2014 11:20 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways In St. Paul

Hello...

I'm all for new bikeways in the City of St. Paul. I bicycle to work when I can and do it for enjoyment as well.

However, I don't see, if the roadways can't be well maintained, how will the bikeways? There MANY streets around the Highland neighborhood, that are in poor repair. simply filling potholes isn't the answer. I understand that it's an aging city, but these other infrastructures need to be better maintained as well if you're going to get more buy-in.

Just my opinion... Thanks  
-Joel Aaron

## Collins, Reuben (CI-StPaul)

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**From:** Jeff Zaayer  
**Sent:** Wednesday, April 23, 2014 12:18 PM  
**To:** Tolbert, Chris (CI-StPaul); #CI-StPaul\_Ward3  
**Cc:** Collins, Reuben (CI-StPaul)  
**Subject:** St. Paul Bikeways plan

Chris,

I wanted to contact you to express my support for the Bikeways plan that Reuben Collins and the public works department has put together. This plan provides a vision that makes using a bicycle as a safe and viable option for transportation and recreation in our city that will help achieve the signature motto that is "the most livable city in america".

This is a very good plan that can be made great with some amendments, I would also like to address some possible concerns, possible additions and lastly express my support. I would also like to discuss some items not looked at in this plan, like maintenance, construction, and engineering.

**Concerns:**

I attended the recent Presentation to the HDC that Reuben Collins made to the HDC transportation committee. There was a good number of attendees and while there were some rhetorical questions and generalizations made there were some constructive ideas and valid concerns made.

Probably the two most prevalent topics raised were the concerns of Highland Parkway and Mississippi River Blvd. Many of the concerns regarding Highland Pkwy were warranted and others were misguided. I believe that it can become a great multi-use roadway provided the cities street design manual is written in a way that will provide the most, the best, and flexible design options for implementation. Much of the concerns about Highland Pkwy were focused on pedestrian crossings, and while I agree that there are issues with all user modes yielding to pedestrians at crossings. This will continue to be an issue for the foreseeable future until enforcement of pedestrian crossing laws become a priority by the city and law enforcement community. I have witnessed many close calls with vehicles and cars on Snelling near Macallaster college and on the University Ave at the mid block crossings at station platforms. I find it sad that I have to wonder how long until someone is injured or killed before enforcement becomes a temporary fad. But I digress.

Mississippi River Blvd is another potentially controversial facility however I feel as though concerns regarding MRB are made with a narrow mindset. While parking concerns are real and valid, the Right of Way for MRB is huge and if the entire roadway were moved away from the river bluff you could preserve parking install a bike lane and possibly even make room for segregated bike and walking paths along the bluff. This could also be done by making MRB a one way which a pretty valid case can be made for here: <http://www.southwestjournal.com/voices/voices/the-arrogance-of-the-bike-path-runner> Basically my point is that these routes could be made to work if we look at them beyond their current configurations, and therefore should remain on the plan.

The East side of St. Paul has some of the bigger gaps on the plan which makes it extremely important that they all remain part of the plan. Particularly the E/W Gap between Jesamine and Arlington.

Davern is a great route that I use fairly often, particularly in the winter however it would be better if SPA didn't use as an access point for parents picking up and dropping off their kids. As I'm sure you're aware, parents LOVE driving their kids to school individually.

**Additions:**

There several omissions on the plan that I feel need to be added to help make this plan the best it can be.

The city owns right of way to extend the 35E parkway trail all the way to W 7th St and then on to the mississippi river at Elway and Shepard Rd. This would be a route that would be eligible for more funding options through the National Park service by helping meet their goal by providing non motorized access to the river.

The path along Snelling Ave from Highland Pkwy to Edgcumbe Rd is great and would help with some meet some sidewalk infill needs on the East side of Snelling, however it is a bit isolated. I would like to see this path spur down the South side of Montreal Ave, this would help infill the lack of sidewalk from where it ends just East of the football stadium. It could also provide a connection to the river if extended over W 7th St and down Elway. This would make the segment along Snelling also become eligible for additional funding sources as it would then have a connection to the river.

The proposed bike lanes on Edgcumbe between Howell and Hampshire will continue to be a shared use shoulder unless one of two things happens: 1) The city develops the will to install sidewalks which as I know you discussed with my wife is difficult given the cities process for installing sidewalks and previous push back from adjacent property owners. 2) The plan is amended to include an off street path that can circumvent the sidewalk process, and can serve as an off street walking path for people walking to the synagogue on Edgcumbe.

Both the 35E extension and Montreal path would help connect the cities interior to other communities over the 35E bridge trail. And the Edgcumbe trail could do the same if extended to the Hwy 5 bridge.

**Other Related Items:**

None of the routes on this plan will be as good as they can be without a robust Complete streets design manual that offers the largest number of options possible. I certainly hope that the draft design manual will have an opportunity for public input as well. If not I would love to take the opportunity to look at it with you and your staff.

I hope that maintenance will be factored in both in budget and in construction practices. For example, Montreal Ave was milled down where the pavement markings were placed and I am certain that those markings will hold up much better than markings that are painted or installed at regular pavement height where they can degrade quicker. I also hope that maintenance particularly in winter is included as many paths are unplowed or nearly impassible for the much of the year. Does parks have a plowing plan/protocol or minimum trigger that they need? And if so what is that trigger, and what if any paths are not maintained, or even not maintained by the city?

I would like to see the city make a significant up front contribution to jump start implementation once it is adopted perhaps a dollar amount similar to what is being spent in additional funds for the saints stadium \$20M? I would think a funding mechanism similar to what was used for the stadium would be feasible as well. Regardless simply relying on CIB funds and RSVP projects to implement this plan will take longer than you or I will have on this earth to see this plan come to fruition.

Over all the plan is great and I hope you will advocate for the suggested changes prior to its final adoption.

Sincerely,

Jeff Zaayer



## **Collins, Reuben (CI-StPaul)**

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**From:** Theresa Morey  
**Sent:** Tuesday, April 22, 2014 8:55 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham Boulevard

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our St Paul Desnoyer Park neighborhood to include an off-street bike path and on-street bike lanes.

I especially like the concept of an off-street bike path on the west side of Pelham Boulevard.

Sincerely,  
Theresa Morey



## **Collins, Reuben (CI-StPaul)**

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**From:**  
**Sent:** Tuesday, April 22, 2014 9:44 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham Blvd. Bikeways Plan

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard. This is the perfect neighborhood for the Bikeways Plan and would be enjoyed by many. Thank you.

Sincerely,

Rebecca Getz

**Collins, Reuben (CI-StPaul)**

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**From:**  
**Sent:** Tuesday, April 22, 2014 9:38 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham Blvd. Bikeways Plan

Dear Mr. Collins,  
I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
Mary Hunt

## Collins, Reuben (CI-StPaul)

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**From:** Kirsten Fischer  
**Sent:** Tuesday, April 22, 2014 8:01 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways

Dear Mr. Collins,

I strongly support the Bikeways Plan for our Desnoyer Park neighborhood. We are part of the Grand Round, which is a wonderful feature of the Twin Cities, and Pelham Blvd gets many (hundreds) of bikes every day. On-street bike lanes and an off-street bike path on Pelham Boulevard would be a major improvement over the current "share the road" situation which, from a bike rider's standpoint, feels hazardous.

Thanks

Sincerely,

Kirsten Fischer

## **Collins, Reuben (CI-StPaul)**

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**From:** Marita Bujold  
**Sent:** Monday, April 21, 2014 9:52 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Plan

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
Marita Bujold

## **Collins, Reuben (CI-StPaul)**

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**From:** Christine Melchert  
**Sent:** Monday, April 21, 2014 10:56 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Grand Rounds support

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
Christine Melchert

## Collins, Reuben (CI-StPaul)

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**From:** Lindgren, Patricia (CI-StPaul)  
**Sent:** Monday, April 21, 2014 2:46 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** FW: comment and question

Reuben,

Please log in his comments about the off-street bike path along 10th Street. Councilmember Thune will take care of the police annex question. Thanks.

Pat Lindgren

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**From:**  
**Sent:** Tuesday, January 21, 2014 10:20 AM  
**To:** #CI-StPaul\_Ward2  
**Subject:** comment and question

Dave,

I have (2) two issues today.

My first issue is that I read in the newspaper that St.Paul is thinking of expanding bike paths.

I live downtown St.Paul and I'm not opposed to new bike paths so long as they don't impend automobile traffic.

What I strongly object to is bicyclers who don't obey traffic laws and police that don't enforce the traffic laws equally when cars and bikes share the road.

There is double standard. If I break a traffic laws while driving my car I get a ticket and have to pay fine. That does not happen to someone driving bike on a city street. All too often I see bicyclers downtown violating the traffic laws year round. Very few bicyclers actually stop at red light and honesty I've never seen one signal their turn. Even when a bike path is present next to a street or a pathway bikers choose to ride in a line of traffic. If you don't believe me prime examples are Lillydale Park or you can drive down East River Boulevard on a sunny day.

The 2nd issue concerns Pedro Park. I live at the Pointe of St.Paul and I can clearly see the progress and near completion of the Penfield. What I'm really interested in is: when is the city going to remove the police department from that ugly old building and tear it down so they can get started on the Park?

Thank you,

Art McGrane

**Collins, Reuben (CI-StPaul)**

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**From:** Joost de Hoog  
**Sent:** Saturday, April 19, 2014 2:44 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Desnoyer Park Grand Round Section

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Joost de Hoog

**Collins, Reuben (CI-StPaul)**

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**From:** Jim  
**Sent:** Saturday, April 19, 2014 6:16 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Pelham bikeway

Dear Mr. Collins,  
I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
Jim Bjork



## **Collins, Reuben (CI-StPaul)**

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**From:** Heather Davila  
**Sent:** Saturday, April 19, 2014 10:15 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Support for Grand Round bike path on Pelham Boulevard

Dear Mr. Collins:

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
Heather Davila

## **Collins, Reuben (CI-StPaul)**

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**From:** Richard Sanford  
**Sent:** Friday, April 18, 2014 5:49 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Grand Rounds Bike trail

I support the bicycle trails along the Grand Rounds, including off-road trails where possible including Pelham Blvd.

Richard Sanford

## **Collins, Reuben (CI-StPaul)**

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**From:** Kayellen Taylor  
**Sent:** Friday, April 18, 2014 5:18 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Grand Round Bikeway Plan

Dear Mr. Collins,  
I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Kay Taylor

**Collins, Reuben (CI-StPaul)**

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**From:** Benjamin Richter  
**Sent:** Friday, April 18, 2014 6:16 PM  
**To:** Collins, Reuben (CI-StPaul)

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
Karl Richter

—  
Sent from [Mailbox](#) for iPad

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## **Collins, Reuben (CI-StPaul)**

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**From:** Ericca Maas  
**Sent:** Friday, April 18, 2014 5:58 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Support for Bikeways Plan : PELHAM

Mr. Collins:

I am writing to express my strong support for the Bikeways Plan for the Grand Round in the Desnoyer Park neighborhood. On-street bike lanes and an off-street bike path on Pelham Boulevard would be a tremendous addition to our amazing neighborhood. We, of course, welcome bike traffic and a nice connection to the Grand Round, but it is also worth pointing out that there has been a lot of turnover in our neighborhood in recent years bringing many young families. Another route to the park would surely be welcome.

Thank you for all your hard work.

Ericca Maas  
Desnoyer Park, St. Paul MN

## **Collins, Reuben (CI-StPaul)**

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**From:** Bonnie  
**Sent:** Friday, April 18, 2014 8:14 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** re: Bikeways Plan

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,  
Bonnie R. Eller

## **Collins, Reuben (CI-StPaul)**

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**From:** S Rasmussen  
**Sent:** Thursday, April 17, 2014 9:26 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Re: the push

Dear Mr. Collins,

I support the Bikeways Plan as presented for the Grand Round in our neighborhood to include on-street bike lanes and an off-street bike path on Pelham Boulevard.

Sincerely,

Susan Rasmussen

April 8, 2014

**RE: Support for the Saint Paul Bikeways Plan**

FR: Pete Keely;

I am a home-owner on Pelham Blvd and I have been following the discussion regarding the future of Pelham Blvd. with great interest. As a Pelham home-owner for 15 years I have a great interest in the outcome, and I have witnessed firsthand much of the concerns regarding traffic, parking, pedestrian and bicycle safety. The current condition of Pelham is unsafe. The current road width and design promotes excessive speed, and does not work well for bicyclists, or pedestrians. I have witnessed many incidents involving pedestrian or bike conflicts with cars including small children at the park, and for myself in front of our house. I strongly believe that a reconstructed Pelham can promote safety, bike transit, and become a valuable neighborhood asset. Pelham is a critical connection to the light rail and the businesses near University Avenue, including my own business that I access by walking along Pelham.

I have reviewed the St. Paul Bikeways Plan and I am a strong supporter of the ideas contained in the plan and believe it is the right direction for a re-design of Pelham. I support a plan that includes the following attributes:

- A dedicated bike lane or lanes.
- Traffic calming features that promote slower speeds
- A design that promotes pedestrian safety.

I understand that change sometimes has consequences.

- I am open to small assessments as I believe a well-designed safe street is worth the investment and will raise the value of the neighborhood and subsequently my property values.
- I am open to removing parking on one side of the street including my own side. There is more than sufficient parking on Pelham utilizing only one-side of parking.
- I am willing to have the curb, sidewalks or trails encroach towards my house in the public right of way.
- I am willing to see a few trees removed if they are replaced with additional trees or landscape features.

I would hope and expect that the residents and neighborhood would continue to have input into the design of the roadway, trails, and bike lanes. Again, I would like to express my enthusiastic support for reconstruction of Pelham Blvd. in the manner conceived in the St. Paul Bikeways Plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pete Keely', with a stylized flourish at the end.

Pete Keely



## Collins, Reuben (CI-StPaul)

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**From:** Leslie Everett  
**Sent:** Saturday, April 12, 2014 5:47 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Comments on St. Paul Bike Plan

My comments on the St. Paul Bike Plan are as follows:

1. The plan appears to be comprehensive and covers most of what needs to be done.
2. The plan lacks prioritization of projects. In the absence of priorities, implementation of the plan may drift to doing the easiest and cheapest projects first, rather than going where the needs are greatest. The plan should recognize that the largest gaps in bicycle access are north-south routes west of downtown. Crossing the railroad corridors and I-94 will be expensive but must be done and soon. There are currently no bikeable north-south routes between Raymond/Pelham on the west and Lexington on the east, a distance of 2 miles. From Como Ave to Marshall is the difficult transect in that 2 mile span. Crossing that corridor will be expensive, but should not be put off for cheaper projects in areas that currently have better access.
3. Raymond Ave from Como to University, and Pelham from University to the River Road should have continuous bike lanes, since that is on the Grand Rounds and is currently the only north-south route bike route on the west side of the city, north of Marshall. That should be put in place immediately. The road condition for that corridor needs better maintenance, and the route under the rail road trestle and UM Transitway bridge north of Energy Park needs to be widened and lighted.

Thanks,

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Les Everett

## **Collins, Reuben (CI-StPaul)**

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**From:** Wendy Berkowitz  
**Sent:** Monday, April 07, 2014 11:06 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Proposed Bicycle Plan

Dear Mr. Collins,

I would like to express my concern about the proposed bicycle plan and the possible elimination of parking on Mississippi River Blvd. I live on the road, about five long houses for the nearest side street, without sidewalks. It would be difficult and perhaps dangerous for people to park on Itasca to come to my home. The sidewalk on the river side of the street is below street level and totally inaccessible in the winter.

Losing the ability to park in front of my home (I have no driveway) would be most unfortunate.

Wendy Berkowitz

## Collins, Reuben (CI-StPaul)

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**From:** Marjorie Pitz  
**Sent:** Tuesday, April 01, 2014 12:46 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** bike plan

Hi Reuben— I wish there were more specific information in the plan. It is not clear how connections will be made. For example, how will the Union Depot connect to Mounds Park? 4th St? Kellogg Bridge? new trail around the ball park?

How does the Jackson St. trail connect to the river?

I saw no mention of a bridge from Bruce Vento Nature Sanctuary across the tracks to the Sam Morgan Trail—that is a very important link.

Bruce Vento Trail can link to the Gateway Trail as well—not mentioned.

**MOST IMPORTANT—** the Gateway Corridor plans to add 2 rapid bus lanes to the Union Depot right at Kellogg Blvd. and Mounds Blvd. There isn't room for this in addition to bikes and pedestrians, and I'm afraid the bikes and peds will lose. Please put this on your radar!

PS— There should be a better way for people to comment without enabling cookies on the city's web site.

Marjorie Pitz

Martin & Pitz Assoc., Inc.

## Collins, Reuben (CI-StPaul)

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**From:** Kim Moon  
**Sent:** Monday, March 31, 2014 1:19 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Plan input

Reuben,

Thank you so much for coming to our District 10 Land Use meeting the other week. It was much easier to have a conversation with you and your staff at that meeting than at the other community meetings. The following is a list of a few items we discussed that I feel very strongly about.

1. I urge you to reconsider making Lexington Parkway a main thoroughfare for bicycles. I understand that a lot of money has been spent, especially recently, on creating that path. That doesn't negate the fact that Chatsworth just a few blocks to the east is a much better choice. I ride Lexington on my way to work in the morning. The only reason I don't use Chatsworth is because there's no way to get over the Pierce Butler railroad tracks. The cars traveling on Lexington usually don't pay attention to bicycles on the bike path which makes it unsafe for everyone. The second part of this argument is that taking the path on Lexington north of the lake is much too narrow to support a bike path wide enough to take care of bike & pedestrian traffic. I support turning Chatsworth into the main north south bike path rather than putting ANY more money into the Lexington path.

2. I urge you to reconsider creating an enhanced shared lane on Victoria street north of the lake. This street is also a major thoroughfare for cars that makes it dangerous for bikes. I recommend extending the Como Avenue bike route around the north side of Lake Como until it hits Milton Street. There's already a bike route there and creating a bicycle boulevard up Milton would cost next to nothing and would be a much safer route for bicyclists. Milton is also closer in alignment to the Victoria Street bike path in Roseville and would reduce the amount of time bikes spend on Larpenteur.

3. I support an in-street separated Lane on Larpenteur. I don't personally enjoy riding my bike on Larpenteur but I think a straight shot east west is needed in that area. That being said, I also support a bicycle boulevard on Idaho Avenue but encourage you to extend that from Falcon Heights to Dale for those folks that would rather not ride on Larpenteur. That means either jumping up to California or down to Iowa to make it to Dale.

4. I question putting any money into the Grand Round idea. The fact that it's an old plan from last century doesn't necessarily mean it's a good idea now. I just don't see the point.

I think priorities for the implementation of this Bikeways Plan need to be set prior to being adopted by the city. I know you'd like to get this adopted prior to the next CIB cycle but I think it's more important to get the plan done right with priorities. Specific projects for bike routes can be proposed for funding without this plan in place. I think it would make sense to issue a revised Bikeways Plan with priorities for public input prior to adoption.

Well, that's my 2 cents worth. Thanks for your time.

Kim Moon

## Collins, Reuben (CI-StPaul)

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**From:** erik  
**Sent:** Friday, March 28, 2014 2:50 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** bikeway plan feedback

Reuben,

thanks for coming to our Transportation committee meeting to present the bikeway plan.

a few additional thoughts i had that are less about the overall plan and more about specific sites within the plan:

1. i'm concerned about the spot where Davern meets St. Clair. i know that this is a short distance, but it's going to be on a road that isn't going to have any bike infrastructure under the current plan and will create problems similar to those already happening on Cretin between Miss Riv Blvd and Summit. which bring me to point #2
2. there's nothing in this plan addressing the problems on Cretin between Miss Riv Blvd and Summit. this is a notoriously dangerous section for bicyclers and absolutely needs to be addressed in any new plan.
3. as much as i understand the complications that would be involved in running a bikeway through Macalester campus, i think it's worth putting some energy behind. these students are most likely going to be heavy users of the bikeways, but in my mind this is one of the key benefits to bicycles is that they can go places cars can't and you can interact with your surroundings while going from a to b.
4. on the north end of saratoga it just dead ends, i like using saratoga as a north-south route, but it's got to connect to something.
5. i would argue we leave highland and ford parkway alone and use pinehurst instead as a bike boulevard with some kind of connection on the west end to the river road. the "enhanced shared lane" is a joke(no offense) especially on streets like highland and ford.
6. i also think that in order to be successful, that EVERY bike boulevard NEEDS to have traffic diverters. otherwise, they are just as useless as the enhanced shared lanes(again, no offense). the whole concept hinges on the street being inconvenient enough for drivers that they start using other streets instead.
7. in that same vein, in order for the in-street separated lane to be successful there NEEDS to be some kind of physical separation. not like a wall per se, but like those little standards with the florescent tape on them every so many feet. i dont know exactly what would work best, but something a bit more effective than paint.
8. i know you said this is a back and forth issue, but i think that while in some cases, high vehicle traffic streets are really the only good choice to put a bikeway on, for the most part they are poor choices. cars don't want to "share" the road and frankly, neither do cyclists. the more we can find seperate streets for them to use the better.

erik riesenberg  
mgcc

## **Collins, Reuben (CI-StPaul)**

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**From:** S Ludtke  
**Sent:** Thursday, March 27, 2014 6:39 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** bikeways plan

Thank you for your presentations. I listened to you at Mac College and again at the MacGroveland district counsel the other night. I have a good feeling about this plan and you and the cities intent. I don't always get that from the city, so thank you.

My employer had me working in Minneapolis 2011-2013, so I was able to bicycle between Cretin High School and Minneapolis Community and Technical College for thousands of miles. One thing that became evident was the difference in attitudes in Mpls towards bicyclist. In St Paul I still feel like potential road kill. I think Mpls has accepted that we all have to play nice together on the roads. So I encourage the city to start enforcing the rules of the road for all. I think that will reduce hostility in both directions and lead to an easier process of getting this bike plan to fruition.

I have posted a couple of comments on the Open Saint Paul site, so won't say anything else at this time.

Again, thank you.

Spencer Ludtke

## **Collins, Reuben (CI-StPaul)**

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**From:** Emily Hansen  
**Sent:** Monday, March 24, 2014 9:46 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** bike plan comments

Hi Reuben,

I am a big proponent of bike trails and the City's plan is very exciting. However, I am concerned about the loss of parking on 10th Street in downtown. On-street parking is getting harder to find downtown, and for nearby residents and businesses it would be hard to not only lose parking on 10th St, but on Jackson as well. I would like to advocate for the trail on 11th Street instead of 10th - it would make a huge difference for those located on 10th.

Thank you,  
Emily Hansen



## Collins, Reuben (CI-StPaul)

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**From:** Miller, David  
**Sent:** Monday, March 24, 2014 8:37 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Saint Paul Bikeways Plan

Hello-

I applaud the efforts in creating a vision around bikeways in Saint Paul. In particular, I'm happy to see downtown Saint Paul included in the master plan, as it can help raise the profile of the city to residents and out-of-town travelers alike.

The only concern I have with the version that I've seen is that it recommends using St. Peter Street as one of the paths. As a business manager along the street, I see firsthand how difficult navigating that narrow, one-way street can be. I honestly don't see how we can add additional paths down that street in a safe manner. It is lined with parking, loading and unloading zones, critical valet stands for restaurants, entryways to residential and commercial buildings, and many other obstacles that make it difficult as is. Our businesses need an easier way for customers to access their doors, particularly at night and on weekends. Making it harder to attract customers, and giving more reasons for customers not to frequent those streets, takes us backwards. I won't even detail how winter weather can compound the issue. I understand that other streets may have the same obstacles, so I am at a loss for alternatives, but please conduct some outreach to business along St. Peter before finalizing the plan. The unintended consequences can seem insurmountable to a small restaurant that cannot be accessed.

Thank you for your time.

**David Miller**  
*General Manager*  
**The Saint Paul Hotel**

**2013 Travel + Leisure "500 World's Best Hotels"**  
**2012 Condé Nast Traveler "Readers' Choice Award: Top 25 Hotels in the Midwest"**

## Collins, Reuben (CI-StPaul)

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**From:** Johnson, Derek  
**Sent:** Wednesday, March 19, 2014 2:58 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Feedback

Reuben,

I am following up in writing with Bikeways feedback relative to the West Side:

-Should connect more directly to Humboldt High/OWL complex with 1500 6-12th graders (30 E. Baker Street). Perhaps have Baker Street continue east of Hall to Humboldt and around building?

-Congress Street not a great bike street in part because Humboldt and Hall too steep. I would recommend bicycle boulevard coming from Cesar Chavez turn south on Wabasha 1 block and then take Winifred--thus making Winifred the biking boulevard.

-George Street as enhanced shared lane seems like a poor choice for several reasons--it is too busy, too narrow, and the part between Cesar Chavez and Robert is too steep. Stevens is a much preferable bike route, especially from Hall going west. I would eliminate George all together, use Stevens west of Hall (and perhaps east of Hall to Livingston and up to Humboldt complex), and then use Humboldt/Wabasha as main route to get down in the neighborhood to Torre area, El Burrito area, etc.

If Stevens replaces George, perhaps Baker is too close to Stevens? If so, I would recommend Page as a good alternate east-west route between Hall and Cherokee Park (better spaces out east west routes).

I think a separated lane on Oakdale would be great!!

From a different perspective, the plan makes a number of arguments about bike routes are important, but I did not see a strong argument focused on youth. Connecting youth to out-of school time engagement opportunities at rec centers, libraries, schools, and community centers is a key access and equity issue for education. St. Paul wants it to be easy for all youth to be engaged and learning during out of school time, and this is why the Mayor's Office is a lead partner in St. Paul's OST network, Sprockets. Bike routes are a great way to connect especially teenagers to engagement and learning opportunities.

Thanks!

--

Derek Johnson  
Center for Democracy and Citizenship, Augsburg College  
Jane Addams School for Democracy/Neighborhood Learning Community  
[www.augsburg.edu/democracy](http://www.augsburg.edu/democracy)

## **Collins, Reuben (CI-StPaul)**

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**From:** Tyler Teggatz  
**Sent:** Wednesday, March 12, 2014 12:09 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** HDC Transportation Committee Meeting

Hi Reuben,

It was nice meeting you tonight, and thanks for coming to the meeting.

I just wanted to say that there are many supporters of the bike plan, though we may not be as vocal or demanding as those opposed to it. I will be contacting council members and representatives with our support.

I would be glad to help in other ways if I can.

Thanks,

Tyler Teggatz

## **Collins, Reuben (CI-StPaul)**

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**From:** Michael and Ruth MacDonald  
**Sent:** Wednesday, March 12, 2014 5:31 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Community Organizer  
**Subject:** Comments on the Distirct 10 Bike plan

Reuben, I appreciate you coming to talk with us on Monday night. I have a couple of comments for the plan as outlined for District 10.

I think Wheelock Parkway needs an upgrade and improvement for biking as the plan outlines.

I think we need more/better north-south connections. In this area connecting Chatsworth of Hamline over the railroad tracks that now block them is needed.

I welcome improvements on Front/Energy Park Dr.

The bike boulevard on Idaho should be extended east to Dale, or replace it with Hoyt, which is more of a through street and has lights at both Snelling and Lexington.

Thank you

Mike MacDonald

## Collins, Reuben (CI-StPaul)

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**From:** Deborah Alper  
**Sent:** Wednesday, March 12, 2014 4:21 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Comment on bikeways plan

Hello Reuben,

Thank you for putting together this thoughtful and complete plan. What a nice vision for what we can aspire to in St. Paul. I have no negative comments, just a list of priorities and one suggestion. I especially like:

1) the downtown loop.

Besides helping those of us who come downtown for destinations, the loop would definitely enhance the streetscape (currently quite cold and uninviting); and could contribute to the vitality of the area by drawing in recreational bikers. The big venues bring lots of cars currently, perhaps some of this traffic would switch modes with development of the loop along with to at least some of the other streets listed for "enhanced shared lane" in downtown. Our center city is certainly a black hole as far as biking is concerned, so I think it should be a top priority.

2) Routes into downtown. If we finally get a network downtown, we'll need good access points. I come downtown via Summit Ave., and could definitely use a SAFE connection via Kellogg! I don't know the east side entrances well; in general, I think they're lacking, so I hope something there, like Payne, can be implemented. I wonder if the new ball park will restrict access to the Bruce Vento Sanctuary and the trail system radiating from there. I hope not.

3) north - south routes. Getting people beyond the RR tracks is important. Lexington works now north of University, but it would be great if it could somehow be continued south as per the plan. Complete north - south routes west of Lexington are necessary: Hamline would be great since there is a way across at least one batch of tracks, and the new bridge over Ayd Mill accommodates bikes. Good to see that a way over the tracks is foreseen on Snelling north of Hewitt. Fairview striped all the way north to Minnehaha would be great and would help tie into the passage over the tracks on Snelling; the 4 to 3 conversion south of Summit has been very successful. The part of Cleveland that I know north of Summit is super congested near St. Thomas, often hard to make your way through by car, due to a lot of parked cars on both sides. There might be quite a fight over parking in this section.

One helpful addition to the plan: Some form of Cretin Avenue to Exeter travel and turning lane for bikes. Many bicyclists coming down Summit from the east use this shortcut currently (some crossing Cretin and using the sidewalk) to access Otis and the Lake Street bridge. I don't think the alternative route that the plan suggests (ie. leaving Summit at Cleveland, going north to Marshall, and from there to the Lake St. bridge.) will stop many people from using the above route

Thanks again for a good plan,

Deb Alper

## Collins, Reuben (CI-StPaul)

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**From:** Kunz, Christina  
**Sent:** Tuesday, March 11, 2014 10:42 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Highland Park bike plan

Hi Reuben--

As I promised, I'm forwarding my suggestion from the meeting tonite, as well as a few other observations:

---Rather than focusing so much on Cleveland and Fairview for N-S routes, please consider Finn and Prior, both of which are wide and lightly traveled. They connect up with Summit's bike lanes, and Prior then heads further north with its own bike lanes, to University. We use these two streets all the time for biking, and we never bike on Cleveland or Fairview--much too narrow with too much traffic.

---Finn almost goes all the way through from Summit to Ford Parkway (the last portion on bike path next to Lifetime Fitness). It's just closed off block between Nina and Hartford. I've often wondered if that massive hedge on Nina was blocking a public right-of-way. It just seems odd that Finn wouldn't go all the way through.

---We also never bike on Highland Parkway--with the boulevard in the middle, it's too narrow. A better biking street is Pinehurst, a block south. It runs from Snelling to Mount Curve, and there's not much traffic on it.

---I agree with the sentiment that East River Road needs bike lanes in both directions, separate from pedestrians. The Highland Villager is full of bike-pedestrian conflicts on the editorial page in the summer. In the summer, everyone is so crowded on the path, trying to make it work. One possibility is to investigate whether the River Road residents own the land all the way to the road. I used to live at the corner of Lexington and Como, and I was surprised to learn that I didn't own the front third of my lawn--it was city property for Lexington Parkway. This is a Parkway, I think. Maybe some of those front yards are partly city land.

---Tonite's meeting got hijacked a bit by a few speakers (non-bicyclists). I think they should have been given 2 minutes to state their views, but they shouldn't have been able to keep the floor after that. Many other good ideas didn't get stated because these two speakers were allowed to talk 'way too long.

---I loved looking at your plan. These are really good ideas, especially the Ford Rail Spur. Keep working on this, and don't let a few dissenting voices drown out the favorable voices.

Chris Kunz  
Professor Emerita  
Wm. Mitchell College of Law  
Sent from my iPad

## Collins, Reuben (CI-StPaul)

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**From:** Brendmoen, Amy (CI-StPaul)  
**Sent:** Monday, March 10, 2014 2:59 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** FW: Bike Plan - input Como bridge or tunnel

For your public process.

-----Original Message-----

**From:** Susan Vandenberg  
**Sent:** Sunday, March 09, 2014 1:06 PM  
**To:** #CI-StPaul\_Ward5  
**Subject:** Bike Plan

Although I am unable to attend the March 10 Bike Plan meeting, I'd like to express support for the idea of a bike/pedestrian overpass or underpass at the Como /Como blvd railroad crossing. This crossing has already seen its share of tragedy, and with the ever increasing rail traffic, the need is certainly there.

Susan Vandenberg

## Collins, Reuben (CI-StPaul)

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**From:** Lisa Austin  
**Sent:** Sunday, March 09, 2014 7:35 PM  
**To:** #CI-StPaul\_Ward3; Kantner, Libby (CI-StPaul); Collins, Reuben (CI-StPaul)  
**Subject:** St. Paul Bikeways Plan - THUMBS UP!!!

Chris, Libby and Reuben,

I am writing to you as a resident of Highland Park. I live on Highland Parkway. I am unable to attend the transportation committee meeting of the Highland Park District Council on Tuesday evening March 11.

I want to let you know that both my husband and I are strong supporters of the St. Paul Bicycle Plan. We are avid bicyclist and we walk a lot in the neighborhood too. We chose to live in St. Paul because we can bike and walk to most destinations. We often walk to the village for dinner or errands. We both bike to work when we can. We like to mountain bike and we do longer recreational rides on our road bikes. I am also Nice Ride member. And we stop at stoplights and stop signs when riding our bikes.

We are both baby-boomers and would welcome the street where we own our home - Highland Parkway - to be a designated bikeway.

We are also strong supporters of the downtown loop trail concept. It would do a great deal to connect many bike routes and trails that come close to downtown St. Paul.

I am reading the posts on the Highland Park forum and agree that pedestrian safety needs to be addressed. We are very glad sidewalks were added along Marshall next to the golf course, especially since there are transit stops there. We also believe that more medians and refuge islands on roads with higher traffic volumes would help pedestrian crossings. We think more traffic circles would help both motorist and bicyclist comply with laws; there a lot of unnecessary stop signs on low traffic streets in our community. We have a great deal of difficulty crossing Fairview at Highland Parkway when we are walking; the cars do not stop for us!!!. Reducing the turning radius at the intersection of Highland Parkway and Fairview might help pedestrian safety when trying to cross - bump outs might help too.

Regards,  
Lisa Austin



## Collins, Reuben (CI-StPaul)

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**From:** Anne Thom  
**Sent:** Friday, March 07, 2014 5:17 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Plan

Hi-

This is yet another annoyingly frivolous use of taxpayer time and money. I am bone tired and weary of arguing with self-important bicyclists who hog the road and impede the flow of traffic in violation of MN State Statute and then flip me off because I am following the traffic laws.

I reject any expansion of bikeways without any expansion of enforcement. Just once in my life I would like to see someone ticketed for a biking offense. I got a warning once, but it was in Minneapolis. I stopped at a red light, looked and then proceeded to pedal across University Ave. Served me right. Fascinating to me that I have yet to see a St. Paul cop do the same thing even with the proliferation of lanes and bikers along my commuter route and then you folks seem to want to make this a free for all.

How about a tax on bikes and a license requirement? FYI- I fund the roads and the road maintenance with a tax on my vehicle and the gas I use and it's a fair exchange that if bicyclists want expanded use of the streets that I paid for they can pay for them along with the drivers.

Conspicuously absent from your draft is who will pay for this, or how this would be paid for. I for one will raise Cain with city hall if you all think this is something that is going to be assessed to property owners so you can build bike lanes and paths when the city can't even cover the present maintenance budget after a Minnesota winter. And I will also raise Cain if someone thinks they are going to add this to the right of way maintenance assessment. I plan to then take to walking in the bike paths because I paid for them and they are kept clear whereas sidewalks are not and the city does no enforcement on that ordiancne either.

What happened to priorities? Every time I turn around someone in public office in St. Paul has another gigantically stupid idea that they want me to write a check for, why don't you crowd source it from the cyclists? I would chip in what I consider my fair share for the use I get out of this. Otherwise please stop this nonsense.

People can ride bikes if they want on city streets already, there is nothing stopping them. I did so for years. I lived in NE Mpls. and commuted to my job downtown Mpls. via my trusty Schwinn from March until November. I did it for years without a bike lane or designated special path.

Where is common sense anymore?

Anne Thom

## Collins, Reuben (CI-StPaul)

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**From:** Dan Choma  
**Sent:** Tuesday, March 04, 2014 11:22 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Some interesting research on Bike Lanes fostering Economic Development  
**Attachments:** daniel\_arancibia\_ce\_report\_bike\_lanes\_december\_10.pdf

Hey guys!

It was a pleasure sitting in on the district council meeting tonight. I know there was a lot of talk on parking being a contentious issue for implementation of bike lanes, especially in regards to Edgerton St.

I hunted around a little bit and found a few interesting studies regarding bike lanes. This one compared and contrasted the economic benefits of bike lanes versus on street parking and found that bike lanes often lead to better economic development than on street parking. I have attached it for your perusal, and below is my favorite quote.

*"While it depends on the specific context, it is safe to conclude that many North American retail streets would benefit rather than suffer as a result of replacing on-street parking with some form of bicycle lanes. Even in neighbourhoods where a cycling culture is not yet mature enough for bicycle lanes to make economic sense, this doesn't necessarily mean that this dynamic will persist into the future; cycling rates in North American cities are rapidly and consistently increasing, and the addition of better cycling infrastructure can further catalyse the uptake of cycling for transportation."*

I know Edgerton isn't specifically a retail drag, but it is located quite close to Payne Ave. Perhaps the economic benefits of a bike lane on Edgerton will outweigh the detriments?

[Here](#) is a link that details a similar debate between parking and bike lanes in the Greater Washington DC area. Here are two quotes that I thought were fairly keen:

*According to Hillary Poole of Alexandria's Department of Transportation and Environmental Services department (TE&S), less than three of the 37 spaces along King Street are filled on average. At the September 18 meeting, residents disputed the reported parking data, complaining that too few counts were taken on weekends.*

*But many admitted that the parking is used almost exclusively for guest or service vehicles, and that they avoid storing their own cars in these spaces out of fear of aggressive traffic.*

[This](#) article describes the same debate.

Although I understand that there are folks nervous about parking being removed from directly in front of homes, I still think that Edgerton is an excellent choice for an in street separated bike lane. Obviously, specific research would be warranted, but based on the attached images, (screen caps from Google maps) it really doesn't seem to me that there is any problem with parking on Edgerton. In fact, it seems like there is a lot of unused space.

I think it would be a shame for Payne-Phalen to miss out on an opportunity to improve our economy, our property values, and our health due to a few folks that are afraid of a parking problem that doesn't actually exist.

Regardless, I deeply appreciate what you all do for our community and look forward to making Saint Paul a better place together. :)

Your Neighbor,

Daniel Choma



1024 Edgerton



951 Edgerton





1009 Edgerton

## **Collins, Reuben (CI-StPaul)**

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**From:** Bob Clark  
**Sent:** Tuesday, March 04, 2014 11:22 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St Paul Bikeways voice of support

I recently learned of the St Paul Bikeways project and want to let you know that I believe it is a worthy project that will greatly benefit the city and its residents.

I live in Eagan and work at Cray Plaza in downtown, so I typically bike in from the south over the Wabasha bridge. I have found the 1/2 mile or so between the bridge and Cray Plaza to be the most difficult to manage traffic-wise, so the Jackson and Kellog bikeways would be a big improvement for my safety and sanity.

Thanks!  
Bob Clark

## **Collins, Reuben (CI-StPaul)**

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**From:** TOM DIMOND  
**Sent:** Monday, March 03, 2014 8:30 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Lantry, Kathy (CI-StPaul); Biales, Ellen (CI-StPaul)  
**Subject:** Bikeways Plan Comments

**Tom Dimond**

March 3, 2014

Saint Paul Bikeways Plan

I am submitting these written comments on the Bikeway Plan as a follow up to comments at the public meeting.

I would like to commend the increased equity of bikeways shown on Figure 4 Planned Bikeways as compared to Figure 1 Existing Bikeways. Implementation should give priority to implementing the equity shown in the proposed plan. Currently underserved areas should be a priority. Providing all neighborhoods with a basic interconnected bikeway system should be a priority. Neighborhood access to our riverfront should be a priority.

Trail access to Pig's Eye Lake and access across the river as shown in the Great River Passage Plan should be included. Map 5.2 Bicycle and Pedestrian River Access Plan shows the important new north and south trail connections with the riverfront. Currently Saint Paul neighborhoods in the west part of town have great access to the riverfront while in the east part of town access is almost non-existent. Providing public access to this significant area of riverfront parkland should be included in the Bikeway Plan.

The planned trail connecting Mounds Park, Battle Creek Park, Highwood Nature Preserve, Henry Park and Fish Creek should be included as shown on 5.2. The planned connection at Broadway connecting Lowertown to the river should be included as shown on 5.2.

All neighborhoods along the Mississippi River Trail (MRT) have an off the street path except District 1. The MRT should provide an off the street path on the Eastside. An off the street path will provide a safer and more enjoyable experience for the users of the MRT. Currently in this stretch there is no actual trail. People ride and walk in the street. This is not particularly safe or desirable for the primary riverfront trail in our National Park.

An off street path along South McKnight is desirable. Because of the terrain in Highwood there are no north-south neighborhood through streets. If someone is walking the dog, going to school, biking to the store or riding to work their only choice is in the street on McKnight. McKnight is one lane in each direction but has a wide right of way. Currently some of the right of way is used for drainage ditches. Installation of storm water piping

should provide plenty of right of way for an off street path and good separation from the road.



## Collins, Reuben (CI-StPaul)

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**From:** Petroskas, John A  
**Sent:** Monday, March 03, 2014 10:23 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** bikeways plan comment

Hi Reuben –

I missed the last of the four public meetings about the bikeways plan because of the weather, but wanted to email you with a comment about the plan. I'm a year-round bike/bus commuter, riding from the Midway area to Seventh and Lafayette at the eastern edge of downtown. I've been biking to work in St. Paul off and on since the mid-1990s, first to 4<sup>th</sup> and Cedar and then later to the Capitol/Judicial Center area.

I'd like to see the bikeways plan address ways for cyclists to safely enter and exit the downtown core. Of course options are limited because of the geography and existing infrastructure, but I believe that the number of people who can or will bike into downtown is limited by poor entry/exit options. The plan seems to contain two proposed routes leading north: Jackson Street and St. Peter. Coming into downtown in the morning, I ride down a short stretch of Jackson -- it's not bad. Improving Jackson and connecting it to University and eventually the Gateway Trail would be a real plus for downtown riders and those coming from the north end/east side neighborhoods. But the other route -- St. Peter to 12<sup>th</sup>/Rice -- is a poor choice. St. Peter is a southbound one way, and even if I could ride northbound on it, I wouldn't want to. I ride home on a short stretch of 12<sup>th</sup> every day, and even the most committed rider is going to find that route uncomfortable because of traffic volume, ugly intersections, and the fact that it takes you to... ugh, Rice Street (a terrible street to ride on). I cannot imagine what improvements you could make to that route that would make anyone feel safe riding it. But -- go to the capitol mall area any afternoon and you'll see that cyclists have already figured out a safer way to get through that snarl of streets, by riding up the sidewalk that bisects the capitol mall right next to the veteran's memorial, then connecting to quieter streets north or south of University. That's what I do, and any afternoon on my way home I see others doing the same thing. I think cyclists avoid northbound Cedar Ave because of the heavy traffic near the freeway, and the unpleasant intersection at MLK Blvd (it's really wide, on a hill, and even though there's a bike lane, the pavement on MLK was really rough until it was patched late last summer).

My other comment has to do with two existing bikeways, Minnehaha and Pierce Butler. I find Minnehaha a very undesirable route because of heavy/fast traffic and poor pavement conditions, although at the west end (past Lexington) it becomes quite nice. Compared to Pierce Butler, however, it's a ride in the park. I'd never ride Pierce Butler and I find it really bizarre that it's considered a bikeway. The traffic on parts of PB moves at 50-60 mph and it's a major trucking route -- yuck! I think it's dishonest for the city to consider mileage on PB as part of a city-wide bikeway system when it is so clearly incompatible with safe cycling, especially for less experienced or younger riders.

Finally, I know there has been plenty of opportunity for the public to weigh in on the Charles bikeway plan, but I have to say that in my experience, Charles is my least favorite east-west option in that part of the city (and I've ridden every east-west street north of 94 in my search for the perfect route). There are two reasons for this -- the endless stop signs and the pit bull factor. There's more aggressive behavior (both human and canine) on Charles than there are on surrounding streets; Sherburne and Edmund are only one block from Charles, but I have found them both to be a much more pleasant options than Charles. Just my two cents....

Thanks for doing what you do, and for taking public feedback about the bikeways plan seriously. I know that cyclists everywhere will welcome the improvements proposed in the plan.

John Petroskas  
GRH Policy Specialist

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## **Collins, Reuben (CI-StPaul)**

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**From:**  
**Sent:** Monday, March 03, 2014 2:11 PM  
**To:** Collins, Reuben (CI-StPaul)

TO: City of St. Paul, MN

I am informed that the City is considering putting a bike lane along St. Peter St. in the most congested part of town.

Of course this will be a wonderful way to increase congestion and the risk of accidents, but there is yet another matter which seems to have escaped consideration. That is the fact that for the 10 blocks involved those who are physically handicapped will be unable to use the area for parking or obtaining access to buildings. I believe that this discrimination against the handicapped is illegal; if not, it is certainly immoral. That, of course, is to be expected of politicians. They vote one way today and the opposite tomorrow, having no thought of anything other than what will keep them in power. In this case going from sympathy with those who must live out their lives with sometimes tremendous difficulty to sympathy with the most healthy segment of the population provides an excellent example. What is forgotten is that in "helping the healthy" the City is also exposing them to a much greater likelihood of death or injury. In a country where automobiles are the primary means of transportation, bikes need to be used in safe areas. To think that a necessarily congested area can be made safe by a verbal declaration is a piece of stupidity beneath contempt.

J. C Whitacre, II, M.D.

## Collins, Reuben (CI-StPaul)

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**From:** Kadee Macey  
**Sent:** Sunday, March 02, 2014 8:25 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** One more cyclist's response to the draft bikeways plan

Dear Mr. Collins:

First, I must thank you for holding the public meetings on the draft bike plan. I attended one and I now realize how strident the bicycling community can be. My hat is off to you for putting up with that - on four different dates, no less.

Thanks also for such promising and ambitious bike vision. If I had to make a wishlist my favorite items from the plan, they would be:

1. An un-potholed north-south route that provides a safe crossing over University without a detour to get over (or under) 94. It appears that Hamline and Fairview are both possibilities for this and I approve either. I also see that Lexington has a proposed off-street lane, but I find that problematic. Even the new, short sections of off-street bike path( just south of the new lovely bike bridge over Pierce Butler) are pretty but dangerous, because bikes assume they have right of way as they cross the side streets, as they would if they were on Lexington proper. And we all know that motorists are not thinking of the sidewalk-turned-bikelane as a source of traffic to which they must yield. Nobody exactly knows who has right of way, which makes these paths more dangerous than riding in the street. So, I'd put my money into street markings on Hamline and Fairview and leave Lexington for the cars.
2. A safe, contiguous connection from the Gateway Trail, all the way into the Farmer's Market in St. Paul.
3. Wheelock Parkway is already quite a nice bike route, but if there were a better connection to the Gateway Trail (currently you have to haul your bike either up stairs or an illegal mud trail) and a safer way to get through the intersections that cross 35E it would be better. In fact, just establishing a well-marked lane system that created a nice loop from the Como paths to the Phalen paths would make better use of the existing resources.
4. Making sure the bike lane on Minnehaha is far enough from parked cars so I don't get "doored".

Best of the luck with all the feedback and final draft creation,

Kadee Macey

## Collins, Reuben (CI-StPaul)

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**From:** David Pasiuk  
**Sent:** Saturday, March 01, 2014 1:52 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Saint Paul Bikeways Plan

Reuben,

Personally, I really like the Bikeways Plan. The plan itself covers the whole city and that is great. My concern centers on two areas. Downtown Loop is exciting but if the money is not available there still has to be bike lanes through downtown that connect the trails and offer a way around and through. My other area of concern is the Eastside. I grew up there and it still seems that there are fewer trails and connections with the eastside and the rest of the city.

Speaking as the Chair of the Macalester-Groveland Transportation Committee our members' concerns center around the big delay in completing the Jefferson Bikeway. This is a glaring concern for us and does not bode well for the City of Saint Paul's commitment to Bike Projects. We also believe that the roll out of this Plan has received more than enough exposure in the Press and other news media. The time for voicing a concern is now not in the future. It is getting increasingly difficult to move forward on City Plans when the City itself seems to retreat at the first sign of opposition to something that the City Council and the Mayor deem important to the future of the City. Transportation is not only by motor vehicle and all our concerns are best served by following through on our widely publicized, reviewed and approved plans.

Sincerely,  
Dave Pasiuk

## Collins, Reuben (CI-StPaul)

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**From:** Gary Fifield  
**Sent:** Tuesday, February 18, 2014 2:46 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** More bike plan thoughts

Reuben,

I have a couple other thoughts to pass on. First, I know you know this but I thought I would mention it to reinforce the idea. That is, it will be very important to have crossing aids of some nature at busy intersections. A critical issue for the 99% of riders.

Also, one idea from personal experience with the Jefferson bike boulevard. I feel from Hamline to Fairview it is quite narrow and often has a fair amount of traffic for the space available. I jump north 2 blocks to Stanford and ride to Prior. Then if needed go back over to Jefferson. The boulevard could be extended on Stanford all the way to Mt. Curve, then head back to Jefferson also. This would require crossing aids at Snelling, Fairview and potentially Cleveland on Stanford. Just my personal preference for your consideration.

Thanks for your response to my previous comments.

Keep up the good work.

Gary Fifield

## Collins, Reuben (CI-StPaul)

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**From:** Schueller, Dan  
**Sent:** Thursday, February 27, 2014 3:35 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** comment for bikeways plan

Probably the best thing St. Paul could do is to plow existing trails. And for the trails that do get plowed like the River Road and the new U of M trail, the plow operators need to learn how to plow. Right now they leave about 3 inches of snow on the trail which makes it near impossible to bike on. I know it can be plowed better because the trail on the Mpls. side of the river is always down to the pavement but the St. Paul side isn't. Most importantly, the bike trail along Shepard road needs to get plowed. I bike to work from Brooklyn Center to downtown St. Paul every day (I bike 13,000 miles each year and drive about 3,000 so bikeways are quite important to me) unless it is below 10 degrees but St. Paul makes it quite difficult in the winter because the bike lane on Summit is never plowed, the Shepard road trail is never plowed, and the few trails that are plowed are done so poorly. Just yesterday my son told me how he was forced to bike in the street and almost got hit by a car on the St. Paul river road between Franklin and the U, because the trail was plowed but the 3 inches of snow left on it made it unusable.

By the way, I am the one in the picture with the yellow jersey and purple helmet:

<https://skydrive.live.com/view.aspx?cid=3390BA1BE88F1D01&resid=3390BA1BE88F1D01%21118&app=WordPdf&wdo=1>

Dan Schueller

## **Collins, Reuben (CI-StPaul)**

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**From:** Joann Ellis  
**Sent:** Wednesday, February 26, 2014 12:59 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Question about Proposed Bike Trail

Good afternoon Reuben - I heard you talking the other night at the D1 meeting and did not get a chance to ask you a question about the route the bike trail might take down on the lower East Side area. I am mainly concerned about where the bike trail will be in reference and closeness to to the proposed site the new Dorothy Day Center Revision project. The address of the proposed site is 321 Grove and it looks like to me that the Gateway Trail and may be even the Bruce Vento Trail go right in front of the proposed site. If it is not right in front, it is within a half a mile. My concern is about the safety of bicyclists who use the trail early morning, late night and even families out on a fun weekend afternoon ride. Was you task force aware of this proposed project when you were making your routes? What knid of safety features need to be built into your plan? What provisions need to be built into the plan to handle the possible panhandlers and "tent camps" that bicyclists/families might encounter along the trail or in the area? I woud apprecite to hear from you so I can share your knowledge with the community in this East Side area or any bicyclist that will be using this/these trails. Thank you for all your hard work on this project and I am looking forward to hearing about what you know.

Joann Ellis  
East Side Resident



## **Collins, Reuben (CI-StPaul)**

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**From:** John Zakelj  
**Sent:** Monday, February 24, 2014 8:00 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** District 1 Bikeways

Reuben, thanks much for coming out to the District 1 meeting tonight. I appreciate all the work you're doing to improve bikeways in St. Paul.

As I said at the meeting, an extension of the off-street path along McKnight between Lower Afton and Carver would be really nice. I've been biking along Lower Afton much more since the new off-street bike trail opened along Lower Afton.

One question regarding the existing bikeways map: It shows a green off-street path on the Lafayette Bridge. Is that referring to the new bridge after it opens?

John Zakelj

## Collins, Reuben (CI-StPaul)

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**From:**  
**Sent:** Tuesday, February 25, 2014 6:29 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward6  
**Subject:** St Paul Bikeways Plan

Reuben,

I attended the February 18th Open House. It is very exciting to see the planned expansion and improvements to St. Paul's bikeways. I was pleasantly surprised to see the inclusion of the East Side.

My biking is currently limited to recreational, and 3-seasonal. :) I re-discovered biking as an adult about five years ago, and am hooked forever. When weather permits, I leave my home (north of Wheelock Parkway, west of Arcade), head east on Wheelock Parkway > Johnson Parkway > Phalen Blvd > Bruce Vento, through Swede Hollow, through Mounds Park, across Warner Road, down Shepard Road, down Mississippi River Blvd, across the Marshall Ave/Lake St bridge, down West River Parkway, to the Midtown Greenway, around lakes Calhoun and Lake of the Isles, and back. This is my normal 60-mile round trip. I've ventured off to explore places like Battle Creek, St. Paul Park, Fort Snelling, Crosby Farm, Mendota, Minnehaha Falls, St. Anthony Falls/Stone Arch bridge, U of M, downtown Minneapolis, Hopkins, etc. It's not unusual for me to stop at places like Caribou (on Shepard...though I've been lobbying for a bike rack since they opened...I'll be dropping off Neighborhood Bike Rack info), Tin Fish, Colossal Cafe, Sea Salt, or those within the Midtown Global Market. I've never driven to many of these places...and some were only discovered due to bicycling. I feel thankful and fortunate to have access to such BEAUTIFUL land and waterscapes along the way.

It will be wonderful to safely make connections to places in Highland Park, Como Park, and downtown. I've worked in downtown St. Paul for the past seven years. Although my commute is only seven minutes by car, I haven't considered riding my bike to work due to traffic safety concerns. My preferred Facility Type Group is Off-Street Path. If In-Street Separated could be incorporated for the speedy, courageous bikers as well (like west Shepard Road and Mississippi River Blvd), that would be wonderful. I've found Bike Boulevards (identified solely by green signs with white bicycles) to be ineffective...followed by closely by in-street marked lanes (which cars veer into regularly). It would be nice if these plans could coincide with the re-building of 35E overpasses and the Wheelock Greenbrier re-surfacing project (I'm guessing that the timing is slightly off). I'd love to see Wheelock Parkway (west of Arcade to 35E) as a priority - it is always a concern to see pedestrians forced to walk in the street.

Thank-you!

Brynnetta Benner

## **Collins, Reuben (CI-StPaul)**

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**From:** Thomas Plunkett  
**Sent:** Monday, February 24, 2014 4:35 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Pathways Response

Hi Rueben

First thank you and your team for your good work and thoughtful efforts to bring St. Paul along in our future bikescape. You clearly are looking at the changing demographic and doing a nice job meeting future needs. Before the meeting I was concerned about connectivity between trails and limited north south commuter options. The future looks good there and I am convinced University Ave was not such a missed opportunity in light of the very good plans you and your team outlined.

I have 2 concerns however. First, the map of the future appears to rely heavily on enhanced shared lanes to establish the last link in the bike network to downtown. I point to Smith, the end of Summit, Cedar, 5th, 6th and Western. I am worried that this wonderful plan will be gelded by this, since these create a barrier to getting here. Second, it appeared that the first priority is the 18 million dollar loop. This will be a nice addition to the many people that will be soon moving into down town and should give us destination status, but I don't know that I agree that it is the highest and best use of initial monies.

My perspective is as a downtown business owner and a bike commuter in the warmer weather.

Thank you again. You really did do a nice job.

Thank you

Thomas C. Plunkett  
Attorney at Law

## Collins, Reuben (CI-StPaul)

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**From:** Kris Fowler  
**Sent:** Friday, February 14, 2014 2:49 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** my comments re Bikeways draft

Dear Mr. Collins,

I really appreciated last night's public meeting on the bikeways plan draft. Your presentation clarified several of my questions, and I was glad to get the sense that our feedback is important for finalizing the plan. So, here's my feedback on the two main questions you raised:

Are the proposed routes in the right place, with the right type of facility?

--I love the emphasis on comprehensive coverage, with bikeways every half-mile. The already-completed designation of Jefferson Ave as a bike boulevard complicates that--the gaps north to Summit Ave and south to Highland Parkway are larger. I think Randolph and St. Clair Avenues should be E-W bikeways along their entire lengths.

--Randolph also has the advantage of a more manageable ascent from W. 7th to Lexington, whereas Jefferson has the steepest; I wonder what proportion of cyclists only use Jefferson riding down/east, like me, so it's half wasted. For the same reason, I'm not sure it would do much good to designate a bikeway on Ramsey Street from Pleasant St up the extremely steep hill to Summit. I hope consideration of grade is generally included in your planning factors, maybe as part of "user experience." This is a design detail, but I noticed that the new bike bridge along Lexington over Pierce Butler, etc., actually rises higher than the road; maybe there was some engineering reason that made this necessary, but any extra climb can daunt a cyclist not in the strong/confident categories.

--Snelling is an obvious street to include if at all possible, to get a continuous N-S bike route; "continuous" is important (having to detour one way and then back can add significantly to the time and effort of a trip, even assuming you know where to detour to). I hope something can be done to work with the MNDOT proposal that does include some bike accommodation; I don't remember if that was specifically related to the proposed development of BRT on Snelling, but if that project happens, it would be an opportunity to piggyback bike improvements, like the Burns Ave re-surfacing example you gave.

--I assume the proposal of Saratoga/Pascal is meant as a N-S alternative to Snelling, but I'm not sure how successful it could be since it has connection problems at both ends: Saratoga doesn't go through to Highland Parkway, hence the south jog; and currently you can't get from Saratoga & Dayton to Pascal northbound without detouring to Snelling; even the CP Railroad Trail, if implemented, doesn't automatically solve this connection problem.

Which parts should be the first priorities?

--I think the biggest bottlenecks should be addressed first: downtown, and N-S routes across the railroads (it would be so great to have Prior, Snelling, and Hamline all usable, as envisioned! the current gap between Raymond and Lexington is hugely limiting).

--The next priorities should be filling in short gaps that could have a big payoff in increased connectivity, like extending the Minnehaha bikeway west of Prior over the railroad or filling in the tiny gap along Minnehaha between Pierce Butler and Dale.

--Currently underserved areas, like the East Side, should get some attention before the whole grid is filled in in areas that already have some routes (like my own neighborhood, Macalester-Groveland).

Please let me know if you'd like clarification of these comments. Thanks for all your work on this critically important plan!

Kristine Fowler

## Collins, Reuben (CI-StPaul)

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**From:** Susan Weum  
**Sent:** Sunday, February 23, 2014 9:41 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Feedback--and thanks for--Bicycle Plan

Hi Rueben,

I saw this, and though you may have already seen the British Cycling 10-point manifesto, I thought it worth sending. As I'm sure you know the half-measures we often wind up with result in half-solutions. But that is compromise, right? Still sometimes (like with the excellent plan you've put together) you need to shoot for something significant.

Thanks much for your efforts to make St. Paul safer & better for cyclists, I appreciate it.  
Susan Weum

[http://www.britishcycling.org.uk/zuvvi/media/bc\\_files/campaigning/CHOOSECYCLING\\_DIGITAL\\_SP.pdf](http://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/CHOOSECYCLING_DIGITAL_SP.pdf)

## Collins, Reuben (CI-StPaul)

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**From:** Tom Clasen  
**Sent:** Saturday, February 22, 2014 3:39 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Wendy Wyatt  
**Subject:** Saint Paul Bikeways Plan Feedback

Dear Mr. Reuben Collins,

I attended the Saint Paul Bikeways meeting this past Thursday. My wife and I are downtown Saint Paul residents and strong proponents of an improved bikeways system in our city.

First of all, thanks to you and the other city staff for a well-run meeting. Second, I'd like to offer one downtown household's strong support for the bikeways plan in general, and particularly for the downtown loop portion of the plan. Downtown Saint Paul has come a long way, and "The Loop" will only increase the vibrancy and livability of the city core. We support the idea of starting with the Jackson Street portion of the loop first. We believe that even those now skeptical of the plan will warm to it when they see a section in operation.

We will watch for updates in the coming weeks and months. Please do not hesitate to contact us if there is anything we can do to support this effort.

Regards,

Tom Clasen and Wendy Wyatt

Sent from my iPad

February 21, 2014

Reuben Collins  
Sustainable Transportation Engineer/Planner  
Department of Public Works  
City of Saint Paul  
25 West 4th St.  
1500 City Hall Annex  
St. Paul, MN 55102  
651-266-6059  
reuben.collins@ci.stpaul.mn.us

Dear Reuben Collins:

I am writing to provide feedback on the Saint Paul Bikeways Plan. Here is some background on me – I fall into your cyclist category of “enthused and confident” and am a regular bike commuter from my home in St. Anthony Park to work at 3M in Maplewood.

In response to your question, “How should we prioritize these bikeways? What should we build first?” my thoughts are these:

- Top priority should be given to critical connector projects that help cyclists safely cross major barriers. This is required if the plan is to achieve its stated goal of “a complete and connected bikeway system.” The projects in this category are often the most challenging due to overlapping jurisdictions. But if we fail with these, or put them off due to the complexity, the overall plan will not be successful. St. Paul already has a set of disconnected “local access bikeways” called city streets, but if there are not connectors across the major barriers, cycling will not be viable as transportation. In my opinion, the top major barriers in priority order, are I94 near downtown, 35E north of downtown, and the rail lines running parallel to Pierce Butler/Phalen. Key projects that fall into this category include the 12<sup>th</sup> Street to St. Peter connector over I94, the Phalen to Pennsylvania connector under 35E, and the Snelling Bridge bike route over the railroads.
- Next priority should be given to projects serving the underserved, especially where the absence of bike infrastructure makes cycling less than safe. This is the “complete” part of the “complete and connected” goal. The Margaret Street Bike Boulevard and the Downtown Loop Trail are projects in this category.
- The third priority should be (primarily) recreational projects benefitting the greatest number of potential riders such as completing the Grand Rounds.

In response to your question, “How can we improve the bikeway recommendations in this plan?” my thoughts are these:

- More work needs to be done to connect the west end of the Margaret Street Bike Boulevard to the 35E underpasses at Phalen and University. I recommend extending the 2014 Margaret project one block west to Mendota and routing cyclists north to the light at Minnehaha and then west on Minnehaha to Payne. At Payne, cyclists can go north to Phalen or south to Tedesco and on to University. I do not support the long-term plan of having Edgerton and Forest as the only designated rail crossings in this stretch. Edgerton’s lack of direct connection to Phalen is a big disadvantage and Forest’s disadvantages include large elevation changes and its indirectness for east-west transport.



Payne already has good bike-able shoulders and connects directly to Phalen – why not leverage these advantages?

- The area between lakes Como and Phalen lacks efficient east-west routes for bike transport in your plan. I have tried a number of paths through that region and find Maryland the most agreeable, even with its traffic levels, because it is direct and relatively flat. I avoid Arlington (too hilly and currently in very poor condition) and Wheelock (too meandering). The proposed collection of chopped up east-west bikeways in this area – Geranium, Ivy, Atwater and Sycamore - are of marginal value. At a minimum the plan should include Maryland west of Western as a designated route to get cyclists from the east under the railroad and to Como Park H.S. and Como Park.
- The Como rail crossing SE of Lake Como is a problem for commuters due to the frequent slow trains that roll through. Cyclists encountering a train there can easily add 10+ minutes to their trip. Consider Horton/Chatsworth/Orchard/Como as a tactical designated bypass to this crossing – it makes commuting much more predictable and doesn't require going all the way down to Front. Front is the correct strategic route, but it is currently not very bike friendly due its poorly maintained pavement and high traffic. Orchard is a quiet local street suitable for cyclists now which could be converted to a bike boulevard inexpensively.

On February 18, I attended your open house and participated in the discussion lead by Paul St. Martin on the Margaret Street Bike Boulevard. Here is a summary of the comments that I provided verbally to Paul regarding that project:

- The most dangerous crossing on Margaret for cyclists, even more so than the major north-south streets - McKnight, Ruth, White Bear & Johnson - is Earl Street because it is at the bottom of hills heading both east and west. Cyclists hit that intersection coasting at a good clip and it is a straightaway for drivers going north-south. At the open house others commented that a cyclist had already been killed there.
- Germain Street is the intersection along Margaret at which I would most like to see a stop sign change. Approaching Germain from the west is the steepest climb of the route. To have to clip out and lose momentum at this crest is not bike friendly. Of course, I am in favor of eliminating as many east-west stop signs as possible on Margaret, but that is my number one choice.
- Crossing McKnight at the east end of Margaret is unsafe. When commuting to 3M I leave Margaret at Winthrop and work my way south through local streets to Conway to get to a controlled intersection. Ideally St. Paul, Maplewood, Ramsey County and 3M would get together and coordinate their bike plans and make Margaret at McKnight a safe bike crossing and connect it to the off road bike path on the east side of McKnight.

About that last point, I am part of an employee group at 3M working to make the main campus in Maplewood more bike friendly. To that end we have sought executive sponsorship and secured funding for a complete bike and pedestrian master that will be developed over the next few months. Please note that I am writing this letter strictly as a private citizen and am in no way authorized to make any representations to the City of St. Paul on behalf of 3M. If you want to

Reuben Collins  
February 19, 2014  
Page 3

open a dialogue with 3M about aligning your respective bike plans, the appropriate contact at 3M is:

Douglas Stang  
Manager - Public Relations  
3M Company ]

I wish you all success as you proceed through the draft review process and look forward to the adoption and execution of the final plan.

Sincerely,

A handwritten signature in cursive script that reads "Steven Yetter". The signature is written in black ink and is positioned above the printed name.

Steven Yetter

**Cc:** Douglas Stang, 3M Co.  
Paul St. Martin, City of St. Paul Dept of Public Works  
Mike Klobucar, City of St. Paul Dept. of Public Works

## Collins, Reuben (CI-StPaul)

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**From:** Eric Saathoff  
**Sent:** Thursday, February 20, 2014 8:50 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Plan and Arterial Streets

Hi Reuben,

I wanted to write again. I have spoken to you a couple of times regarding Maryland Avenue. I was at the Bike Plan meeting at Duluth and Case this past Thursday, and a question from the audience was about bicycle access to local business, which seems to be avoided by picking parallel routes and avoiding main streets. The more I read in the book Walkable City and look around, the more it seems like the truly bold move would be to make these major arteries bikeways.

When I looked at my old neighborhood in Chicago's Hyde Park, it was striking to me that there were bikeways on 53rd, 55th, 57th, and Lake Park, not the low-traffic parallel streets. In Walkable Streets, Speck writes, "Ninety-five percent of Boulder's arterial streets -- the type usually most dangerous to cyclists -- have been made bike friendly" (p.195). We know there is a phenomenon of induced traffic. Adding turning lanes to Maryland, supposedly to increase safety, will increase car speeds, volumes, and pedestrian danger. If we take lanes from Maryland Ave, there may very well be congestion - and this will be a benefit to our neighborhoods as it reduces the number of cars, reduces speed, and increases safety. This is true elsewhere in the city, as well.

I guess my question is whether public input can influence the bike plan to add these streets, such as Maryland Ave or Robert St, as another fellow requested. What is the political hurdle that must be overcome?

Thanks Reuben,  
Eric Saathoff

## Collins, Reuben (CI-StPaul)

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**From:** Stephen Mitrione  
**Sent:** Wednesday, February 19, 2014 9:11 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** HMC Transportation Committee; Stark, Russ (CI-StPaul); Henningson, Samantha (CI-StPaul); Lauren Fulner  
**Subject:** Bike Plan

Dear Mr. Collins-

Overall, I think the vision of the bike plan is a good one and the goal of the plan to increase ridership and access to bikeways in the City is laudable. As a member of the Hamline-Midway Transportation Committee, we have been working on this same vision for the last 10 years. It is good to see the city come on board in a more public way. We are also fortunate to live in a city that was designed before the automobile. The infrastructure for biking is mostly already in place, namely our residential streets and the grid that connects them. What must be done then is to re-prioritize the modes of transportation that this existing infrastructure accommodates. Some of this is accomplished by the City merely stating that biking is a prioritized mode of transportation. While this sounds simple, it is actually quite profound. What then needs to follow is the actions necessary, on the cities behalf, so that when push comes to shove, bicyclists have equal, and not less priority than automobiles. This takes political courage as it is a shift in thinking that is often unpopular and against the conventions that have ruled the use of public roads for the last 80 years. This comes up repeatedly in any public forum that I have ever attended when, god forbid, any mention of removing parking is mentioned to accommodate other modes of transport other than the automobile and the need to set aside huge tracts of public land to store them at public expense when they are not in motion.

The plan, as I am told, lacks a budget and funding mechanism. I don't think this is a huge problem as, I have already stated, most of the infrastructure has already been built. We already have a grid of 22" bike lanes, otherwise called city streets. While there are certainly improvements that can be made to increase the safety of riders, it is not necessary to over engineer what already exists. Paint is cheap. Signage is cheap. Utilize these first as a way of establishing bikes as a rightful user of the road and then move on to more advanced engineering projects.

What is not addressed in the the plan and is perhaps the biggest "barrier" to bicycling in the city of St. Paul is the lack of street maintenance during our winter months. St. Paul has an avid group of riders who bike through the winter either by choice or necessity. No cold climate city beats us for number of winter cyclists. This is despite a very, very poor amount of attention given to the needs of cyclists in the winter. Bicycling infrastructure degrades steadily from November to spring as the bike lanes that are present are increasingly occupied by parked cars pushed into them by snow stored in the parking lanes. What if the city established prioritized bike routes that receive extra snow removal at a level comparable with biking? This would mean early plowing and complete snow and ice removal, not the half hearted attempts at snow removal currently employed to satisfy automobiles. If you think about it, this would lead to a near 50% improval in the usefulness of our existing bike infrastructure if they were clear of ice and snow from November to March (almost 6 months). This alone would greatly increase bicycle usage as it would people to fully commit to bicycling as their main mode of travel, rather than being able to do so for half of the year. This can be and is done in other snowy northern climates. What it will take is the will of the city to make it happen.

On some of the specifics of the plan, I was surprised to see that the bike lanes recommended by Snelling Avenue /MN DOT study between Marshall and St. Anthony as outlined in recommendation #3 of the report was not included. I am happy to see that the other recommendation, bike lanes north of Hewitt on Snelling to Midway were included, but was very disappointed to see the other recommendation omitted. What was the reason for this? The Aldine pedestrian bridge is not adequate for biking in its current state, so it represents a poor choice as an alternate route across 94.

Also, in its current state, the Hamline bike/ped bridge north of Pierce Butler is also inadequate. The "bike path" leading to and from the bridge is a 3' sidewalk. It is not possible to accommodate two way bike and pedestrian traffic on this route.

I also would like to extend an invitation to come discuss the plan further at our Hamline Midway Transportation Committee meeting in the near future. Like I said before, we have been working on these same issues for over 10 years, it is great to have you along.

Sincerely,

Steve Mitrione

## Collins, Reuben (CI-StPaul)

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**From:** Rob Jackson  
**Sent:** Wednesday, February 19, 2014 9:56 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Dorian Grilley; Nick Mason  
**Subject:** Feedback on the St. Paul Bikeways Plan

Hi Reuben,

I enjoyed your presentation and meeting you last night at the Duluth & Case Rec. Center. The Saint Paul Bikeways Plan is an excellent document and presents an exciting vision for biking and walking in Saint Paul. As I mentioned last night, and you seemed to agree that bicyclists would like to, and be able to ride safely to stores, businesses and restaurants that are located on streets like University Ave., 7th Street, Grand Ave. and Ford Parkway. As bicycle facilities are constructed and grow in Saint Paul and mode share increases, I would like to see the city be open to deeper investigation and discussions for safely accommodating bicyclists on the streets mentioned above. The reconstruction of Ford Parkway in particular, is an opportunity for the city to take a leadership role and demonstrate its commitment to safely accommodating non-motorized transportation.

A full and rapid implementation of the Saint Paul Bikeways Plan will be a huge step in helping to make Saint Paul a safer, healthier and more livable city for all who live, work and visit Saint Paul, and BikeMN will support your efforts in anyway we possibly can.

Very Best Regards,

Rob Jackson

PS. Here is a link to the document I mentioned last night titled *A Review of Fed and MN Laws on Pedestrian, Bicycle and Non-motorized Transportation*, researched and published by the Public Health Law Center at William Mitchell College of Law. This is an up to date and excellent resource. I would recommend that all of your team members at the city be familiar with its findings. <http://www.dot.state.mn.us/planning/completestreets/resources.html>

President, Board of Directors  
Bicycle Alliance of MN

[www.BikeMN.org](http://www.BikeMN.org)

## Collins, Reuben (CI-StPaul)

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**From:**  
**Sent:** Tuesday, February 18, 2014 2:46 AM  
**To:** Collins, Reuben (CI-StPaul); #CI-StPaul\_Ward3; Hunt, Anne (CI-StPaul)  
**Subject:** Comments on the Draft Bike Plan

Dear Reuben, Councilman Tolbert, Ms. Hunt,

I strongly support the new Draft Bike Plan and I am grateful for all the time, effort and money that Reuben, Emily Erickson and the city have put into it so far. It closes important gaps in the city's bicycle infrastructure and I hope the City Council will pass it and find money to implement many of its recommendations.

I wrote some very detailed comments on the Draft Plan and included a bunch of photographs to illustrate different ways I think the Plan could be improved. The resulting PDF file is just large enough that (rather than attach it) I thought I would post it where you could download it or read it on the web. To read these comments go to--  
[http://www.saintpaulbicyclecoalition.org/bike\\_plan\\_comments\\_singer.pdf](http://www.saintpaulbicyclecoalition.org/bike_plan_comments_singer.pdf)

When I converted my comments to PDF format, I wasn't able to make their various hyperlinks work, but you can cut and paste them into a browser if you're interested.

Thank you for your consideration ...and for making a great plan.

Andy Singer

To: Reuben Collins,  
Councilman Chris Tolbert,  
Mayor Chris Coleman  
Other members of the City Council.

February 17, 2014

Dear Reuben, City Staff, Mayor Coleman, Councilman Tolbert and members of The City Council,

I strongly support the Draft Bikeways Plan that was proposed on January 9, 2014. It closes many important gaps in the city's cycling infrastructure. Many of the projects can be done for little or no money as part of street "Mill and Overlays" or "Rebuilding" projects, because they are simply reprogramming a street with different painted lines, and signage. Some other projects are more expensive but I hope the city will commit funding to these portions of the plan and do so as soon as possible. I outline some ways this could be accomplished at the end of my comments.

I thank you Reuben and everyone for your work on the plan thus far. I offer the following suggestions to improve the plan and (at the end) a discussion of implementation and my list of priorities:

### **Section 5.2 "Facility Type Groups" (pg 26-30)**

1. Get rid of "Share the Road" as a signing option. Drivers simply don't know what this means. They think it means "Bicycles should pull over and let cars pass." The "Bicycles May Use Full Lane" signs are much better. Delaware and other states have dropped "Share the Road" signs and there are numerous national transportation news sites critiquing them. See: <http://streetsblog.net/2013/11/04/delaware-drops-share-the-road/>
2. Add a Facility Type Group called "Super Enhanced Shared Lanes" for streets that have shared lanes and motor vehicle volumes of over 10,000 cars per day (AADT counts). This would include street segments like the outside lanes of University Avenue (between Aldine and Raymond), the northern most lane of Marshall Avenue (between Cretin and the Lake Street Bridge) and Ford Parkway (between Howell and the Ford Parkway Bridge). "Super Enhanced Shared Lanes" would include treatments like "Super Sharrows" or "Green Lanes" and would have more plentiful, obvious signage. Current signage on University and Marshall for the above mentioned segments is woefully inadequate and invisible to most motorists, given the volume and speed of cars. Occasional sharrows (two markings per block) are also inadequate for these busy, dangerous streets. "Super Enhanced" markings and signage will improve safety. There is data to back this up from other cities (Oakland, CA and Boston, MA). You can see photos of these treatments on the next page. Of the two, I like "Super Sharrows" better as they can be sunk/inset into the pavement and are less likely to wear out with snow plowing.





I am also submitting these two comments to Anton Jerve (at Planning and Economic Development), along with other requests, such as including “HAWK” signals (High-intensity Activated CrossWalk beacons) in the city’s new design manual. I am told he is directing revisions to the manual.

**Section 7.1 “Bikeway Identification Process” (and in the as yet unwritten “Implementation” section):**

Under “Making Direct Connections” after the sentence “...may be confusing to users.,” ...add the sentence “Two-way, off-street facilities that unnecessarily change sides of the street, are less likely to be used and put cyclists at greater risk of being hit by cars by requiring additional street and intersection crossings.”

### **Suggested Changes to Bike Plan Routes and Treatments:**

Existing bridges, across rivers, railways and highways are very important for cyclists and pedestrians. While most bridges currently have at least minimal accommodations for cyclists, it is often the case that there are no bike facilities at either end of a bridge. This makes access to it difficult and unsafe for cyclists. This plan doesn't do much to address this problem. I propose the following changes to the plan at 6 bridge locations:

1. On the southwest end, the Kellogg/Third Street Bridge should have a direct connection to the proposed Downtown Off-Street Bike Loop, via Kellogg. At the northeast end, it should have a one-block pathway or 2-way cycle-track type connection from the north/east end of the Bridge to Maria Avenue. This bridge is very important and highly used by cyclists because it is the most direct connection to the East Side and because it is lit and has pedestrian and automobile “eyes on the street” after dark. These are things that the Bruce Vento Trail lacks. For safety (from crime), many cyclists, especially women, may choose to use the bridge's mixed-use path to access the East Side rather than Bruce Vento, particularly after dark. If a cyclist can access Maria from the bridge, they can reach Metro State University and get into the East Side neighborhood and over to the new Margaret Street Bike Boulevard. This is a more direct connection than the one currently proposed in the plan, which involves going under the bridge on switchbacks, east along the freeway and back north via Forest Street. Also, the current crosswalk at the northeast end of the bridge is terrible, even for pedestrians and is in need of a redesign. In the long term the plan should call for additional on-street bike lanes on this bridge by eliminating one of the downhill vehicle travel lanes. The bridge only carries 10,350 vehicles per day— less than the 3-lane portions of Fairview or Cleveland Avenues.





See previous photo of the current multi-use path on the bridge and photo below of the intersection with Mounds View Blvd. Note the cyclists on the path and the tiny sidewalk at the intersection with non-ADA-compliant turn into a traffic signal support pole, as well as the sign indicating that crossing of the street is actually forbidden in one direction. Space exists to put a 2-way cycle track or off-street path up to Maria Avenue if a few parking spots were removed on one side of 3<sup>rd</sup> Street.



2. Extend bike lanes on the south end of the Smith Street High Bridge one block south to George Street. There is a traffic light at George and an existing bike facility, making it a much safer place to cross Smith Avenue and bike east, into the neighborhood. On the next page, photos of the south end of the bridge show that the current pedestrian crossing lacks crosswalks and has dangerous sight-lines. The last photo shows how the curve is causing many cyclists to use the sidewalks because of visibility and traffic speeds. There is space to fit bike lanes on the south end, most of the way to George, that would only require the removal of four or five parking spaces.

In the first photo (next page) notice how a southbound cyclist wanting to turn east is on a blind curve and can't easily or safely cross the median and oncoming traffic to go east along the bluff. The second photo shows how there is ample space to add bike lanes. The third photo shows sidewalk riding (southbound).





3. Include an up-hill climbing bike lane on Ford Parkway as far as Cretin. Parking spaces in front of the Ford Plant are no longer used so it could be converted to a bike lane, at least on a temporary basis. This would replicate the treatment that the Public Works Department did on Marshall Avenue (between Cretin and the Lake Street Bridge)—one downhill shared lane, and one uphill separated bicycle-climbing lane. This is important because cyclists moving uphill are significantly slower than traffic, whereas going downhill, they can keep up with cars. For additional info, see-- [http://www.saintpaulbicyclecoalition.org/ford\\_bikeway.pdf](http://www.saintpaulbicyclecoalition.org/ford_bikeway.pdf)

4. Add a bike/pedestrian bridge at Chatsworth over the BNSF rail line. You can make it a lower priority than other proposed bridges but it's an obvious improvement and would create the best, most direct north-south connection in the city of Saint Paul for very little money (the cost of a bridge, versus miles of pathway asphalt on Lexington, some of which will be politically controversial). You might say, "We already have a bike-ped bridge 2 blocks away on Lexington" but we ask MnDOT to put crossings over I-94 every 2 blocks. So why shouldn't we have crossings over a major rail impediment every two blocks? It would be good for pedestrians as well as cyclists. For a detailed discussion of this, see-- <http://www.saintpaulbicyclecoalition.org/projects/chatsworth/>

5. Immediately do a 4-3 lane conversion on the south side of the newly reconstructed Hamline Avenue Bridge for the two blocks between Ashland and Summit Avenue. Put another way: Extend the 2-thru-lane portion of Hamline two additional blocks northward to the south end of the bridge and the entrance to Ayd Mill Road. There are only 9000 cars per day on this stretch, so a 4-3 lane conversion is easy and will have minimal impact on traffic. While I realize the plan calls for bike lanes on all of Hamline Avenue, we all know implementing this could take a decade or more. The two block portion I am suggesting here could be done immediately because it is not dependant on parking removal or bigger traffic flow debates.

6. Stripe Bike lanes on Snelling Avenue between Marshall and St. Anthony Avenues as called for in MnDOT's "Snelling Avenue Multi-Modal Plan", available for download at: <http://www.dot.state.mn.us/metro/projects/snellingstudy/>

This plan was the best, most democratic planning process that I have ever been part of during my 14 years in Minnesota. Around 25 people and 2 engineering firms participated, including representatives from the Ham/Midway coalition, Union Park, The Saint Paul City Council, Metro Transit, Trucking Companies, Hamline University, Saint Paul Smart Trips, the Saint Paul Bicycle Coalition and the Saint Paul Public Works Department itself. Reuben's predecessor Emily Erickson was one of the participants! The plan determined that it was valuable to give bicycles access to Metro Transit express bus stations on either side of I-94, to Carroll Street (which crosses CP Rail tracks to Aldine) and, eventually, the Midway Mall and LRT station. The idea was that, at a future date, a multi-use path could be put along or across the Metro Transit property at the NE Corner of St. Anthony and Snelling all the way into the Mall. The plan included traffic crossing aids at Carroll Street and Iglehart Avenues, and bike and pedestrian improvements to the bridge and intersections at Concordia and St. Anthony Avenues. There are engineering

drawings of all of this at the above website. This plan cost half a million dollars and at least a thousand hours of volunteer and engineering time, including counts, walk-thrus and numerous meetings. By leaving it off the Bike Plan and throwing out this portion of its recommendations, the Public Works Department would be throwing out nearly \$100,000 and hundreds of hours worth of work. It would be an insult to a great, public planning process.

Reuben told me it was left off because “Cyclists have Pascal and Aldine.” But neither of these streets gets you to the express bus stops, which (as you’ll see in photos below) have bike lockers and racks. Aldine is valuable for reaching far northerly destinations but it doesn’t get you to the Malls, because Shields Avenue doesn’t go thru to Snelling but is blocked by a Hospital, and St. Anthony is one-way the wrong way. The bike plan calls for a thru route on Shields/Fuller/Aurora but this is pure fantasy and will never happen in our lifetimes. The aforementioned hospital and malls are not going away in the next 30 years. So Aldine provides no access to the east, between I-94 and University. Also, Aldine passes through a small warehouse/industrial area and a secluded I-94 crossing. As such, this portion lacks the lighting and “eyes-on-the-street” that exist on Snelling. As for Pascal, it’s a good (and important) street to go north if you’re coming west on Marshall, but going east on Marshall (from Snelling) to Pascal, requires biking up a long, quarter-mile hill and then crossing Marshall onto Pascal after the crest of the hill at a spot with poor sight lines, only to go downhill again to Concordia Avenue. I personally bike to the Concordia post office at least once per week. It’s the closest post office to Mac/Groveland, Merriam Park and most of Highland Park ...and, every time, I choose Snelling over Pascal because of the hills. A rider can go a block or two down Snelling and go over to the post office via Iglehart, Carroll or the alley. This is an instance where it’s worth riding the area, not just looking at it from Google Maps. I include some photos below.





Note bike lockers and racks at two Express Bus Stops on either side of I-94. How do cyclists get to them?



Carroll Street crossing is in desperate need of pedestrian crossing aids (called for in Plan)





Looking up the hill on Marshall. Pascal is in distance over crest of hill...



...versus continuing on the flat, along Snelling. Space for lanes exists on the street. (See Plan)

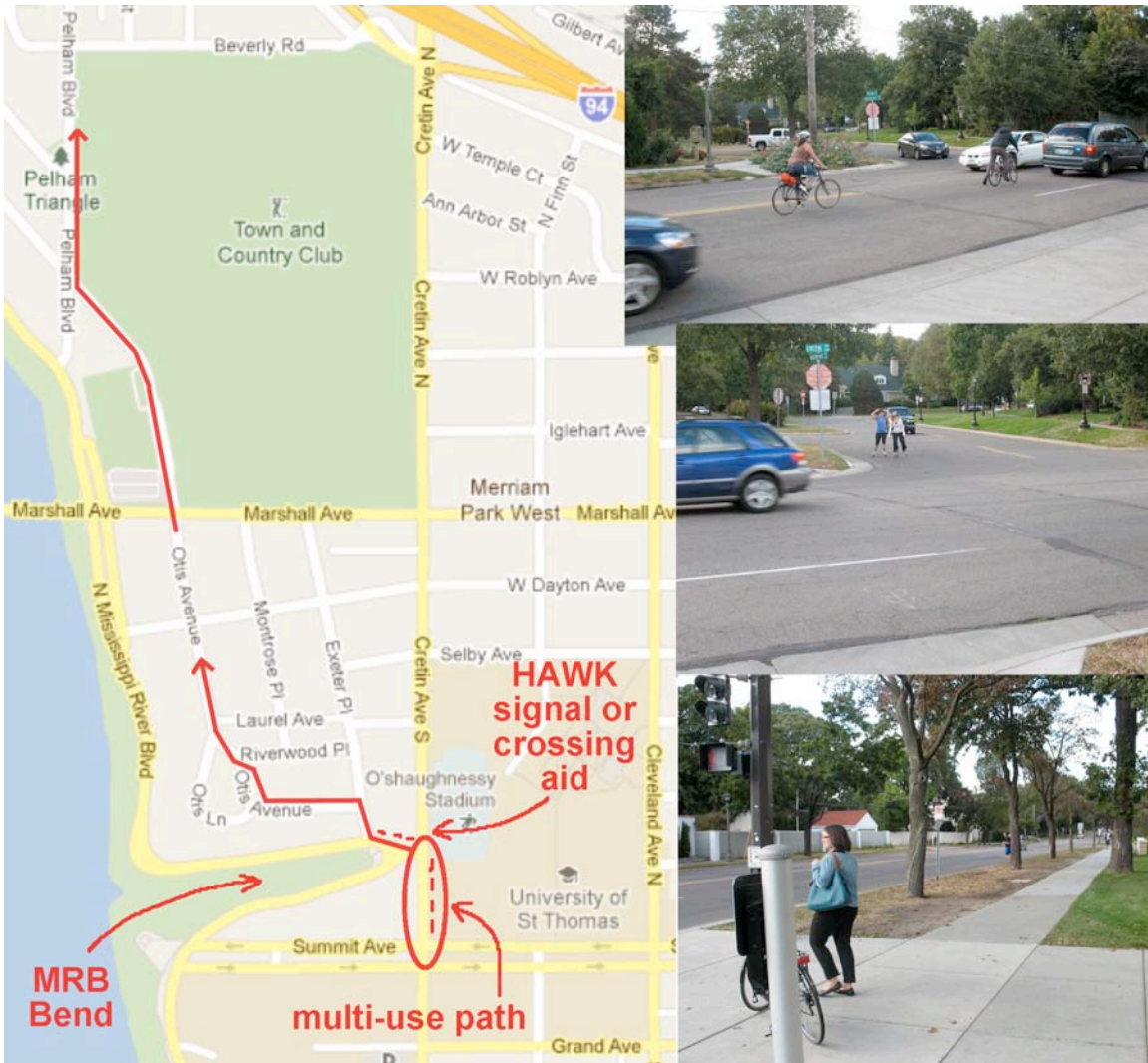


### **Non-Bridge suggestions:**

7. Include a 2-way, off-street path for one block on Cretin, from Summit to Mississippi River Blvd. Put in a bike/pedestrian activated HAWK signal (synced with the Summit Avenue Signal) at Mississippi River Blvd to help cyclists and pedestrians cross Cretin. This project has been discussed by members of the Mac/Groveland District Council and has support from some officials at Saint Thomas University who are trying to improve safety for students and staff who wish to cross Cretin into the nearby neighborhood. Cyclists currently use this stretch of Cretin to avoid the Mississippi River Boulevard U-Shaped “Bend”, and most travel up Exeter Street, to Otis and down Otis, either to Marshall, or to Pelham, Raymond and points north. According to a bike count done on April 17, 2012 (and attached at the end of this document as an appendix), 40 cyclists per hour go to or from Cretin on Exeter/Mississippi River Blvd. When they get to Cretin, they face 4 lanes of high-speed, dangerous car traffic. A short section of off-street path



(on the north side of MRB, east from Exeter), a pedestrian HAWK signal on the north side of the Cretin intersection and a short stretch of mixed-use, off-street path on the east side of Cretin, one block south to Summit would solve this problem. See photos and map.



8. Change the southwest side of the Downtown Loop from St. Peter Street to Wabasha Street. While Wabasha has some garage ramps, it makes a much better, safer connection to 12<sup>th</sup> street at the northwest end. Here, cyclists could cross 12<sup>th</sup>, to the Capitol side, at a traffic light, with only one-way traffic on 12<sup>th</sup>. A mixed-use pathway could then hug the capitol side of 12<sup>th</sup> all the way to John Ireland. This would provide better access for Capitol employees (and Nice Ride) into Downtown.

By contrast, St. Peter's sidewalk path currently dumps pedestrians on a traffic island in the middle of two-way, high-speed traffic with poor sight lines. The only way to make a cycle path safe on St. Peter would be to build it in the southwest travel lane (over the freeway) but this would condemn the cycle path to being on the freeway side of 12<sup>th</sup> all the way to John Ireland, reducing access for Capitol employees. Also, Wabasha would

make for a seamless connection from the Capitol all the way across the Wabasha Bridge to the West Side—a more elegant and direct connection than St. Peter. See photos below and next page. These two show St. Peter Bridge and its connection to 12<sup>th</sup>.





This photo shows Wabasha's connection to 12<sup>th</sup>, with a traffic light and one-way traffic on 12<sup>th</sup>.



A Wabasha business association supports a bike path on Wabasha so political opposition might be less. I realize neither of these streets are perfect, but I lean towards Wabasha.

9. Designate Finn Street (Between Summit and Juno) and Prior Avenue (Between Summit and Randolph) as either “Bicycle Boulevards” or just “Enhanced Shared Lanes.” Finn already has a traffic Circle at Lincoln and neighbors on my street are clamoring for one at Berkeley (when our street gets rebuilt in a couple years) ...and Finn is already used by a lot of cyclists. All it needs is a few pavement markings and some signage at each end. Prior is also heavily used by cyclists and, with one exception, needs no additions to make it a great bikeway, other than pavement markings and signs. The one addition would be to put in a wider sidewalk across the Summit Avenue median so northbound cyclists on Prior can get across Summit to existing Prior “Enhanced Shared Lanes.” If you have time, ride Prior from Randolph all the way to Marshall and you’ll see what I mean.

10. Add “Super Enhanced Shared Lane” treatments (discussed earlier) to outside lanes of University Avenue (from Aldine to Raymond), on the northern most lane of Marshall Avenue (from Cretin to the Lake Street Bridge) and on the outside lanes of Ford Parkway from Howell to the Mississippi River.

### **Implementation** (page 47)

#### **Funding:**

I would fund bike improvements with funding sources in the following order—

1. Divert money from other city projects, particularly road expansion projects. The City is spending huge amounts of money to expand the road network in and around the I-35 Cayuga Project, the Saints Ballpark, land acquisition to expand Wabasha between Plato

and Filmore to 6 lanes in width, the Pierce Butler Extension, and (if Public Works has its way) Ayd Mill Road. For a fraction of what all these projects cost, this entire bike plan could be implemented. I've witnessed how the city diverted over 13 Million dollars from the Parks and Recreation budget to fund the Saints Ballpark, so there's definitely money floating around different city agencies. They just need to spend more of it on bikes.

2. Federal and state grants. We've gotten Federal Enhancements Program grants in the past. I'm not sure what's available on the state level.

3. MnDOT needs to divert more of its dedicated fuel taxes and motor vehicle fees to bicycle and pedestrian improvements, particularly in urban areas on its trunk highways (like Snelling Avenue). For a microscopic fraction of what MnDOT spends on the I-35E-Cayuga Project, The Crosstown Project, The Stillwater Bridge to Nowhere and countless other highway boondoggles, it could greatly improve the traversability of streets like Snelling (for pedestrians and cyclists) and add bike lanes from Hewitt Avenue to Como Avenue (and Marshall to Saint Anthony) as per the Snelling Avenue Multi-Modal Transportation Plan at: <http://www.dot.state.mn.us/metro/projects/snellingstudy/>. The agency and state *must* make any legislative changes necessary to divert more MnDOT money to bike/pedestrian (and Transit) projects and the agency needs to start tracking how much it spends on bike/ped (versus cars) in the metro area, and publicize that data. Many of its urban trunk highways are death traps for non-motorized users and damage neighborhoods because they divide them with large volumes of high-speed traffic.

4. Bonding (at city, county or state levels).

### **Implementation Strategies and Discussion of how to Prioritize:**

I would focus on “Politically Low Hanging Fruit” that will benefit the most cyclists. By “Politically Low Hanging Fruit” I mean closing gaps that are largely engineering problems, like taking away a travel lane, moving a median, etc, ...rather than political problems, like taking away parking or restricting access to a residential or heavily used commercial street, which can engender opposition from neighborhood or business groups. An example of “Politically Low Hanging Fruit” that would benefit a lot of cyclists is connecting Kellogg Boulevard to downtown and as far around to the Kellogg/Third Street Bridge as possible, keeping whatever cycle path you create on the same side of Kellogg the entire way. This may require repositioning the sidewalks and medians between John Ireland and Smith Street but there are almost no houses or businesses on that stretch, so it's largely a problem of money and engineering. Another example would be Jackson from 10<sup>th</sup> to University (and on to the Gateway Trail). This is simply an issue of giving up a travel lane and engineering. Another example would be along 12<sup>th</sup> (next to the freeway) ...or putting in the protected bike lanes on Snelling Avenue from Hewitt to Como. This last project is part of an existing Snelling Avenue Multi-Modal Plan and the only parking space removal, in front of Hamline University, has the support of officials at Hamline who participated in the planning process. MnDOT might also be able to come up with some of the funding for this last project.

All of these example projects would benefit lots of riders; particularly Kellogg and Snelling, where bike-count data shows large numbers of cyclists are already using these currently dangerous facilities.

On more politically controversial projects, I would break them up. For example, if there is a good chance of opposition, instead of trying to do an entire street as a “bike boulevard” all at once, focus on one or two important intersection crossing aids that will enable thru bicycle and pedestrian traffic, and leave traffic circles or other controversial elements until later. In some cases, don’t even discuss labeling the street as a “Bike Boulevard” until after you’ve put in the critical crossing aids, and sell the pedestrian benefits of these aids (as well as the bicycle benefits). Do more design charrettes with the neighborhoods (as Public Works was finally forced to do on Jefferson), where people get to choose what elements of a project they want or can choose between design alternatives. This gets greater community buy-in for a project.

### **As for Bikeway design:**

1. Off-street cycle paths into and around downtown and elsewhere should not change sides of the street unless it’s important for bicycle access to an existing pathway or some other destination. Two-way, off-street facilities that unnecessarily change sides of the street are less likely to be used and put cyclists at greater risk of being hit by cars because they require additional street and intersection crossings.

2. Two-way, off-street cycle paths or Two-way, on-street facilities put cyclists at greater risk for “Right Hook” or “Left Hook” collisions with motorists who are not expecting cyclists traveling in a direction opposite to on-coming car traffic. At intersections, motorists will often look left (for on-coming traffic) and start their right turn without noticing an on-coming cyclist from the right. This is even more pronounced with off-street facilities, where parked cars or trees may obstruct a driver’s view of cyclists, even those traveling in the same direction (as the driver). In this situation, when the driver turns right, they hit the cyclist in the intersection. These issues are the number one complaint about off-street paths and cycle-tracks that one sees in cycling magazines and on-line cycling news sites and blogs. I have posted a recent article from Bicycle Times Magazine on this topic at—[http://www.saintpaulbicyclecoalition.org/cycle\\_tracks.pdf](http://www.saintpaulbicyclecoalition.org/cycle_tracks.pdf) It is imperative that city planners and engineers take measures to minimize the risk of cycle-track type accidents by:

- Banning right-turns-on-red, wherever a street crosses a 2-way cycle path
- Designing off-street paths so cyclists are as visible to drivers as possible
- Programming LPIs (Lead Pedestrian Intervals) for pedestrians and cyclists at signalized intersections. These cause the “Walk” sign to turn green a few seconds before the traffic light, allowing cyclists and pedestrians to get into the crosswalk and be visible before traffic starts to move. They have been proven to save lives in New York and other cities.

## **Priorities**

Based on ideas in the previously discussed “Implementation Strategies”, I would prioritize projects in the following order:

1. Complete projects that already have funding and approval like Marshall, Jefferson, Griggs and Charles. I would throw Margaret Street into this category (even though funding would have to be increased from what was allocated from the C.I.B.)
2. Put “Super Sharrows” and better, more plentiful signage on the outside lanes of University Avenue from Aldine to Raymond, and on the north side of Marshall Avenue from Cretin to the Lake street Bridge.
3. Implement the off-street pathway on Kellogg from John Ireland into downtown and around to the 3<sup>rd</sup> Street/Kellogg Bridge. Admittedly, there may be a gap near the West Building until it comes down but I would complete as much of the rest of the pathway as possible, keeping the whole thing on the same side of Kellogg so riders don’t have to repeatedly and unnecessarily cross the street. Sharrows could be used around the West Building or other gaps until they can be finished. Summit/John Ireland is the most used set of bike lanes in the entire city based on a decade of count data. It’s time we connected them to downtown.
4. Implement pathway on Jackson from the River to University and over to the Gateway Trail. Redo the plans for the last two blocks of the Gateway Trail to keep the trail on the WEST side of l’Orient all the way to University, to connect with this new Jackson/University cycle path. Redo these Gateway plans A.S.A.P., as the I-35E/Cayuga project is already under way. If cyclists have to cross l’Orient twice, for 2 blocks of path, they won’t do it and you will have wasted city money creating a path that no one will use, reducing the safety of the facility.
5. Implement a pathway or on-street lanes on 12<sup>th</sup> Street from University Avenue to John Ireland, keeping the facility on the same side of the street (ideally the Capitol side), though this may require rethinking St. Peter versus Wabasha and choosing Wabasha.
6. Put in protected bike lanes on Snelling Avenue from Hewitt to Como. This is a critical gap as there is no other bridge over the rail yards until Lexington on the East and Raymond on the west. Hamline University students, grade school kids and others currently walk and bike this stretch of Snelling in very dangerous conditions. These lanes have an existing, approved plan set developed by MnDOT as part of the Snelling Avenue Multi-Modal Plan: <http://www.dot.state.mn.us/metro/projects/snellingstudy/>. So implementing them is purely an issue of money, some of which can be squeezed out of MnDOT.
7. Close the two-block gap in the existing bike path on McKnight under I-94. We’ve been talking about this for 20 years and it’s just not that hard to do. We did a walk through with county planner Joe Lux and folks from MnDOT. Photos are on the SPBC Facebook

page at--

<https://www.facebook.com/media/set/?set=a.612193428793074.1073741827.133657969979958&type=3>

It's just requires a little paving, inserting crosswalks and curb cuts, banning westbound right-turns-on-red off of Burns Avenue and either making a raised sidewalk under the bridge (along the sloping abutment) to get extra width, or removing 3-4 feet of the abutment.

8. Complete other components of the Downtown Loop
9. All other projects.

Thank you for considering my suggestions and for all your work on this Bike Plan.

Andrew Singer

See Bike Count Sheet (appendix) regarding Bike Plan Suggestion #7, on page 10.

PRETLY CINDY 58<sup>th</sup> LIGHT RUFFLE



TLC Bike Walk Twin Cities BICYCLIST/PEDESTRIAN MONTHLY COUNT 2012

Name: TRACY FARR Location: OTIS/EVETER/MRB Site # \_\_\_\_\_  
 Date: 17 APRIL 2012 Time Start: 7:00 Finish: 6:00

Time (period)	Bicyclists		NR	Sidewalk Riding	Pedestrians		Asst
	Male	Female			Male	Female	
4:00 - 4:15 (1)	///				/		
4:15 - 4:30 (2)	///	/			/		
4:30 - 4:45 (3)	///	///			/		
4:45 - 5:00 (4)	///	///		///	///		
5:00 - 5:15 (5)	///	///			///		
5:15 - 5:30 (6)	///	///			///		
5:30 - 5:45 (7)	///	///		/	///		
5:45 - 6:00 (8)	///	///			///		/

See Additional Instructions on Back of count sheet.

Comments/observations: Describe any factors that may have affected your count (rain, vehicle crash at site, road construction, snow or ice on travel way etc.)

*This count was part of an effort by Spirit Road Bicycle Coalition per Andy Singer.*



## Collins, Reuben (CI-StPaul)

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**From:**  
**Sent:** Tuesday, February 18, 2014 9:43 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeway Plan Open House?

Good Evening Sir,

I am a long time resident and community volunteer who has lived in St. Paul my entire life.

Have raised 5 children and we all have enjoyed biking and still most do. I live on the farther eastern side and was so happy to see the vision and early planning for a bike trail system in our city.

It is way overdue. We have all used the gateway trail system for years and have been hoping to see more trails and expansion with-in our own city.

I attended the so called open house this evening at the duluth/case recreation center.

Saw the notices posted last month and made appropriate plans so i could attend, unfortunately due to traffic i was late and arrived half way through.

Turns out even if i was on time, i would have been disappointed.

My assumption of this open house is to hear from officials of the research, planning and proposals.

In turn as a resident of the city i would be afforded the chance to air any concerns or comments which i may have had. To me that is how an open house works, one is not only informed by the leadership or official conducting the meeting, but also can hear the concerns or comments from their fellow neighbors and or residents who may raise or bring to light important factors in this planning.

A good partnership between all i feel is very important.

After listening to the second half of the meeting and trying to catch up by reading the literature that was made available, i was looking forward to airing some issues which i think would be of valuable information and consideration for all. And quite frankly, my proposed input to this meeting has been issues i have well thought out even before i walked in the doors.

So, my disappointment was the presenter expressing at the end of the meeting that he would not take comments and would prefer the gathered community send them to his e-mail address.

I sat there in dis-belief!

Just before i starting typing this mail i went to the city web site to

re-acclimate myself to the notice which i read almost one month ago and just the other day in the Eastside Review and both read: "At the end of the presentation there would be time for discussion"

There was none, and have you ever considered the folks who do not have or are capable of sending an electronic e-mail? I adjusted my working schedule today to try and be prompt and on time.

I question and try to imagine why this important and relevant meeting for our city and residents could not have been an open meeting to share "all" variables from everyone and not just the city planners. My fellow neighbors will never get a chance to hear my true concerns, which i feel are for a positive bikeway and i will never get to hear theirs and that was my intent for attending.

For the "people by the people" has always been a trusted saying and value i have always practiced and mostly seen good and fair results.

I won't use the term government, as i like to feel our elected officials and city planners serve our community and their best interests. I was just very discouraged leaving without the opportunity to contribute to my fellow neighbors and they to me.

Communication and fellowship needs to be open and work both ways as a community team.

Sincerely,

Alan H. Guertin  
Community Resident

cc:  
St. Paul Mayors Office  
Eastside Review Newspaper

## **Collins, Reuben (CI-StPaul)**

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**From:**  
**Sent:** Monday, February 17, 2014 12:42 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Comment on City Bikeways Plan - Figure 4 Bikeway Facility Type Map

Hello Rueben -

I regret that I was unable to attend the open house at Macalester College last week, in part because I wished to hear the explanation that would have accompanied the City's new bikeways plan and maps.

In general, I strongly support the City's effort to upgrade its bike network throughout the city, and applaud the effort to meet the needs of recreational and commuting cyclists, as well as trips of all lengths and types. The plan represents a significant improvement over the current network in place.

I'm a southwest Highland Park resident who commutes to work in Minneapolis using Ford Parkway and the Ford bridge (connecting to River Road West/Midtown Greenway). The current state of Ford Parkway for bikes between Cleveland and the Ford Bridge is poor and unsafe. It's unfortunate given that it's a conduit to Minneapolis trails.

Using that segment as an example, I strongly urge the city, wherever possible, to prioritize improvements to key connections both within the city and at the periphery of the city limits.

I'm concerned about the safety and viability of an Enhanced Shared Lane designated for Ford between the bridge and Howell Street. I assume this is driven by available right of way, or perhaps to encourage bicyclists to choose Highland Parkway as a safer alternate. The reality is that some people, for example those who have just visited the Ford/Cleveland retail area, will choose Ford Parkway as the fastest route to Minneapolis trails. Let's make sure whatever improvements are selected are safe and viable for bicyclists.

Thank you for your consideration.

Best wishes -

Martha

**Collins, Reuben (CI-StPaul)**

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**From:** Laura Eash  
**Sent:** Monday, February 17, 2014 5:59 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Henningson, Samantha (CI-StPaul); #CI-StPaul\_Ward4  
**Subject:** Bike plan support

Hi Reuben,

I am writing to formally voice my strong support for the bike plan. The open house last Thursday was fantastic, and I am excited to see the plan implemented over time and when the budget permits. I especially like the downtown loop.

Thank you for your hard work on this plan!

Best,

Laura Eash

## Collins, Reuben (CI-StPaul)

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**From:**  
**Sent:** Sunday, February 16, 2014 1:29 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** comments for bike plan

Reuben Collins,

I really like the bike plan. What a great thing for St. Paul. One thing I noticed was between Marshall and University on Fairview. The bike lane is on the road. this would be an easy place to have a grade separated lane because the road there is so wide. It would also be much safer because cars speed through that little stretch constantly.

Also I know that this is a long term project, but has anyone considered putting bike lanes on streets anytime the street is redone. Not just for the bike plan but for every street in St. Paul. Obviously this won't happen for every street, but if it could be the default instead of having to prove why you want a bike lane, that would make for a better city.

Thanks again I love the plan. I have also posted these comments in the open discussion forum.

Nathan Kellar-Long

## Collins, Reuben (CI-StPaul)

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**From:** steve hirsh  
**Sent:** Saturday, February 15, 2014 10:48 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward2  
**Subject:** Bike Plan comments

Reuben -

I want to start by thanking St Paul for undertaking the development of a bike plan. I live, work, and bike year-round in St Paul, and it is obvious that the city has a long way to go to make cycling safe and accessible - not to mention, catch up to Minneapolis in being a world-class bike city. The proposed plan, if fully implemented, would be a significant step in that direction.

I have a few comments about the draft plan:

1. There is no reference to maintaining bike facilities year-round. St Paul and its partner jurisdictions do a poor job of keeping both on-street bike lanes and off-street paths usable in winter. Even after snow emergencies and curb-to-curb plowing, the bike lanes on Summit and Marshall are non-existent, and biking on them is very challenging for the most experienced cyclists, and near impossible for others. The Sam Morgan trail is often poorly plowed, making riding difficult, and a main connection to Minneapolis - the Mendota Bridge - is often virtually impassable. Please consider including in the plan consideration and standards for maintaining the trails in winter.
2. The photo representations of off-street paths in downtown leave me concerned that pedestrians (including walkers, baby strollers, in-line skaters, dog walkers, etc) will use the paths. That type of multi-use has been shown to be dangerous for cyclists. Personally, I would take my chances with the cars rather than ride on a path like that. These paths should be constructed in ways that discourage their use by pedestrians and other non-cyclists, to make them as safe as possible for all users.
3. While education is beyond the scope of this plan, there should be some reference to making sure law enforcement understands the laws regarding bicycle use of roadways. I have had several interactions with St Paul police who simply don't know the law. Education for law enforcement should include helping them to understand how a cyclist experiences traffic and dealing with road hazards, so they understand, for example, why a cyclist might take a full lane in a congested area, as well as their legal right to do so in appropriate circumstances.
4. Continuing the Greenway from Mpls into and through St Paul should be a priority. The Greenway is the Twin Cities' bike freeway, and is used for the full range of cycling activities. While connecting downtown to the Gateway Trail is a worthy goal, it would mainly benefit recreational cyclists. Extending the Greenway would benefit commuters and other utilitarian users, as well as recreational riders. It would also draw cyclists from Minneapolis into St Paul, and would support the economic activity generated by the development of Lowertown, the Saints ballpark, light rail, the Union Depot, etc.
5. It is not clear to me from the draft if bike lanes will be added to University Avenue. When the light rail was under construction, the mayor's office promised to review the current 4-lane configuration, and evaluate whether 2 lanes of traffic with a bus/bike lane and parking would better serve the corridor. I'm not aware of that evaluation occurring. There is no need for 4 lanes of traffic on University Ave. Through-traffic can use I-94. University Avenue should be configured to support the businesses and residents of the corridor, not to facilitate the movement of traffic as quickly as possible between St Paul and Minneapolis.

Thank you again for supporting improved bike infrastructure in St Paul. If you have any questions about my comments, or if there is anything I can do to support adoption of the plan, please let me know.

regards

Steve Hirsh

## Collins, Reuben (CI-StPaul)

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**From:**  
**Sent:** Friday, February 14, 2014 9:59 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** 2/13 bike plan meeting - response

Reuben,

Very nice job running the meeting last night at Macalaster, I appreciated the opportunity to learn about the bike plan. I also want to congratulate you on the extremely detailed and accurate map of the city's current bikeways. I reviewed the various routes that I'm familiar with, and there were no errors in Figure 1 that I know of.

Regarding the first of your two key questions, "how can we improve the bikeway recommendations in this plan?" I think the plan as I understand it addresses the needs of the community very well.

Regarding the second question, "how should we prioritize?" I think connecting existing bikeways where there is no current connection is most important. Wildlife biologists, looking to promote movement of animals (to allow separated populations to breed for example), put priority on making and/or saving corridors. If you look at where today's bikeways are not connected, they are analogous to isolated habitat.

For example, when I tell my colleagues at 3M where I work that I often bike to work, they often say, "I've been thinking of doing that, but I don't know how (or it wouldn't feel safe) to bike on McKnight where it goes under I-94." Your map of current bikeways accurately shows the lack of any bike lane or path for that one (scary) block. Granted, the current bike path is on the Maplewood side of the street, but this is one example where a short separate bikeway or tunnel allowing connectivity to two paths would probably increase bicycle commuting at my place of work.

I applaud your focus on connecting paths near and in the downtown area, and think this would be a good place to prioritize.

I also believe that while the U of M Minneapolis campus is currently easy and safe to reach on bikeways from many neighborhoods in St. Paul (e.g., my neighborhood, Mac-Groveland), the St. Paul campus is not. Your draft plan shows a new connection -- a bridge, more than likely -- over the rail road tracks and pond, thereby connecting Prior and Gortner Avenues. This should also be a priority, as it would reach many students who do not drive.

No doubt you'll get many suggestions for priorities, and in the end, available funding will dictate doing the cheapest solutions first. That's ok, the important thing is to think for the future, and to keep at it.

Thanks for allowing me to comment on the plan.

Stewart Corn



## Collins, Reuben (CI-StPaul)

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**From:** Robert Weum  
**Sent:** Friday, February 14, 2014 2:49 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bikeways Plan Feedback

Hi Reuben,

I attended the first Bikeways open house on Feb. 11th with my wife and I am emailing to provide some feedback as requested. Overall I really like the plan and was impressed with the amount of thought and research that went into it.

1. My map doesn't make it clear if there is a plan for a bike crossing on the Chatsworth Bike blvd over the railroad tracks just north of Pierce Butler? If not that would be very nice.
2. In general I don't think painting bike lanes on streets changes much of anything unless they are accompanied by some sort of physical barriers. I think most motorists are ignoring them just as they ignore crosswalks, shoulders, speed limit signs, "share the road" signs ... They may be cheap but I don't think they're a very good use of money or resources. Como avenue is a good example of cheap but not so good.
3. Personally, I like biking down bicycle Blvd's and have often used Hewitt, Aldine, Griggs, Pascal and Chatsworth among others for that very purpose. Of course the problem is that they usually hit some major obstacle like a freeway or rail line and leave you scrambling for a safe way through. If safe crossings are provided at these obstacles I think they're a great option. I don't really feel the need for signage on most of them but people less familiar with the area may find that helpful.
4. Regarding the priority question ... If we want to get more cyclists out there riding (that 60% in your study) I think we need to concentrate on off street bike paths and on street separated lanes with physical barriers. I would particularly like to see the Gateway/Trout Brook trails connected through to the Sam Morgan/Bruce Vento trails in downtown in a more direct way as shown on your Figure 4 map. I would also find the Pierce-Butler trail from the Gateway/Trout Brook to the UofM transitway very useful and I'm sure I would use the 35W parkway/CP rail trail plenty even if it didn't cross the river. The downtown loop looks nice though I'm not sure I would use it much. It sounds like one of the more costly parts of the plan and for me it would be a lower priority.

One of the things I love about biking in the twin cities is that I can get on my bike in Roseville and ride to downtown Mpls. and continue out to my brothers place in Eden Prairie or my brother-in-law's in Excelsior with almost no road riding other than minimal amounts on low traffic residential streets. I want to be able to do that same thing to downtown St. Paul and points beyond.

Thanks for Your Time,  
Rob Weum

## Collins, Reuben (CI-StPaul)

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**From:** Patrick Schmidt  
**Sent:** Friday, February 14, 2014 12:45 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Comments on bike plan

Dear Reuben,

Thank you for the presentation at Macalester College today. Although the financing and implementation of the bikeways plan is uncertain, I am pleased and proud that St. Paul is taking such ambitious steps forward.

I live in Roseville, near the intersection of Lexington and Roselawn, and I bike for both leisure and transportation. I work at Macalester College and I am a parishioner at St. John the Evangelist Episcopal Church (near Dale and Summit), and I try to travel to both when I can. I also enjoy long rides, so I use much of the "Grand Rounds", as well as the Gateway Trail and the U of M transitway.

Allow me to itemize a few comments, and in particular a suggestion for improving Hamline Avenue.

- 1) Thank you for working so intentionally to connect routes. The Gateway Trail is great...but it is ironically easier to get to Stillwater than it is to get to downtown St. Paul! Como Avenue is a great thoroughfare, too, because it doesn't get that much traffic relative to its width. It could be a beautiful parkway connecting Como and the Downtown...reminiscent of the historic connection provided by the old streetcar system.
- 2) Pierce Butler Route is a horrendous, unloved road. Turning a portion of it into a bike thoroughfare (akin to the Greenway in Minneapolis) is a wonderful way to utilize this space.
- 3) More critically, I am concerned that this plan has not addressed a central problem that I have: commuting north-to-south to/from Falcon Heights/Roseville/Little Canada.

There is one major off-street path, namely Lexington. Despite recent improvements (the new bridge and lane widening south of Lake Como), I regard Lexington as a dangerous route: too many street crossings, and too many walking pedestrians around Lake Como. I still try to avoid it, especially because the Lexington bike trail north of Como is incomplete--it remains a simple sidewalk south of Larpenteur.

As north-south routes, Dale and Snelling are both very difficult, and this plan does not solve those. While Dale looks to be improved significantly between Larpenteur and Minnehaha, south of Minnehaha it will be left unimproved. So, too, with Snelling. The best option will remain with hopping over to Mackubin or Alden (respectively), but both will be "bicycle boulevards". While the four facility types seem ordinal, from Enhanced to Boulevard to Separated Lane to Off-Street Path, in my experience there is a big gap between the first two and last two. An in-street separated lane offers far more security, both from traffic and from parked cars (since people opening doors tend to be more aware of the continuously marked lane).

What is the best chance of there being a safer route from Roseville to St. Paul (west of the downtown)? It appears to be Hamline. I am thrilled to see an in-street separated lane the length of Hamline. Hamline receives relatively little car traffic (precisely because it doesn't cross through Energy Park) and seems like it could be a major north-south bike thoroughfare through the busy University/94 area, connecting with Summit and points further south.

I am a bit concerned about Energy Park. The possibility of Hamline as the major north-south corridor will depend on there being a railroad crossing where Hamline currently dead-ends on the north side of Energy Park. That sounds like a big project (tunnel under or bridge over or level crossing?)...how many years until that happens?

Setting that aside, and accepting that the current ramp on the south side of Energy Park is brutal (zig-zagging up and down)...my biggest concern is the one gap that you have left with the stretch of Hamline south of Larpenteur. One stretch of that is easily wide enough for an in-street separated lane--that is the stretch between Hoyt and Larpenteur. That would be an easy fix. The harder stretch is from Hoyt south to Midway Parkway. That is a tight road, and it receives a lot of traffic due to Como Park and cars seeking to escape rush hour traffic that blocks up north-bound Snelling Ave.

Hamline could be the best commuter route from western St. Paul to points northward, especially because Hamline north of Larpenteur could easily be improved, and it connects with the highest-use library in the Ramsey County system (at County B), Har Mar Mall, and Rosedale (from County B-2). But the one bottleneck, which this plan doesn't fix, is between Midway and Larpenteur. An enhanced shared lane isn't much of a fix--there is too much car traffic and too little clearance for bikes and cars to really share that space.

So, my conclusion is, if you are widening Hamline to provide an off-street path south of Lake Como...which would be a great addition for leisure travel to Como from much of St. Paul...please consider adding to this plan a better bike lane or path north of Midway Parkway, as well.

Again, thank you for the very good, ambitious work. Twenty years from now, there will be many people who will appreciate all that you've put into this.

Sincerely,

Patrick

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Patrick Schmidt  
Professor and Co-Director of Legal Studies  
Department of Political Science  
Macalester College  
St. Paul, Minnesota  
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## Michael Kuchta

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February 13, 2014

To: Rueben Collins  
Re: Draft Bicycle Plan

For perspective: I live in the Como neighborhood, east of the park. I ride about 3,000 miles a year, commuting and otherwise.

First, I applaud your work: This is a comprehensive, well-thought-out plan. It pays attention to the big picture and, in many ways, to the small details that make or break a bike route.

I especially want to recognize how you identify the different needs of dedicated riders vs. recreational riders. This plan attempts to address both groups. That is necessary to make a plan successful and useful for current riders, and to build a system that expands safe, efficient bicycle use in St. Paul.

This plan will fail if it does not help turn more hesitant or occasional riders into confident, regular riders. I think designing parallel facilities for different types of riders in key parts of the system is a wise and crucial recommendation. I applaud that suggestion in areas such as downtown and in the Grand Rounds.

I do want to point out what I see as a contradiction in the plan. On one hand, there is a recognition that having more cyclists who are more visible tends to lead to safer roads. On the other hand, the plan seems to have an extensive vision of using off-road paths and residential streets. That, on the surface, would seem to reduce visibility of cyclists and reduce the awareness of automobile drivers. The use of off-road paths also inherently seems to risk conflicts with pedestrians, strollers, wheelchairs, skaters, skate skiers, skateboarders, dogs, and all the other users of paths.

Perhaps that is an unavoidable tension. But I tend to believe that putting more bikes on more major streets – so they are more visible and a regular part of traffic flow whenever possible – is a better choice long-term.

You are also asking for priorities for moving forward. Here are my suggestions:

1. Something that I did not see in the plan: Allocate money, time, and priority to make sure major bikeways are swept, kept clean, and patched on a regular basis.
  - Anybody who rides Como or Chavez or Pierce Butler on a regular basis knows these are slalom courses of glass, nails, staples, etc. I'm sure there are plenty of other examples.
2. Something that is only alluded to in the plan: Signs. Make sure existing signs and new signs are:
  - As helpful as possible

- Tell people where they are
  - Tell people how to get to other places
  - Don't steer people into dead-ends or leave them stranded
3. Focus initially on projects where small amounts of money can make a big difference now. Improve and maintain what already exists. Expand what could exist quickly.
- Repaving and restriping Wheelock, Mississippi River Parkway, Prior Ave., Pelham, Johnson Parkway, and even Summit as they now exist, for example, would do wonders to make cycling safer and more enjoyable citywide. All those routes have deteriorating, punishing, or even disintegrating pavement.
  - Fix the bad stretches of the Sam Morgan trail.
  - Fix the east end of the path along Warner Road.

All these should be higher priorities than expensive new infrastructure.

4. Create the short connections that make existing parts of the system safer, more visible, and more useful. What you did last summer on John Ireland is a perfect example. I'm sure there are plenty of two- and four-block stretches where you could accomplish the same thing. A few that come to mind:
- On Wabasha, between Plato and the south end of the bridge: Eliminate the lane squeeze
  - On Wabasha downtown: Repave, restripe, whatever – give us a chance to get from the bridge to the Capitol
  - On Kellogg: Eliminate the lane squeeze next to District Energy and the old Westlaw building
  - On Jackson, north from Warner/Shepard Roads: Make it easier, safer, more logical how to get to Kellogg
  - North of downtown: Define and improve the preferred connections to and from Como Ave.
  - On Minnehaha: Finish the connection between Dale and Victoria
5. Work with cyclists to make the details work. At another time, for example, I need to find out why you think Dale is a better north-south route in my neighborhood than Victoria. After all, Victoria already is the chosen route of plenty of cyclists, and provides calmer and more useful connections on both the north and south than Dale does.

But, again, thank you for a very solid vision and plan. Let's make this happen.

## Collins, Reuben (CI-StPaul)

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**From:** Jim Megas  
**Sent:** Thursday, February 13, 2014 9:27 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Disappointed in the "listening session" earlier tonight.

Hi Reuben,

I was really disappointed in the "listening session" earlier tonight, as I expressed during the meeting. Based upon what I had read in the Highland Villager I had thought this would be an open forum to discuss the proposed new bike paths in St. Paul. I noticed from the web page you attempted to accommodate diversity by translating to Hmong, Spanish, and Somali. Unfortunately you didn't appear to be tolerating diversity very well when it came to the issues of pedestrians nor **\*any\*** issues regarding whether bicyclists follow traffic laws. As I saw the meeting it was merely designed to collect suggestions for better implementation of more bicycle routes. With 90% of the audience being avidly pro-bicycle it did not appear to be a representative sample of the population, which I would think would concern you.

We have had multiple pedestrian/bicycle accidents in Highland; and, as a hearing-impaired, dog-walker, I am quite concerned about how my dogs and I will be protected if we dramatically increase the numbers of cyclists who traverse Highland Parkway. In my 23 years of living on this street, I have **\*never\*** once seen a cyclist stop at the stop sign at Kenneth. I **\*have\*** seen Mann Elementary school students, where both of my own children matriculated, dart into the street. With increased bicycle traffic a collision is nearly a certainty. I have had multiple close calls myself at Sumner, as bicycles are extremely quiet and they move stealthily.

If you are not concerned about pedestrians, as a representative of the City of Saint Paul, can you tell me to whom I can address my concerns. I have corresponded with Representative Michael Paymar in the past and I know he shares my concerns.

Thank you for your time.

Jim

James C. Megas, Ph.D.  
Psychologist Emeritus

February 13, 2014

Reuben,

After attending the presentation at the Wellstone Center I come away even more impressed by the work you and your co-workers have done on the draft plan. The enthusiasm of the staff in attendance, not to mention the attendees, was impressive. The vision for the bike plan is excellent. The work among departments, including the mayor's office, the materials, maps, and your presentation are all quite impressive and leaves me hoping that this will come to fruition over time. It is a huge task as you obviously know but with the right support from the right elected officials it can be done in a reasonable time frame, I believe. The resources required could hardly be spent in a more productive manner, even though the city has many needs. It will benefit us in so many ways.

That said, I do have some specific comments and thoughts on parts of the plan. You asked for suggestions for improvement and how to prioritize. First, priorities. For brevity sake I will just list those I see, not necessarily in order of importance.

1. Downtown
2. Coordination with Safe Routes to School
3. West side work on the Plato-Water St.-River trails connections
4. Connections across 'no man's land' north of Pierce-Butler on Hamline and Prior

As for improvements I have these suggestions:

1. Unless major road work is anticipated I would not make Hamline south of Summit or Cleveland south of I-94 bikeways. For Hamline I would move over to Saratoga or to Lexington. For Cleveland I would move it to Prior, then back to Cleveland south of Randolph.
2. I really like the Aldine-Davern route and it could be done early on.
3. In the downtown development I think the north end of St. Peter is problematic. The north bound bikes would be going against traffic. There is no easy transition to 12<sup>th</sup>. This needs to be addressed. One option would be to jog north bound bikes over to Wabasha.
4. At the top of the High Bridge, continue the bikeway to George to connect. There is no safe way to cross from the south bound lane on Smith over to the trail at Cherokee to go east.
5. I would strongly suggest making Ford Pkwy an enhanced shared bike way all the way to Snelling. Andy Singer gave a great proposal to the Highland Council Transportation Committee. Ask him about it.

That is it for now. I will continue to think about it. Congratulations on a great effort so far. Let's hope this gets the support it needs from Mayor Coleman and the City Council.

Respectfully,

Gary Fifield

## Collins, Reuben (CI-StPaul)

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**From:** Miah Saint-Georges  
**Sent:** Wednesday, February 12, 2014 4:15 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Re: West Side is forgotten (again) in bike master plan

Reuben,

Wow I'm sorry, that is really great to see and long, long overdue. I hope all of those amenities are put in asap! I scoured the City's website for hours and reviewed the plan but could find nothing related to the West Side. So many different forms, maps, drafts, plans etc to sift through. Thanks for sharing and I look forward to finally seeing some cycling improvements in Saint Paul! I hope for more bike lanes and sharrows, in my opinion the trail on Ohio Street is sketchy to navigate and I still just ride on the road as do most other cyclists. Thanks again!

Miah

On Wed, Feb 12, 2014 at 3:53 PM, Collins, Reuben (CI-StPaul) <[reuben.collins@ci.stpaul.mn.us](mailto:reuben.collins@ci.stpaul.mn.us)> wrote:

Miah, I am not sure I understand your concern. The draft Bikeways Plan includes many recommendations for new bikeways on the West Side, including bike lanes on Oakdale & Annapolis, sharrows on George St and Ohio St, and bike blvds on Congress St, Baker St, & Delaware St. In the west side flats, the plan recommends construction of the South Saint Paul to Harriet Island Regional Trail along Plato Blvd and bike lanes along Filmore, Water Street, and Lilydale Road. If you have not done so already, please download the bike plan documents at [stpaul.gov/bikeplan](http://stpaul.gov/bikeplan)

For your convenience, I have attached the proposed bikeway network map in pdf format to this email and screencaptured a .jpg below:

[image]

If you have additional concerns about these recommendations, please let me know.

**Reuben Collins, P.E.**

**From:** Miah Saint-Georges  
**Sent:** Wednesday, February 12, 2014 2 20 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** West Side is forgotten (again) in bike master plan

Hi Reuben,

As a daily cyclist in Saint Paul that lives and rides on the West Side it is really lame to see that the entire West Side seems to have been forgotten or neglected in the new bike master plan. What did we do to deserve such neglect? It would've been nice to see some bike lanes, sharrows and bike racks at least. Thanks for your time.

Miah



## Collins, Reuben (CI-StPaul)

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**From:** Eric Saathoff  
**Sent:** Wednesday, February 12, 2014 3:02 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** bike plan ideas

Reuben,

Ivy and Brainerd:

Last night we discussed Ivy Ave and Brainerd. I thought a bit more about Ivy Avenue as a bike boulevard. It is nice because it would connect Earl, Forest, and hopefully Brainerd (at Edgerton). It is the one street (besides Arcade) that both Johnson Highschool and Farnsworth Elementary schools share. I looked on Google Maps, and it seems plausible to me that a path could be built around the perimeter of the school's property. One nice thing about Ivy is that it has a stop light at Arcade, specifically to help people get to and from the Johnson HS parking lot and to get to Farnsworth. It would also be nice to see bicycle access from Ivy onto Wheelock Pkwy. Ivy curves as it goes east, and this connection could occur at any point along this curve, or maybe even better at the dead end of Orange.

As far as the connection to the Maryland Bridge, the easy way out is probably to continue the bike boulevard on Hawthorne to get over to Westminster. Another, more unlikely, option would be to remove the boulevards on the two blocks between the bridge and Arkwright and install a cycle track(s) along the sidewalk.

Forest St.:

I also wanted to make sure that the connection is definitely on the map between the north end of Forest and Wheelock Parkway. This wouldn't require much cement. Cars can access Wheelock Parkway from Wheelock Ave, and this would be fine, too, but it looks too complicate and dangerous. Easier would be to have the bikes cut over at Forest. There is already a cut in the median of Wheelock Pkwy there to allow cars to get to part of the golf course, and that could be maintained as the method for bikes to get in the west-bound direction from Forest.

I'll keep thinking about Maryland overall.

Thanks!

Eric Saathoff

## Collins, Reuben (CI-StPaul)

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**From:** Gary Fifield  
**Sent:** Tuesday, February 11, 2014 11:53 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward3  
**Subject:** Bike plan

Reuben,

I have reviewed the bike plan. I think it is very good. One suggestion I would make is the plan for Cleveland and Prior Aves. I think Cleveland from I-94 to Randolph is dangerous for cyclists. I note the plan says it would be a "in street separated lane" which would be good but unless parking is removed would require widening the street, as I see it. This is not likely to happen. My suggestion is to use Prior in that stretch and to continue the Prior Ave. bikeway to Randolph, then jog over to Cleveland at Randolph. Cleveland south of Randolph is quite wide enough to accommodate cyclists with its current configuration. Then the bikeway could continue all the way down Cleveland to the River Blvd as traffic is much less south of Ford Pkwy. I ride this route frequently and find it works well. I fear for the lives of cyclists on Cleveland north of Randolph.

I am very encouraged by the plan and the support I sense from our mayor. I hope he is sincere in his statements regarding upgrading the bicycling opportunities in St. Paul. It certainly is a needed improvement if we are sincere in our belief that we are the "Most livable city in America". I like the idea. Not sure it is really true, yet.

Keep up the great work. Hope to see you tonight at the presentation at the Wellstone Center.

Gary Fifield

## **Collins, Reuben (CI-StPaul)**

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**From:** Christopherson, Charles  
**Sent:** Tuesday, February 11, 2014 3:17 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** bike plan comment

that I would like to see and maybe you have addressed

Having a bike trail connect from where the Bruce Vento trail ends at the farmers market to Shepard Road bike trail. The route is a bit scary with students

And a route from where the Bruce Vento trail ends at the farmers market to the Wabasha bridge over the Mississippi.

Bike Paths \ routes that address middle schools and high schools particularly on the east side but throughout the city.

Thanks

Charlie Christopherson  
John Glenn Middle School

## Collins, Reuben (CI-StPaul)

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**From:** Carlos R Cruz  
**Sent:** Tuesday, February 11, 2014 1:47 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Excited, but confused...

Hello,

My name is Carlos R. Cruz and I currently live in St. Paul's Highland Park. I'm very excited to see the latest iteration of the DRAFT St. Paul Bikeways plan. Having all these streets connected for biking will be a huge boost the city and healthy living. I'm very excited about this ambitious effort and hope that the project is a success.

The only question I have, is why make Davern St + Saratoga St a bike boulevard / enhance shared lane, when you already have, as two blocks WEST, you already have Fairview Ave IN STREET separated bike path, and a few blocks EAST you have HAMLIN Ave (as shown on Figure 4, <http://stpaul.gov/DocumentCenter/View/70499>) ? Additionally, Davern St has a lot of STOP signs throughout its length (almost every block around SPA), and bicyclists are notorious for not stopping at these, which could lead to them running the stops signs and endangering themselves and motorists. Also, Davern St doesn't even go all the way to Marshal Ave or University Ave (stops at St. Clair). I'm all for having as many bikes lanes as possible, but ones that make sense to have (and not just for the sake of having some).

I understand that this is still in draft versions, which is why I wanted to provide my comments at this point.

Thanks and keep up the good work.

Carlos R. Cruz

## Collins, Reuben (CI-StPaul)

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**From:** Hunt, Anne (CI-StPaul)  
**Sent:** Friday, February 07, 2014 6:26 PM  
**To:** Drew Johnson  
**Cc:** Collins, Reuben (CI-StPaul)  
**Subject:** RE: Bike Plan

Drew,

Thanks so much for your email. I appreciate your support for the plan. I hope that you'll be able to stop by one of the open houses.

Thanks again.

Anne

Anne Hunt  
Environmental Policy Director  
Mayor Chris Coleman's Office  
390 City Hall  
15 West Kellogg Boulevard  
Saint Paul, MN 55102  
651.266.8520  
[anne.hunt@ci.stpaul.mn.us](mailto:anne.hunt@ci.stpaul.mn.us)

**From:** Drew Johnson  
**Sent:** Friday, January 31, 2014 10:49 AM  
**To:** Hunt, Anne (CI-StPaul)  
**Subject:** Bike Plan

Dear Anne,

Thank you so much for supporting this visionary plan to expand bikeways throughout St. Paul (<http://www.startribune.com/local/stpaul/241205031.html>). I have been commuting by bike (weather permitting) for two years and will definitely take advantage of the new routes. These changes will improve our health, our quality of life, and our climate, all in one fell swoop. Keep up the great work.

Sincerely,  
Drew Johnson

## Collins, Reuben (CI-StPaul)

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**From:** Jennifer Cannon  
**Sent:** Thursday, February 06, 2014 10:42 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward2  
**Subject:** Bikeways Plan comments

> Good morning. I have read the Bikeways Plan Draft and the community  
> comments on Open St. Paul. I live in Mendota Heights (technically) but  
> am on the Delaware border and consider my neighborhood to be West St.  
> Paul/West Side, and I work downtown St. Paul. I bike commute April -  
> October/until the snow flies. When I worked DT Mpls I bike commuted to  
> the Fort Snelling Light Rail station and then took the train in. I  
> also bike for recreation, exercise, and for general running of  
> errands, etc., so I would consider myself someone who fits into many  
> of the categories of 'biker' as outlined in your plan. I think the  
> vision of the plan is great overall. As an avid cyclist I believe the  
> priorities for the development of the Bikeway should be as follows:  
>  
> Further development of recreational, off-street paths and ensuring  
> connectivity of these paths to existing streets and bikeways. Off-street  
> paths are the ideal solution from a safety and usability perspective.  
> This will encourage more recreational biking which, I believe,  
> ultimately leads to a biking-for-transportation mind-set. That's how I  
> got hooked.  
> Development of downtown core bikeways and major arteries into, out of,  
> and around downtown for bike commuters. This will encourage more weekend  
> recreational biking into the core as well as respond to current DT bike  
> commuter needs.  
> Development and integration of more biking-and-transit combination  
> options, especially for neighborhoods that already depend on public  
> transit.  
> Addition of bike racks at major points of interest (DT, Grand/Victoria,  
> Highland Village, Phalen, Como, etc.). If you can't lock up your bike  
> once you get somewhere, it sucks.  
> Development of on-street "sharrows" and bike lanes. I think these are  
> important but don't feel drivers pay much attention to them.  
> Winter route maintenance. Frankly, with our climate, we are never going  
> to be a Portland, Seattle, or Beijing. We will never have a critical  
> mass of winter cyclists and I think that should be last on the list of  
> priorities.  
>  
> The Plan states it promotes, "...the development and maintenance of a  
> complete and connected bikeway system, encouraging and supporting  
> bicycling as transportation." [emphasis mine] For the masses to start  
> using bicycles as transportation is going to require a cultural shift,  
> not just more bike paths and sharrows. The Engineering is important,  
> of course, but I am interested in seeing what is being planned for

> Education and Encouragement as well. Thank you.

>

>

> Jennifer M. Cannon

## **Collins, Reuben (CI-StPaul)**

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**From:** austin dufault  
**Sent:** Monday, February 03, 2014 12:28 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** RE: Saint Paul Bikeways Plan

Good Afternoon Reuben,

I have just come across the impressive initiative for Saint Paul bikeways. I have read over the proposal materials and the data regarding the average city cycling data. The culled data was interesting and though provoking. I was especially intrigued with the Portland studies, as they are perhaps the most noteworthy biking burg. I understand that there are some community forums coming up. I am looking forward to going to one of these. As an avid bicycle commuter, I feel I would be remiss if I didn't contact and ask if there were any other way I could possibly be more involved.

Thanks you for your time and for generating some real excitement for my cities cycling safety and future,

Austin Dufault



## Collins, Reuben (CI-StPaul)

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**From:** Eric Newman  
**Sent:** Wednesday, January 22, 2014 12:39 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St Paul bike plan

Hi Reuben,

I congratulate you on the proposed additions to bike trails and lanes in St. Paul.

As a recreational cyclist who frequently bikes from Minneapolis to St. Paul along the river, I am particularly excited about the addition of off street bike trails along Eagle Parkway/Street and Kellogg Blvd, which will allow cyclists to bike from Shepard Road to the Wabasha bridge. I hope you make these trails a priority!

Eric Newman

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Eric Newman  
<http://www2.neuroscience.umn.edu/eanwebsite/index.htm>

## **Collins, Reuben (CI-StPaul)**

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**From:** Spreeman, Kari (CI-StPaul)  
**Sent:** Tuesday, January 21, 2014 11:43 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** FW: bike lane

FYI

**Kari Spreeman, ABC**  
Marketing and Public Relations Manager  
City of Saint Paul – Public Works

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**From:** Jenny Tisch  
**Sent:** Tuesday, January 21, 2014 11:25 AM  
**To:** Spreeman, Kari (CI-StPaul)  
**Subject:** bike lane

I love the idea of having an in street separated bike lane on Como between Snelling Ave and 280!!! Would there be any barrier between the bike lane and car lane or would it be divided by a painted line?

My son goes to St. Anthony Park (we live in Como) and he really wants to ride his bike to school. This might make that feasible!

Thank you!

Jenny Martineau

## Collins, Reuben (CI-StPaul)

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**From:** Gary Marx  
**Sent:** Tuesday, May 06, 2014 3:00 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** StPaul); Spano, Jake (CI-StPaul); Dady, Erin (CI-StPaul); 'Kathy Carruth'  
**Subject:** Proposed ST Paul Bike Plan  
**Attachments:** MRB Bike Lane Resolution 97-1001.pdf

RE: Mississippi River Blvd (MRB) Options for Bikeway Plan

Dear Reuben,

No doubt you have seen the attached St Paul City resolution that sets forth the compromise reached by various constituencies concerning any structural changes on the east side of MRB to accommodate cyclists or addition of any north bound bike lane or any restriction of parking on the east side of the MRB Blvd. In essence, the compromise was reached after prolonged discussion and we expect that you, as an employee and representative of the City of St Paul, will honor the compromise and City resolution and omit any references to options that would violate the resolution, included but not limited to a north bound bike plane, bumps out on the east side of MRB or any restriction on parking on the east side of MRB.

Therefore, as an affected MRB Neighbor, it is expected that any proposed final draft of the St Paul bike plan will omit references to the prohibited options mentioned above unless a new City Resolution is passed that differs from what currently exists. I believe you are obligated as a City employee to honor the current resolution.

Respectfully,

Gary Marx  
MRB Resident

Amended - 8/13/97

Council File # 97-1001

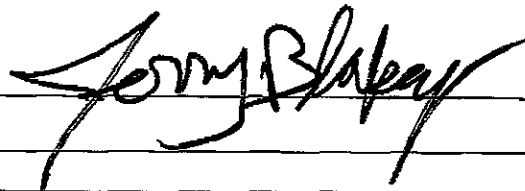
Green Sheet # 37139

RESOLUTION  
CITY OF SAINT PAUL, MINNESOTA

35

ORIGINAL

Presented By \_\_\_\_\_



Referred to \_\_\_\_\_

Committee: Date \_\_\_\_\_

1 WHEREAS, Mississippi River Boulevard is part of the City's 37 mile city-wide system of  
2 parkways and trails, and

3 WHEREAS, Mississippi River Boulevard and its adjacent trails are utilized for a variety  
4 of transportation and recreational purposes, including; vehicular traffic, walking, bicycling,  
5 jogging/running, in-line skating, and exercising animals, and

6 WHEREAS, the current configuration of Mississippi River Boulevard allows for  
7 on-street vehicular traffic in both directions and an off-street combined trail for non-vehicular  
8 uses, and

9 WHEREAS, the concentration of non-vehicular uses on a single combined trail has  
10 resulted in situations that some trail users have characterized as congested and hazardous, many  
11 of which are related to conflicts between bicycle use and other trail uses, and

12 WHEREAS, over the past six months, neighborhood residents, abutting District Councils,  
13 City staff, the Friends of the Parks and Trails of Saint Paul and Ramsey County, the  
14 Neighborhood Energy Consortium, and the Saint Paul Bicycle Advisory Board have participated  
15 in discussions related to these issues and formulated ideas for addressing said issues, and

16 WHEREAS, as a result of this process and after local community discussions, District  
17 Councils 13, 14 and 15 have recommended that the City eliminate parking along the bluff side of  
18 Mississippi River Boulevard and a stripe a four-five foot one-way south bound lane for bicycle  
19 use.

20 WHEREAS, this recommendation is consistent with Policy 13 of the Parks and  
21 Recreation chapter of the City's comprehensive plan which reads "*Continue to enhance the City's*  
22 *parkway system through ... d. Provision of separate paths for pedestrians and bicyclists; e.*  
23 *Provision of on-street bike lanes*", and ;

24 WHEREAS, if a bicycle lane is striped along Mississippi River Boulevard and it is  
25 designated as a bicycle route, the City Council may subsequently lower the speed limit to 25  
26 m.p.h., per section 160.263 of the MNDOT manual;

27 NOW, THEREFORE, BE IT RESOLVED, that the City Council requests the department  
28 of Public Works to designate and sign no parking along the bluff side of Mississippi River  
29 Boulevard and to sign and stripe a one-way south bound on-street bicycle lane, and

30 BE IT FURTHER RESOLVED, that upon the said striping and signing of Mississippi  
31 River Boulevard it will be then designated as a "bicycle route", and

See Insert of Amendments

32 BE IT FINALLY RESOLVED, that upon the classification and striping of Mississippi  
33 River Boulevard as a bicycle route, the City Council hereby designates a safe speed of 25 m.p.h.  
34 along said boulevard and requests the Department of Public Works to erect appropriate signs  
35 designating the 25 m.p.h. safe speed.

	Yeas	Nays	Absent
Blakey	✓		
Bostrom	✓		
Collins	✓		
Harris	✓		
Megard	✓		
Morton	✓		
Thune	✓		
	7	0	0

Requested by:

Division of Parks and Recreation

By: [Signature]

Form Approved by City Attorney

By: Virginia D Palmer

Approved by Mayor for Submission to Council

By: [Signature]

Adopted by Council: Date Aug. 13, 1997

Adoption Certified by Council Secretary

By: [Signature]

Approved by Mayor: Date: 8/20/97

By: [Signature]

INSERT THE FOLLOWING AMENDMENTS BETWEEN LINES 31 AND 32:

BE IT FURTHER RESOLVED, that the Departments of Public Works and Parks and Recreation place appropriate signage on the current combined path that details the following rules with respect to the combined pedestrian/bicycle path:

That experienced bicyclists are encouraged to use the roadway and the striped, on-street path;

That the Departments of Public Works and Parks impose an eight (8) mile-per-hour speed limit on the combined pedestrian/bicycle path;

RESOLVED, that the Saint Paul Police Department will enforce rules of safe conduct on both the combined pedestrian/bicycle path and the on-street bicycle path and that such enforcement will be targeted at times when utilization is highest; and be it further

RESOLVED, that the Departments of Public Works and Parks place appropriate signage on Mississippi River Boulevard that designates both sides of the Boulevard as a bike route, warning cars of the bicycle traffic; and be it further

RESOLVED, that the Departments of Public Works and Parks place appropriate signage on Ford Parkway and Mississippi River Boulevard that directs trucks to the Ford Plant and not into the neighborhoods; and be it finally


RESOLVED, that the Saint Paul City Council is on record that there is neither the intent nor any short or long-term plans to changes in the Mississippi River Boulevard that would: 1) ban parking on the residential side of the river; or 2) expand the roadway; and be it finally

RESOLVED, that the City Council requests the Saint Paul Parks Commission report to the City Council one year after implementation and monitoring of the bike path. The Council further recommends that a task force representative of those interested in the bike path and Mississippi River Boulevard, including residents of the Boulevard, provide recommendations to the Parks Commission for the preparation of the report..

97-1061

# GREEN SHEET

NO. 37139

DEPARTMENT/OFFICE/COUNCIL <b>Parks and Recreation</b>	DATE INITIATED <b>7-28-97</b>
CONTACT PERSON AND PHONE <b>Robert P. Piram 66404</b>	
MUST BE ON COUNCIL AGENDA BY (DATE)	

INITIAL/DATE	INITIAL/DATE
<u>1</u> DEPARTMENT DIRECTOR _____	<u>4</u> CITY COUNCIL _____
<u>2</u> CITY ATTORNEY _____	CITY CLERK _____
BUDGET DIRECTOR _____	FIN. & MGT. SERVICES DIR. _____
<u>3</u> MAYOR (OR ASSISTANT) <b>SH 8/1</b>	

TOTAL # OF SIGNATURE PAGES \_\_\_\_\_ (CLIP ALL LOCATIONS FOR SIGNATURE)

**ACTION REQUESTED:**

Approve Council Resolution designating Mississippi River Boulevard as a "bicycle route", designating a safe speed of 25 m.p.h. along the boulevard and requesting the Department of Public Works to sign and stripe a one-way south bound bicycle lane along the bluff side of Mississippi River Boulevard and erect signs designating the 25 m.p.h. safe speed.

RECOMMENDATIONS: Approve (A) or Reject (R)

_____ PLANNING COMMISSION	_____ CIVIL SERVICE COMMISSION
_____ CIB COMMITTEE	_____
<u>A</u> STAFF	_____
_____ DISTRICT COUNCIL	_____

SUPPORTS WHICH COUNCIL OBJECTIVE?

PERSONAL SERVICE CONTRACTS MUST ANSWER THE FOLLOWING QUESTIONS:

- Has this person/firm ever worked under a contract for this department?  
YES NO
- Has this person/firm ever been a city employee?  
YES NO
- Does this person/firm possess a skill not normally possessed by any current city employee?  
YES NO

Explain all yes answers on separate sheet and attach to green sheet.

INITIATING PROBLEM, ISSUE, OPPORTUNITY (Who, What, When, Where, Why):

The current configuration of Mississippi River Boulevard and it adjacent trails, which are utilized for a variety of recreational and transportation uses, results in situations characterized by users as congested and hazardous. Many of these situations are related to conflicts between bicycles and other users of the off-road combined trail. Complaints related to this situation have been raised by trail users.

ADVANTAGES IF APPROVED:

A signed and striped bicycle lane will be provided along the south side of Mississippi River Boulevard, encouraging bicyclists to use the street. The will ease congestion on the paths.

RECEIVED

DISADVANTAGES IF APPROVED:

Parking will be eliminated on the bluff side of Mississippi River Boulevard.  
(Note: Parking will remain on the residential side)

JUL 29 1997

CITY ATTORNEY

DISADVANTAGES IF NOT APPROVED:

The potential for accidents along the paths will continue. Related complaints from trail users will continue.

Council Research Center

AUG 1 1997

TOTAL AMOUNT OF TRANSACTION \$ 12,000 COST/REVENUE BUDGETED (CIRCLE ONE) YES NO

FUNDING SOURCE \_\_\_\_\_ ACTIVITY NUMBER \_\_\_\_\_

FINANCIAL INFORMATION: (EXPLAIN)

## **Collins, Reuben (CI-StPaul)**

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**From:** Elizabeth Ellis  
**Sent:** Wednesday, May 14, 2014 1:54 PM  
**To:** Varney, Don (CI-StPaul); Collins, Reuben (CI-StPaul)  
**Subject:** Proposed Bikeway Plan, St. Paul

Please, I hope you have revised bikeway plans off Marshall Avenue in St. Paul. I've walked it and i believe it will not work. Condordia Avenue, on the other hand--from Dale to Downtown--would: I use it all the time.

Respectfully,  
Elizabeth Ellis,  
St. Paul MN

“Most things get better by themselves.” Dr. Lewis Thomas speaking of contemporary health fears and the ‘health’ industry of U.S.A.



INDIVIDUAL STATEMENTS:  
OPEN SAINT PAUL

# Citywide Bikeways Plan Recommendations

*The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.*

All Statements sorted chronologically

As of May 14, 2014, 6:52 PM



*As with any public comment process, participation in Open Saint Paul is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*

# Citywide Bikeways Plan Recommendations

*The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.*

## Introduction

The City of Saint Paul Comprehensive Plan establishes a goal to increase the number of people using bicycles to travel around the city. To help accomplish this goal, the City has developed a draft of a Bikeways Plan, a document which is intended to guide the development of Saint Paul bicycling infrastructure into the future.

The bikeway plan identifies corridors and assigns specific bicycle facilities (i.e. off-street paths, bike boulevards, enhanced shared lanes and in-street seperated lanes) to them.

Please review the draft of the plan at [stpaul.gov/bikeplan](http://stpaul.gov/bikeplan) and let us know what you think of the plan recommendations.

# Citywide Bikeways Plan Recommendations

*The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.*

As of May 14, 2014, 6:52 PM, this forum had:

Attendees:	430
All Statements:	131
Hours of Public Comment:	6.6

## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

Name not available (unclaimed)

April 30, 2014, 4:57 PM

I approve of the additional bikeways as proposed by the plan and the placement.

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Tony Tian inside Ward 5 (on forum)

April 30, 2014, 4:52 PM

I believe that there should be a convenient bike path from Rice St. to Downtown St. Paul. Rice St. is a key artery from downtown to the north areas of St. Paul and into Maplewood. There is currently no convenient biking pathway from Rice St. into downtown. The planned routes seem only to circumvent Rice St., as there is not planned direct bike route down Rice St. Please take that into consideration. Thank you.

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Tyler Teggatz inside Ward 3 (on forum)

April 30, 2014, 4:37 PM

I support the plan and would like to see it move forward so we can continue the discussion on how to better integrate bicycling into our transportation system.

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Andrew Singer inside Ward 3 (on forum)

April 30, 2014, 4:28 PM

I'd like to summarize and supplement my more extensive comments at [http://www.saintpaulbicyclecoalition.org/bike\\_plan\\_comments\\_singer.pdf](http://www.saintpaulbicyclecoalition.org/bike_plan_comments_singer.pdf) . I support the plan as is but I think it could be greatly improved. A new category of street treatment should be created called "Super Sharrows" (used in Boston and other cities) which have more frequent sharrows with dotted lines around them to show lane positioning and more frequent/robust signage. This new category treatment should be used on streets with AADT counts of over 5000, such as University between Aldine and Raymond, Marshall between Cretin and the Lake Street Bridge and Ford Parkway from Howell to the River.

Next, bike facilities need to be extended beyond the ends of bridges. So bike lanes on the Smith Ave bridge should be extended one block south to George (where there's a traffic light and an existing bike facility) ...and north of the bridge at least as far as Kellogg. The multi-use path on the 3rd Street/Kellogg bridge should be extended one block northeast to Maria avenue to allow cyclists to get to Metro State University and the surrounding neighborhoods and the southwest end of the bridge should be connected by a spur, on-street, to the downtown Loop. A traffic light or crossing needs to be added at the southwest end of the bridge so pedestrians and cyclists can get from this path across the street into lowertown without being hit by cars. Ford Parkway should have an up-hill climbing bike lane from the bridge at least as far as Cretin in what is currently underutilized parking spaces in front of the now-demolished Ford Plant.

There should be a bike-ped bridge or at-grade crossing of the BNSF Railroad at Chatsworth to make that a continuous north-south route because a Lexington avenue off-street trail will probably never be completed beyond Grand Avenue, due to street narrowness and Griggs only goes as far as Summit. Along these same lines, Finn Street and Prior between Summit and Randolph should be designated "enhanced

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

shared lanes" and a short stretch of on-street bike lanes added to Randolph between Finn and Prior to connect these back to Cleveland. There is width to do this and it would mean that, if taking 2 miles of on-street parking off of Cleveland north of Randolph fails to happen politically, there's still a way to get to Cleveland south of Randolph (which is wide enough for bike lanes as is). In general, you need to look at your map of routes and think about which lines are real political or financial possibilities and which ones are fantasies. Where something is a fantasy (like a bridge over the rail yards at the north end of Prior or my Cleveland Avenue example) you need to build some redundancy into the plan and have bikeways at more frequent intervals than every half-mile.

Along these same lines, you need to include the on-street bike lanes called for in the Snelling Avenue Multi-modal plan from Marshall (or even Selby) to St. Anthony Main and the Bus-barn real estate site. They are needed to reach express bus stops (that have bike parking) and as an extra way to get to the malls and the Central Corridor LRT line. Best of all MnDOT and Metro Transit signed off on them, so you don't need to get approval. Relying just on Pascal and Aldine is inadequate because many streets are one-way in this area or there are hills and other issues. One of these is that the east-west continuous street on your map, labeled "Shields/Fuller/Aurora" does't exist but is interrupted by malls, hospitals and other obstacles unlikely to be torn up in the next 30 years.

There should be bike facilities on East 7th street ...and I'd say west 7th as well but the latter is easier to work around. I also support the idea of citing the southwest side of the downtown loop on Wabasha because it would allow the 12th Street spur (to John Ireland) to be on the capitol side of 12th and thus give more access to downtown for capitol employees.

The Gateway trail extension switches sides of L'orient for the last two blocks. This should be changed so it is on the west side to meet up with the proposed downtown loop spur from Jackson/University. In general, a text line should be inserted in the plan that states "We should endeavor to keep off-street facilities on the same, continuous side of streets to minimize the need for street crossings, which put cyclists at risk of being hit by cars."

Other than that (and comments on the link I cite above), good job! I hope the plan gets adopted.

1 Supporter

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Sara Dovre Wudali inside Ward 1 (on forum)

April 30, 2014, 3:50 PM

I am a biker who lives near the Griggs and Laurel Avenue intersection. I find the left turn from Summit onto Griggs quite dangerous. The little hill off the bridge over Ayd Mill reduces visibility for cars behind me going faster than me. I always worry that they may not see me pulling out into their lane. How will you be striping this to make sure bikers are safe? This is a route my children often take on their bikes, so I'd like to be sure they are safe when they make that turn. Currently, I ask them to ride one more block east to Dunlap and take the left turn there as it seems a little safer to me.

I realize that you're trying to make a straight shot for bikers on Griggs and connect with the walking bridge over 94. I think this is a fine idea--I just want to make sure safety at that intersection is considered.

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

For what it's worth, I support the idea of traffic circles--I love them--as long as the city will commit to maintaining them in all seasons.

Sam Wils inside Ward 3 (on forum)

April 30, 2014, 3:29 PM

The plan does an excellent job of ensuring all neighborhoods have equitable access to bike routes and safe connections, especially improving access in less affluent neighborhoods without direct parkway or river access. The current bikeway infrastructure is primarily located along these amenities: the new plan will move bikeways into a wider variety of neighborhoods.

The Bikeways Plan will improve bicycling infrastructure to ensure bicycling is safe and easy for a wide range of people. For children going to school, this will allow them safe options to commute. This not only can reduce busing or traffic created by parents dropping children off; it also promotes healthy lifestyles important for reducing childhood and adult obesity.

As our the baby boomer demographic ages, creating infrastructure to create options for the mobility impaired will reduce the costs associated with Metro Mobility and other social programs. This can even help seniors stay in their homes, as they can still safely take care of errands even unable to operate a car. Accordingly, off street paths are especially desirable as these are not only safer for children but they are also safer for the handicapped. In Street Separated lanes, shared lane, and bicycle boulevards are less desirable since they are not useable by those in wheelchairs.

Overall, placement of these facilities is excellent. Some suggested changes to the plan would be adding small segments to improving connectivity and upgrading the type of facility:

Magoffin Ave between Cleveland Ave S and S Mississippi River Blvd

Cretin Ave S between Summit Ave and N Mississippi River Blvd for commuters coming from SE of this corner.

This segment is especially dangerous given the traffic volume on Cretin Ave.

Randolph Ave between S Mississippi River Blvd and Cleveland Ave S for St Catherine students

Edgecumbe south of Hamline should continue the Hamline In-Street Separated Lane at least until the median as present rather than switching to Enhanced Shared Lanes.

In general, In Street Separated Lanes are preferable to Shared Lanes and Bicycle Boulevards, as these are more reassuring to both people on bicycles and those operating motor vehicles. Separated Lanes increase predictability and are shown to reduce accidents, while the benefit of shared lanes is less certain. As an alternative, Cycle Tracks should be explored on busy roads, as these might better protect those operating bicycles from motor vehicles than do In Street Separated Lanes.

Finally, as motor vehicle traffic volumes grow, the level of protection required by people on bicycles increases. I would encourage some guidelines to move the bicycle infrastructure to the next level, at specific traffic volume levels. For example, for streets at a moderate traffic volume, In-Street Separated Lanes would be acceptable, but as traffic volume becomes higher, the street should be modified to have Off-Street Paths to protect people on bicycles from the higher volume of motor vehicle traffic while allowing this traffic to move smoothly.

April Becker outside Saint Paul (on forum)

April 30, 2014, 3:28 PM

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

Even though I'm not a resident of St. Paul, I fully support the implementation of this plan. It sounds really great and would be a wonderful improvement for residents, businesses, the environment, and more! I agree with others in the fact that St. Paul deserves to have just as safe of bike route options as its sister city across the river. You've got my backing and I truly hope at least part of this plan comes true!

1 Supporter

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Vanessa Vogl inside Ward 4 (on forum)

April 30, 2014, 3:17 PM

Having a comprehensive bike infrastructure is crucial for St. Paul if it wants to keep up with the changing economy and environment. I live in St. Paul and work in Minneapolis and I biked a lot to work last summer. It was alarming to me the difference I felt in safety and ease from one city to the other, and so I strongly support this long overdue proposed bike plan for St. Paul. In order for the bike plan to be worthwhile and effective, safe north-south routes are needed, and converting the Ford Plant Rail Line into a bike-only corridor strikes me as an excellent move from an economic, environmental, and user-friendly perspective. I am looking forward to see this bike plan become a reality.

2 Supporters

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Name not available (unclaimed)

April 30, 2014, 2:42 PM

I work in downtown St. Paul and I typically use Metro Transit to be more environmentally friendly, but given the option I'd take the opportunity to bike to work. I support the plan, but I'd much prefer shared dedicated bike lanes over shared lanes. I've had first hand experiences of the dangerous situations other bikers have been in (one where my bus almost turned into a biker), and I just don't want to risk it myself. I'm also a civil engineer with minor transportation experience, and some roads are just badly designed for them to be shared with bikers.

Ed Lehr inside Ward 7 (on forum)

April 30, 2014, 2:34 PM

This bikeways plan is a great move forward for Saint Paul. Thanks for all the effort in thoughtfully organizing an incredible amount of information. This is greatly appreciated, and needed. Thank you.

I am limiting these comments mostly to the completion of bikeways in the area east of I-35E and north of the Mississippi River (Wards 6 and 7).

My comments are organized around the following:

1. Provide a highly bikeable east-west, all-season commuting and recreational route cross-city
2. Connect bikeways to safe routes for schools
3. A needed east-west route
4. Affirming placement of bikeways network
5. Need for comprehensive bike plan

1. Provide a highly bikeable east-west, all-season commuting - recreational route across the city:

To connect the East Side to downtown (and to extend downtown into the East Side), because of the terrain



# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

there are only two obvious bikeable worthy bikeway connection. Neither is included in the draft map. Both should be included.

A. The first is to extend the bike route east from the Kellogg bridge over I-94 east end one block to connect with Maria Street. Also it would be reasonable to improve a bike lane on Mounds Boulevard going south from Kellogg over I-94 to Pacific Street. Even so, the Kellogg Boulevard bridge is not regarded as a bike-friendly route for all bicyclists because of speeding traffic which discourages many cyclists from climbing a significant elevation to reach Dayton's Bluff. Maria does not connect to anything on the north end. However, this will connect with other improvements recommended in the Bikeways Plan.

B. The second is to make East 7th Street bikeable and walkable, as a truly complete street. This complements the goal of the Dayton's Bluff area becoming a vibrant, welcoming pedestrian accessible business community.

A preferred treatment is to connect from the proposed Downtown Off-Street Trail loop. This extension would be built as a spoke of the Downtown Off-Street Trail from the loop northeast to Earl Street. This route connects to the Margaret Street Bicycle Boulevard, and thus provides a nearly straight-line route from downtown to the eastern border of Saint Paul and beyond.

This would be a preferred route to traverse from the East Side through downtown and connect to a route such as Marshall for an all weather route to Minneapolis via the Marshall Bridge across the Mississippi, and closely tie to the Minneapolis Greenway...

Properly constructed, the East 7th spoke would allow for a gradual climb, and should be a featured part of the bike trail system. This route complements a similar existing diagonal Como Park route extending northwest from the downtown area.

While it is a more complicated connection, it is doable and supported by Dayton's Bluff Community Council. Inspired East Side residents can help make this happen.

This route deserves to be in the plan.

This bikeways plan is proposed as a 20-year plan. Many transportation changes will occur during implementation. The East Side should not be shut out of having a great connection to downtown, and Saint Paul should not be shut out of having a great east-west bikeway that will be bikeable by all.

## 2. Safe Routes to Schools are crucial for safe bicycling in Saint Paul. Where are they?

In 2011, Saint Paul was awarded a bronze medal designation for Bicycle Friendly City. With the award was a critique of bicycle friendly facilities and policies, and suggestions for improvement. The top "key measure" recommendation in the nine-page critique is to "ensure that bicycle-safety education is a routine part of public education and that schools and the surrounding neighborhoods are particularly safe and convenient for biking." Please see the recommendations at

[http://www.saintpaulbicyclecoalition.org/bike\\_friendly\\_cities.pdf](http://www.saintpaulbicyclecoalition.org/bike_friendly_cities.pdf)

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

The Citywide Bikeways Plan map does not locate Saint Paul schools and colleges and their relationship to proposed bikeways.

It is fair to say that many of the proposed bikeways as included in this plan can be considered satisfactory, even exemplary, for safe routes to schools. But some significant route recommendations are still needed. Because this is a 20-year plan, the safe routes should be recommended for all active schools and colleges. They should not be excluded by voting to approve this bikeways plan.

Part of the approval process should include a complete “safe routes to schools plan” addendum as a major goal. The safe routes are necessary for biking, walking and motor vehicle education.

Building routes to schools will not educate. But the routes must be reasonably possible in order to push forward making bike riding and education possible. There will also be needed the other of the five “E’s,” in addition to Engineering and Education: Encouragement, Enforcement and Evaluation.

3. A needed east-west route: Proposed is an exciting route just north of I-94. It follows Wilson west from McKnight to Hazel, drops south a block to Old Hudson and crosses White Bear, and continues to a dead end above Etna, which is a highly trafficked, unwalkable, unbikeable road extension from Highway 61. The Bikeways Figure 4 plan shows a bike trail down the slope, with the route crossing Etna to Wilson, continuing east up Wilson past Wilson High Rise, and crossing Johnson Parkway. It connects to eastbound Euclid Street, and continues toward downtown, intersecting new north-south bike routes of Earl Street and Forest Street. It passes Dayton’s Bluff Elementary School, and continues to Maria Street, which hopefully will become connected to downtown at 3rd Street.

It is superb in what it will do.

I would propose two major capital improvement projects to this great East Side connecting proposal that could extend connectivity and safety:

The Etna crossing needs bigtime help. I would propose construction of a bike-ped bridge over Etna, with trail connections to Etna sidewalks, which now halt south of 3rd Street.

And where Flandreau intersects from the north with Old Hudson Road near Grace Lutheran Church, extend the Flandreau bikeway south to Hudson Road which is along I-94. Hudson Road would then be the route until it connects with Old Hudson Road. This would also connect to a repositioned bike-ped bridge crossing of I-94. This is described just below in remarks about Flandreau.

4. Comments on selected jewels included in the bikeways plan:

A. The north-south Flandreau Street route is a fantastic recommendation. The route could also benefit with a replacement of the hidden I-94 bike-ped overpass being relocated near the south end of the bikeway, extending the effective connection. This Flandreau route is a great, mostly flat, quiet route that connects schools, parks and the Iowa high-rise to businesses, and is located only a block off White Bear Avenue. It is also providing a bicycle-only cut-through between Old Hudson Road and Wilson Avenue. Well done!

B. Acknowledging and signing Upper Afton Road and creating bike lanes where it is wide is an excellent move. This creates a continuous east-west route that crosses South Maplewood and Woodbury. Rather than

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

reconstruct the narrow portion of the road between Highway 61 (Burns) and White Bear Avenue, I'd recommend the addition of only climbing lanes east from Burns Avenue to Miller Crest Lane, and west from White Bear to Miller Crest. "Bicycles can take the lane" signs will work for the downhill portions. Burns Avenue intersection crossing with Highway 61 is not so fantastic. Needed is some serious reconstruction to make this crossing bike-ped friendly.

C. Lanes on White Bear Avenue going north from Upper Afton Road across I-94 are a great addition. If the hidden Hazelwood site is relocated to near Flandreau Street, the bicycle lane expansion across I-94 would be less an issue. The White Bear crossing of I-94 is one awful, unfriendly bike-ped crossing.

D. Hazel Street from Margaret Street north to the bike-ped bridge over the railroad tracks near Maryland makes for a nice continuous route north. (I would not choose biking north uphill on Hazel from 3rd Street as a preferred biking route, and would probably go to Ruth Street.) Some Furness Parkway crossings are awkward to bike and deserve better curb cuts.

E. Extending lanes on Burns Avenue from White Bear to Highway 61 is helpful in making another good east-west connection.

F. The extension of the Highway 61 Trail between the Warner Road overpass (which is a part of the Grand Round) staying along Highway 61 is an excellent trail improvement. Bicyclists which use the trail to commute northward (a surprising number, from bike counts at Fish Hatchery Road), and which now must bike through the park (even though it is a pleasant ride), will find this a much better route, since it will eliminate a long climb up along Warner Road.

G. The Grand Round idea was conceived before much of the East Side was developed. The completion of the existing Grand Round is a great idea to improve recreational biking, and which I support. I would also hope that improvements from the Great River Passage plan (Page 20 of the Draft Plan) will be included in the bikeways plan. I believe the entire leg of the Mississippi River Trail should be included as a featured riding route, as well as the eastern boundary of Saint Paul. Many believe Saint Paul's eastern boundary is at Johnson Parkway. Included features should include Battle Creek Regional Park and Beaver Lake, included on the Great River map.

H. An overpass for Highway 61 should be constructed at Lower Afton Road to allow bike and ped access to Pigs Eye Regional Park.

5. Still needed: The bikeways plan is a great start. Thank you, Public Works, for putting this plan together. But that is only engineering of transportation real estate. Saint Paul still needs a comprehensive bike plan for the most transformative biking components:

Education, encouragement, enforcement and evaluation.

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Elizabeth Wefel inside Ward 2 (on forum)

April 30, 2014, 2:31 PM

The St. Paul Draft Bikeways is an excellent start. I want to voice my support for the comments already submitted by the St. Paul Women on Bikes group but also provide my perspective on the need for the plan and priorities that the city should consider. My comments in the attached letter reflect my thoughts on both questions

## 1 Attachment

[https://pd-oth.s3.amazonaws.com/production/uploads/attachments/129ednmwkv7k.4ph/Wefel\\_COMments\\_Bike\\_Plan\\_.pdf](https://pd-oth.s3.amazonaws.com/production/uploads/attachments/129ednmwkv7k.4ph/Wefel_COMments_Bike_Plan_.pdf) (154 KB)

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Dave Carlson outside Saint Paul (on forum)

April 30, 2014, 2:31 PM

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

I commend the city for proposing an ambitious, although much overdue, citywide bicycling plan. The main emphasis should be:

- Good bike routes into and out of the downtown area (with the connections indicated to the various regional trails and neighborhoods); the downtown loop (protected bikeway) would be an excellent addition.
- Better north/south routes as mentioned in many previous comments, and better connections over the I-94 and RR barriers
- Complete Streets/Full accommodation policies... on street bike lanes as well as off-street trails to best allow for all cyclists' abilities (i.e., as proposed for much of the Grand Round route)
- Work with MnDOT and Ramsey County to ensure all new bridges over interstates have bike lanes/shoulders as well as adequate sidewalks/trails
- Work immediately to close critical gaps in the bikeways system
- Priority maintenance and cleaning/sweeping and snowplowing on all on-street bike lanes and off-street trails
- Bike parking (covered and convenient racks and bike lockers) at all LRT stations, popular bus stops, and park & rides... plus at all public facilities
- Encouragement to employers/companies to adopt bike friendly practices like providing showers and lockers and secure bike parking and other incentives for bike commuting

I strongly urge the City Council to adapt the Bicycle Plan and speed up implementation efforts. A more bicycle-friendly St. Paul will nicely complement the already fine bicycle transportation infrastructure found throughout the region. Thank you!

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Name not available (unclaimed)

April 30, 2014, 2:25 PM

This bikeways plan is a great move forward for Saint Paul. Thanks for all the effort in thoughtfully organizing an incredible amount of information. This is greatly appreciated, and needed. Thank you.

I am limiting these comments mostly to the completion of bikeways in the area east of I-35E and north of the Mississippi River (Wards 6 and 7).

My comments are organized around the following:

1. Provide a highly bikeable east-west, all-season commuting and recreational route cross-city
2. Connect bikeways to safe routes for schools
3. A needed east-west route
4. Affirming placement of bikeways network
5. Need for comprehensive bike plan

1. Provide a highly bikeable east-west, all-season commuting - recreational route across the city:

To connect the East Side to downtown (and to extend downtown into the East Side), because of the terrain there are only two obvious bikeable worthy bikeway connection. Neither is included in the draft map. Both should be included.

A. The first is to extend the bike route east from the Kellogg bridge over I-94 east end one block to connect with Maria Street. Also it would be reasonable to improve a bike lane on Mounds Boulevard going south from Kellogg over I-94 to Pacific Street. Even so, the Kellogg Boulevard bridge is not regarded as a bike-friendly route for all bicyclists because of speeding traffic which discourages many cyclists from climbing a significant elevation to reach Dayton's Bluff. Maria does not connect to anything on the north end. However, this will

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

connect with other improvements recommended in the Bikeways Plan.

B. The second is to make East 7th Street bikeable and walkable, as a truly complete street. This complements the goal of the Dayton's Bluff area becoming a vibrant, welcoming pedestrian accessible business community.

A preferred treatment is to connect from the proposed Downtown Off-Street Trail loop. This extension would be built as a spoke of the Downtown Off-Street Trail from the loop northeast to Earl Street. This route connects to the Margaret Street Bicycle Boulevard, and thus provides a nearly straight-line route from downtown to the eastern border of Saint Paul and beyond.

This would be a preferred route to traverse from the East Side through downtown and connect to a route such as Marshall for an all weather route to Minneapolis via the Marshall Bridge across the Mississippi, and closely tie to the Minneapolis Greenway...

Properly constructed, the East 7th spoke would allow for a gradual climb, and should be a featured part of the bike trail system. This route complements a similar existing diagonal Como Park route extending northwest from the downtown area.

While it is a more complicated connection, it is doable and supported by Dayton's Bluff Community Council. Inspired East Side residents can help make this happen.

This route deserves to be in the plan.

This bikeways plan is proposed as a 20-year plan. Many transportation changes will occur during implementation. The East Side should not be shut out of having a great connection to downtown, and Saint Paul should not be shut out of having a great east-west bikeway that will be bikeable by all.

2. Safe Routes to Schools are crucial for safe bicycling in Saint Paul. Where are they?

In 2011, Saint Paul was awarded a bronze medal designation for Bicycle Friendly City. With the award was a critique of bicycle friendly facilities and policies, and suggestions for improvement. The top "key measure" recommendation in the nine-page critique is to "ensure that bicycle-safety education is a routine part of public education and that schools and the surrounding neighborhoods are particularly safe and convenient for biking." Please see the recommendations at:

[http://www.saintpaulbicyclecoalition.org/bike\\_friendly\\_cities.pdf](http://www.saintpaulbicyclecoalition.org/bike_friendly_cities.pdf)

The Citywide Bikeways Plan map does not locate Saint Paul schools and colleges and their relationship to proposed bikeways.

It is fair to say that many of the proposed bikeways as included in this plan can be considered satisfactory, even exemplary, for safe routes to schools. But some significant route recommendations are still needed. Because this is a 20-year plan, the safe routes should be recommended for all active schools and colleges. They should not be excluded by voting to approve this bikeways plan.

Part of the approval process should include a complete "safe routes to schools plan" addendum as a major

# Citywide Bikeways Plan Recommendations

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goal. The safe routes are necessary for biking, walking and motor vehicle education.

Building routes to schools will not educate. But the routes must be reasonably possible in order to push forward making bike riding and education possible. There will also be needed the other of the five "E's," in addition to Engineering and Education: Encouragement, Enforcement and Evaluation.

3. A needed east-west route: Proposed is an exciting route just north of I-94. It follows Wilson west from McKnight to Hazel, drops south a block to Old Hudson and crosses White Bear, and continues to a dead end above Etna, which is a highly trafficked, unwalkable, unbikeable road extension from Highway 61. The Bikeways Figure 4 plan shows a bike trail down the slope, with the route crossing Etna to Wilson, continuing east up Wilson past Wilson High Rise, and crossing Johnson Parkway. It connects to eastbound Euclid Street, and continues toward downtown, intersecting new north-south bike routes of Earl Street and Forest Street. It passes Dayton's Bluff Elementary School, and continues to Maria Street, which hopefully will become connected to downtown at 3rd Street.

It is superb in what it will do.

I would propose two major capital improvement projects to this great East Side connecting proposal that could extend connectivity and safety:

The Etna crossing needs bigtime help. I would propose construction of a bike-ped bridge over Etna, with trail connections to Etna sidewalks, which now halt south of 3rd Street.

And where Flandreau intersects from the north with Old Hudson Road near Grace Lutheran Church, extend the Flandreau bikeway south to Hudson Road which is along I-94. Hudson Road would then be the route until it connects with Old Hudson Road. This would also connect to a repositioned bike-ped bridge crossing of I-94. This is described just below in remarks about Flandreau.

4. Comments on selected jewels included in the bikeways plan:

A. The north-south Flandreau Street route is a fantastic recommendation. The route could also benefit with a replacement of the hidden I-94 bike-ped overpass being relocated near the south end of the bikeway, extending the effective connection. This Flandreau route is a great, mostly flat, quiet route that connects schools, parks and the Iowa high-rise to businesses, and is located only a block off White Bear Avenue. It is also providing a bicycle-only cut-through between Old Hudson Road and Wilson Avenue. Well done!

B. Acknowledging and signing Upper Afton Road and creating bike lanes where it is wide is an excellent move. This creates a continuous east-west route that crosses South Maplewood and Woodbury. Rather than reconstruct the narrow portion of the road between Highway 61 (Burns) and White Bear Avenue, I'd recommend the addition of only climbing lanes east from Burns Avenue to Miller Crest Lane, and west from White Bear to Miller Crest. "Bicycles can take the lane" signs will work for the downhill portions. Burns Avenue intersection crossing with Highway 61 is not so fantastic. Needed is some serious reconstruction to make this crossing bike-ped friendly.

C. Lanes on White Bear Avenue going north from Upper Afton Road across I-94 are a great addition. If the hidden Hazelwood site is relocated to near Flandreau Street, the bicycle lane expansion across I-94 would be

## Citywide Bikeways Plan Recommendations

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less an issue. The White Bear crossing of I-94 is one awful, unfriendly bike-ped crossing.

D. Hazel Street from Margaret Street north to the bike-ped bridge over the railroad tracks near Maryland makes for a nice continuous route north. (I would not choose biking north uphill on Hazel from 3rd Street as a preferred biking route, and would probably go to Ruth Street.) Some Furness Parkway crossings are awkward to bike and deserve better curb cuts.

E. Extending lanes on Burns Avenue from White Bear to Highway 61 is helpful in making another good east-west connection.

F. The extension of the Highway 61 Trail between the Warner Road overpass (which is a part of the Grand Round) staying along Highway 61 is an excellent trail improvement. Bicyclists which use the trail to commute northward (a surprising number, from bike counts at Fish Hatchery Road), and which now must bike through the park (even though it is a pleasant ride), will find this a much better route, since it will eliminate a long climb up along Warner Road.

G. The Grand Round idea was conceived before much of the East Side was developed. The completion of the existing Grand Round is a great idea to improve recreational biking, and which I support. I would also hope that improvements from the Great River Passage plan (Page 20 of the Draft Plan) will be included in the bikeways plan. I believe the entire leg of the Mississippi River Trail should be included as a featured riding route, as well as the eastern boundary of Saint Paul. Many believe Saint Paul's eastern boundary is at Johnson Parkway. Included features should include Battle Creek Regional Park and Beaver Lake, included on the Great River map.

H. An overpass for Highway 61 should be constructed at Lower Afton Road to allow bike and ped access to Pigs Eye Regional Park.

5. Still needed: The bikeways plan is a great start. Thank you, Public Works, for putting this plan together. But that is only engineering of transportation real estate. Saint Paul still needs a comprehensive bike plan for the most transformative biking components:  
Education, encouragement, enforcement and evaluation.

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Amy Schwarz inside Ward 3 (on forum)

April 30, 2014, 1:57 PM

Yes, I absolutely support the 358 miles of bikeways throughout the city. Bike infrastructure is essential for economic development, transportation and attracting new residents. Specific comments are that Cleveland Avenue may not be the best north south route in Highland park due to how narrow the street is; however, safe and separated north south routes are essential. I strongly support exploring the use of the Ford Plant Rail Line as a bike only corridor. This would provide an east west connection from the river to downtown Minneapolis. A bike only corridor would be similar to Minneapolis' greenway system and would be a lasting legacy for future generations who will rely more heavily on bikes for transportation and fuel costs rise. As a 32 year old homeowner, attorney and involved citizen, I strongly support the bikeways plan.

2 Supporters

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Name not available (unclaimed)

April 30, 2014, 1:32 PM

## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

As a resident of Lex-Ham, on Laurel Avenue, I'm concerned about the choice of Griggs as the bikeway between Snelling and Lexington. I much prefer Dunlap. Here are my reasons:

\* Griggs is narrow and has far more cars parked on it, especially between Portland and Ashland due to a 12-plex. Dunlap on the other hand is a much wider street, lined almost exclusively with single-family homes, most of which have garages. This means that Dunlap is more open for bikes and cars to maneuver. Dunlap is also a night-plow route which would help bikers navigate in the winter. From personal experience of 30 years in the neighborhood, Dunlap is far more navigable in the winter because it's better and more quickly plowed, than Griggs.

\* The rounabout on Griggs at Portland is would also mean that a fine cottonwood tree would have to be removed. The other at Griggs and Laurel also imperils large trees at the northeast and northwest corners. These trees are some of the largest and loveliest in our neighborhood. I would hate to see them destroyed. But if there must be a roundabout, one at Laurel and Griggs seems sufficient to me. Remember, this is a stretch of only five blocks from Summit Ave to Selby Ave. Two roundabouts seem like "over kill." They are also difficult to maneuver for bikers, I have found, because many drivers do not use turn signals to indicate when they will exit the circle.

\* I propose that the bikeway be switched from Griggs to Dunlap. This will make saving the lovely cottonwood more likely. At the least, removal of the rounabout at Griggs and Portland would also make it more possible to save the tree. Dunlap seems a safer and therefore more desirable choice from the bikers' and even the drivers' point of view.

I also propose that there be a traffic signal installed at Dunlap and Selby which can be operated manually. Crossing Selby anywhere between Dunlap and Griggs becomes more difficult all the time due to Pizza Luce traffic. The traffic on Selby is so fast, and unaware of bikers or pedestrians, that crossing it outside the protective hulk of a car is truly taking your life in your hands. I have experience with the danger of crossing Selby at either corner.

I encourage those of you who want to contribute to this discussion to contact Mai Chong Xiong at Councilman Di Thao's office - [mai.chong.xiong@ci.stpaul.mn.us](mailto:mai.chong.xiong@ci.stpaul.mn.us) or Reuben Collins in the city offices.

Thanks so much for reconsidering this route. Margot Galt, 1177 Laurel Ave., St. Paul 55104

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Fran Galt inside Ward 1 (on forum)

April 30, 2014, 1:26 PM

The bikeways plan includes reference to "traffic calming" efforts. Although I don't find it specifically mentioned in the plan, I understand that the City intends to install two traffic roundabouts on the short stretch of Griggs between Summit and Selby. As one who lives less than a block off Griggs, I know that the basketweave stop signs in this area effectively calm traffic already. Roundabouts would create a greater danger to both bicyclists and motorists than these stop signs. My experience with roundabouts is that drivers on them do not use turn signals (state law does not require them here), so driver behavior is less predictable than at a straightforward intersection. My guess is that the snow removal on streets with roundabouts is also much more complicated for Public Works staff. Regardless of the source of funding for these roundabouts, it is a waste of money which



# Citywide Bikeways Plan Recommendations

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could be better spent in our community.

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Name not available (unclaimed)

April 30, 2014, 10:58 AM

I have two concerns for Pelham Boulevard, which is in my neighborhood: One is that bicyclists often (very often) ignore the stop signs along the roadway. I would like to see signs that remind them that they need to follow the rules, too. And second, the map seems to show the off-street bike lane follows the length of Desnoyer Park. Will it share the existing sidewalk? Yes or no, I hope there would be signage that reminds bicyclists that a playground and a day care are on that property and to watch for pedestrians and especially small children who might not yield.

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Daymond Dean inside Ward 3 (unverified)

April 30, 2014, 10:29 AM

I'm very much in favor of the additional bikeways; however, the proposed bikeways seem more for recreation and don't appear to go far enough to provide the necessary routes that encourage more bike commuters. For example, outside of the scenic Mississippi River Blvd section of the Grand Round, there is essentially only one north-south bikeway path (Fairview) in St. Paul south of University and east of I-35E. Bikeways paths should be added to Cleveland, Hamline, Lexington, Victoria, and Dale. These could be significant north-south bikeway routes that connect communities with access to employers and services. I suggest putting more emphasis on developing a plan that strengthens bike commuter routes outside of downtown.

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Pat Craig inside Ward 4 (on forum)

April 30, 2014, 10:11 AM

I would like to see more east-west routes through residential areas where there is less traffic. This would be cost effective (street markings and signs), and it would be safer as some of the proposed routes are dangerous given existing traffic patterns. (For example, I would never ride a bike down Marshall...traffic is too great and reckless).

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Robert Rossi outside Saint Paul (on forum)

April 30, 2014, 8:44 AM

I'm encouraged by the recommended routes, particularly by the extent to which they connect to bikeways in neighboring communities and "fill in" gaps in the existing network. As for prioritization, based on experiences in Minneapolis, I offer the following advice:

1) Signage! Put up maps and signs so people know where they are and where they can go from there. Hardcore bikers (like me) will figure this out on their own, but time after time I've observed a marked increase in bike traffic on any route when signs and maps went up on it. New routes without good signage often languish, under-utilized by the general public.

2) Leverage what's already in place: make those "last mile" connections to existing trails (especially across city boundaries) so that a network is formed, with particular focus on gaps where the non-bikeway alternatives are hazardous. Montreal Ave. is an example of this (at both ends).

## Citywide Bikeways Plan Recommendations

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3) Consider topography and what people actually do. Most folks crossing the Marshall/Lake bridge and using the Summit Ave bikeway will not connect via Mississippi River Blvd, which has a lot of up and down, but will instead brave Cretin for a block and then use Otis, which is much flatter. (I know, because I ride this route to work and back, and see what most bikes do.) Where bikers and pedestrians cut a dirt path (as they did in Minneapolis up a hill between Godfrey Parkway and Ford Parkway), take that as a hint (and if it is on public land, try to make a bikeway out of it)! More generally, while priority should definitely be given to "bike deserts" where this is not possible, where there are existing bikeways look at the routes bikes actually follow, and assess how to fill in gaps and improve safety for those connections.  
Thanks for reading!

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Kari Sheldon inside Ward 1 (on forum)

April 30, 2014, 12:28 AM

I am in favor of a bike trail. I would just like to ask that it be accessible to wheelchairs.

~Kari Sheldon

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Deborah Vajda inside Ward 3 (on forum)

April 29, 2014, 11:56 PM

I support all efforts to make St. Paul a more bike-friendly city--for commuters as well as recreational cyclists. I agree with the plans and echo the posts of others who hope that it doesn't take 20 years to implement them.

For those of us who fall between the fearless commuter and the dedicated-path-only recreational cyclist, I would like to see businesses that cater to cyclists who want to grab a cup of coffee and something to eat along the way or do errands and light grocery shopping.

I have lived in St. Paul for more than 30 years. The most cycling I did was when I moved from Mac-Groveland to Maplewood and lived right off of the Gateway Trail, or when I hauled my bike in my car to a friend's house in Minneapolis, where we could ride for hours on safe trails and shared routes.

I recently moved from Maplewood back to Mac-Groveland and now Highland. Sadly, I no longer ride my bike. One reason is that I ride a recumbent bike, and people have trouble seeing me, so I am at a severe disadvantage when riding on a shared lane, even one like Summit. The first and last time I rode my bike on Summit, I nearly got hit at an intersection. That was four years ago.

Because of my recent move, my son will need to commute to and from a charter school in Highland. It's only a 2.5 mile commute, yet there are few safe routes available to him. Even though he is a teenager, he is a novice cyclist. What worries me most is that he will have to ride the section of Fairview between Montreal and St. Paul Avenue. Cars travel fast and recklessly on that stretch of the road, and there are gaps where there aren't even sidewalks for pedestrians. If he took that route (there aren't many other options), I would worry every day about him getting hit by a careless driver.

I wondered if anyone has suggested an additional safety measure for stretches of road like this: where there is no room for a separated lane, what about installing rumble strips to alert drivers when they are impinging on the

# Citywide Bikeways Plan Recommendations

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bike lanes? Simple solutions like this can make our existing bike lanes safer until we implement more options for bikers of all ages and type of travel.

I also support the conversion of the old Ford plant railroad spurs into bike trails. This would connect all parts of the Twin Cities to the future development of the plant site, the river, and beyond.

1 Supporter

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Lars Christiansen inside Ward 4 (on forum)

April 29, 2014, 11:09 PM

As a year-round bicycle commuter, as someone who does not own a car, as an advocate for multi-modal transportation systems, and as a resident of Saint Paul, I support this Bikeways plan. It would represent a major step forward for the City in terms of equitable and sustainable transportation. Although the specifics of each particular street transformation and deployments of bicycle facilities are still to be determined on a neighborhood-by-neighborhood basis (and in accordance with municipal and regional transportation planning), it is important that the City commits formally to this plan. Doing so will establish St. Paul's commitment to transform the City by completing our currently incomplete streets. I encourage City Council to approve this plan, and that the citizens of St. Paul support transportation bills that allocate funding for walking, bicycling, and public transit.

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Cindy Zerger inside Ward 3 (on forum)

April 29, 2014, 8:45 PM

1. There are four chapters devoted to context. (a) I think this is honestly where we are at as a city, but (b) I'd like to see more devoted to actual forward thinking – vision, goals, actions associated not just with corridor development but other things like end-of-trip facilities, department responsibility, funding, etc...that should be the majority of the plan.
2. Give me a StP Bike Vision statement in one sentence. Such as: Bikeways in Saint Paul offer direct routes between important destinations, and the city ensures that bikeways are well maintained year\_round. Add something about all ages and all abilities and I will print it in 72 point (if not 144) font and hang it on my wall. You have it in the plan but in various locations (i.e., to become a truly world\_class bicycling city, Saint Paul's bicycling network must accommodate cyclists of all levels, abilities, and preferences) put it all together for one awesome statement about bicycling in StP.
3. Great info on why bicycling matters.
4. If this plan is about the 5 Es, it is not – or shouldn't be – a “corridor-level plan.” It is more than about corridors – again, what about end-of-trip facilities, what about programs to encourage ridership, what about programs to encourage safety (regardless of mode)?
5. Awesome info about the types of cyclists and providing two different examples. Now, how does this guide what StP does? Tell me how it is guiding the proposed network (including bikeway typology and end-of-trip facilities) and how it will encourage the “interested but concerned” or the “fair-weather utilitarians / leisure cyclists.” Lets express how we want to increase ridership!
6. Great info on the different typologies – can we call them bikeways? Just better (accessible) language. We need to move away from functional classification in every way, shape, and form. Why are we trying to fit this into the automobile paradigm (which also needs to change...roads need to be about land use and accessibility, not just mobility)?

## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

7. I think all of the content is absolutely a step in the right direction – kudos to Reuben and other StP staff for all of the effort. I do think that a bike plan needs to incorporate more than corridor identification and bikeway types. What about end of trip facilities? What about timing? What about funding? We need this information IN THIS DOCUMENT (in the form of actions or strategies) to keep the city / partner agencies on track to create a “world class bicycling city.”

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Name not available (unclaimed)

April 29, 2014, 7:57 PM

I completely agree with the bike trail, as long as it remains accessible.

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Keith Morris outside Saint Paul (on forum)

April 29, 2014, 7:25 PM

Overall, the plan is what you would expect from an under-the-radar Midwestern city: a few good points but overall mediocre and lacking in numerous ways. The good is the closing of gaps in the trail system to provide a complete circle for cyclists to travel unfettered around the city. Bike lanes, as long as they're ample or well outside of the door zone are also good. Bike boulevards are a good option as long as they parallel the dense business corridors that the city is too unwilling to make safe for bikes (and in turn pedestrians).

The bad aspects are many, since clearly those who drafted this plan don't ride bikes as an alternative to a car like I do as a car-less individual. Sharrows have no research proving that they are worth the investment, small as it may be. No city has shown a sharp rise in cyclists as a result of sharrows. Not a single person proposing or supporting sharrowing high-speed roads like the Ford Express Pkwy are going to be comfortable riding up that looong hill with 40 MPH cars and trucks looming behind them. Surprise, surprise: nor will anyone else. Either fit bike lanes on these roads and/or calm traffic for 25 MPH speeds.

The downtown loop unfortunately doesn't address the many instances where cyclists will want to veer off and need a bike lane to get to where they're going inside or outside the loop.

Lastly, the 20 year timeline is ridiculous. Maybe if you were building elevated greenways to criss-cross over the city that would connect to the trail ringing the edges of the city with a wheel and spoke design, then such a time frame would be understandable. However since we're talking about getting the lowest hanging fruit with cheap, quick to implement measures overnight there is no reason whatsoever that it should take anywhere near that long.

Full disclosure: I'm a Mpls resident, but you guys have an obligation to provide safe bikeways so as not to kill your residents and neighbors (who are visiting and spending their money in your city). I hope you won't take that lightly.

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Jonathan Bohn inside Ward 5 (on forum)

April 29, 2014, 2:50 PM

Good afternoon. After reviewing the draft bikeways plan for St. Paul I have two comments. I live on Arkwright

## Citywide Bikeways Plan Recommendations

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St just north of Maryland Ave. I believe that Arkwright is a perfect street for a bike lane of some kind. It connects to Phalen Blvd at the South end and goes all the way to Arlington, which includes a very close connection to the Gateway trail. At Arlington it makes sense to use Westminster Ave to connect to Larpenteur. With the new, safer intersection at Maryland and Arkwright it is a much safer alternative to the route on Westminster. Also, because Arkwright between Maryland and Arlington is unbroken by cross streets there is often times traffic that goes too fast. A bike lane, coupled with street parking restrictions and other traffic slowing methods will make Arkwright a more livable road.

Second, I believe there have been multiple concerns on parking along Edgerton, and the city has been deterred from using that road as a bikeway. I find there is ample parking along Edgerton and no reason whatsoever to pass on the great opportunity we have to use Edgerton as a bikeway. As our east side community gets younger there must be changes made to make our neighborhood more attractive to young families. Ample bicycle opportunities are a key component to a high-quality of life.

Thank you,

Jonathan Bohn  
12XX Arkwright St  
Saint Paul, MN 55130

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Mike Sonn inside Ward 2 (on forum)

April 29, 2014, 2:40 PM

As a new (and hopefully a life-long) resident of Saint Paul, I am really excited to be a part of the much needed process of forming and implementing a bike plan. I can't speak specifically to many of the details but believe that I will be doing my homework via commuting and recreationally riding around my new wonderful city. I currently commute via Summit from Lexington to downtown Saint Paul, which is wonderful until I get into the downtown grid. We need to take a serious look at ROW allotment in the downtown core (one-ways, parking, etc) and think more multi-modal (peds, transit, bikes, etc) in how we can move people, not just cars, around. I'm excited!

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Elliott Nickell inside Ward 7 (on forum)

April 29, 2014, 11:33 AM

April 29, 2014

To the City of Saint Paul, Mayor Coleman, Council President Lantry, Reuben Collins:

Approved on motion by the Dayton's Bluff Community Council (DBCC). DBCC demands that a raised bike path be included on East 7th Street from Earl Street to downtown. DBCC believes that biking will be increasingly important as the Saint Paul inner city becomes denser, and people use alternate modes of transportation, including biking, and possible improved public transit options on East 7th Street. East 7th Street is a main artery for movement from Dayton's Bluff to downtown Saint Paul, and the absence of a plan for any biking is a glaring oversight.

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

DBCC also demands that the bike plan include a connection between the proposed path on Kellogg, and Maria Street, so that residents on the Eastern side of Dayton's Bluff would also have access by bike to downtown Saint Paul.

There is also a noticeable lack of the Nice Ride biking program in Dayton's Bluff. A cursory check of station maps reveals that the West Side and Downtown Saint Paul are littered with Nice Ride stations. There are none currently in Dayton's Bluff. This is an injustice to the residents. A plan that includes meaningful bike lanes connecting Dayton's Bluff with Downtown Saint Paul would serve to make the Dayton's Bluff a contender for the Nice Ride program. Without a plan in place, I fear that the neighborhood will not be a candidate for the program.

Additionally, Metropolitan State is an obvious candidate for the Nice Ride Program. Their student body should be encouraged to commute by bike, or to make quick trips downtown by bike, and to explore the Dayton's Bluff Neighborhood, including beautiful Mounds Park.

Currently there are plans for developing business on East 7th Street, a plan for a 3M development in the area, and the possibility of a streetcar on East 7th Street. Installing bike friendly paths on East 7th Street would make these plans more successful, by connecting the area with downtown.

The map which Reuben Collins presented of District 4 shows no downtown to Dayton's Bluff connection. While it may involve difficult decisions for the city, the East Side should not become a victim of a 20-year transportation plan that shows no bike-walk connection.

Please accept this comment, and integrate a raised bike lane on East 7th Street from Earl Street to Downtown. Also, connect the existing Kellogg lane proposal to Maria so that residents on the Eastern side of Dayton's Bluff can access downtown.

Sincerely,

Elliott Nickell  
Attorney  
Member, Dayton's Bluff Community Council

## 1 Attachment

[https://pd-oth.s3.amazonaws.com/production/uploads/attachments/129axqkiusn4.185/public\\_comment\\_bike\\_plan.pdf](https://pd-oth.s3.amazonaws.com/production/uploads/attachments/129axqkiusn4.185/public_comment_bike_plan.pdf) (180 KB)

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Patrick Guernsey inside Ward 2 (on forum)

April 29, 2014, 10:28 AM

I commute from my home in the W7th neighborhood to my office in the Minneapolis Seward Neighborhood almost daily. While I find it easy to ride East/West in St. Paul, its hard to get North/South. The 35E bike path just ends at Smith. It would be nice if there was a clearly marked route to the Gateway Trail. The new crossing on Lexington over the Rail Yards is very helpful, but the rail yards are a large barrier. It would be nice if the crossing near Hamline had better markings too.

# Citywide Bikeways Plan Recommendations

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Patrick Guernsey  
St. Paul, MN 55102  
pj.guernsey@comcast.net

Rebecca Airmet inside Ward 1 (on forum)

April 29, 2014, 10:27 AM

The Saint Paul Bike Plan shows a great commitment by Saint Paul to become a world-class cycling city. Great cycling infrastructure also supports and complements other forms of transit, provides more transit options for lower-wage and off-peak-hour workers, and helps reduce the overall carbon footprint of our city and neighborhoods. More bicycles means slower paced, more walkable, more livable communities. Bicycle infrastructure is also a huge draw to young, educated knowledge workers – the kinds of people we want to draw to and keep in Saint Paul in order to attract and retain businesses, and thus grow our economy.

I strongly support the creation of the downtown loop, including the spurs to connect that loop to neighborhoods on all sides. Downtown Saint Paul has grown over just the few years I've lived in this area, and it's exciting to see it come to life. In order to have a thriving, healthy, vibrant and exciting downtown, cyclists must be able to easily access and navigate downtown. Cyclists also need safe places to lock up or leave their bicycles, especially for evening or night events and activities.

I strongly encourage the city to quickly implement as many of the bike ways in the proposal as possible in conjunction with road resurfacing and repainting/striping. I also strongly encourage the city to consider 3/4 conversions, or road diets, particularly for some of our north/south routes. Dale comes to mind, in particular, between Grand Ave and University.

I would also encourage the city to better utilize the resources we already have by doing things like better signage for the pedestrian bridges across I-94. These are valuable, safe resources for cyclists, yet they are virtually hidden along Saint Anthony and Concord.

I live in the Summit University neighborhood and can speak most clearly to that area as I am most familiar with it. I urge the city to take into account the input of residents of neighborhoods surrounding Payne/Phalen and Robert/Cesar Chavez. Those who cycle know the needs in their neighborhoods.

I am not in support of sharrows in residential neighborhoods. They have led in the past to confusion among residents and cyclists alike, and they are not likely to encourage new cyclists. Residential streets should already be suitable for moderately paced cycling. However, sharrows in the downtown area can help to educate drivers about sharing the road with cyclists. As an aside, I strongly favor "Bicycles may take full lane" signs over "Share the road" signs. Drivers seem to think the latter means cyclists should get out of their way.

Finally, the city must make a commitment to keeping bike lanes passable year round. The cold is a variable that can be more easily dealt with (bundle up!) than the poorly plowed and pot-holed streets. Street sweeping also needs to improve to clear glass and gravel from shoulders, especially where there are already existing bike lanes. In much of my bike travel this spring, I have had to use an auto lane next to an existing bike lane because the bike lane was so full of debris.

## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

Thank you for the hard work on this plan. It lays the foundation for some terrific infrastructure in Saint Paul. I sincerely hope that City Council supports this plan as a framework to support more detailed implementation stages.

1 Supporter

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Name not available (unclaimed)

April 29, 2014, 9:44 AM

I have just reviewed the plan and other information and support the comments provided by the Women on Bikes Coalition in a letter dated April 28.

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anne connolly inside Ward 4 (on forum)

April 29, 2014, 9:11 AM

The Twin Cities use bridges for connection. The Midtown Greenway path stops at the railroad bridge in Minneapolis at the Mississippi River. This bridge is located downriver from the Franklin Bridge, or, upstream from the Lake Street Bridge. Incorporating this railroad bridge would be convenient and a logical link to the Midtown Greenway.  
Thank you.

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Rachel Hertel inside Ward 1 (on forum)

April 29, 2014, 8:36 AM

This bike plan is a good start. I would encourage implementation on a much faster track than 20 years. We still need more N/S routes. I noticed all the short crossings over I-94, and yet VERY few place appropriate for bicycles to cross University Avenue. I would like to suggest Victoria as a place to make a full N/S route, with a safe crossing at University, and adding some type of bike bridge over the railroad tracks farther north. Or perhaps Chatsworth, due to the cemetery just south of Front Street.

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Christian Franken inside Ward 4 (on forum)

April 29, 2014, 6:35 AM

I am generally using my bike for commuting and for errands, my priority is to get to my destination as quickly and safely as I can. I am generally not opposed to share the road with cars I even prefer being on the road with cars as opposed to having to cross car lanes from a dedicated bike trail in an urban environment. But I am happy with any way to make bicycling safer and more efficient. I am quite happy with the east-west connections for bicyclists in St. Paul. Como Ave, Pierce Butler, Minnehaha, Marshall, Summit, Sheppard, even University and W 7th are all very viable and currently available routes. Where we are sorely lacking are north-south connections. If I had my choice, I would give priority to solutions that include making Snelling, Hamline and Lexington Aves safe for bikes to get across the University/I94 corridor.

1 Supporter

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Scott Morgan inside Ward 2 (on forum)

April 29, 2014, 12:59 AM



## Citywide Bikeways Plan Recommendations

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I like the overall plan and I hope that the City of St Paul can find the resources to provide these changes quickly.

I live on the West Side just off of Oakdale and the street from State to Annapolis is severely rutted and in need of resurfacing. It would be wise to make the changes suggested by the plan when the resurfacing is done as Oakdale is a major north-south bike artery. I would also suggest that wherever there is a climb involved, such as the climb from State to Annapolis on Oakdale that there be sufficient shoulder that bikers are able to go slow.

Another area to address is parked cars in bike lanes that force bikers to either stop or pop into traffic. The cause is residents parking their cars in the bike lane because there is no curbside parking. An example where this happens a lot is Cesar Chaves/Concord just north of the Hwy 52 intersection where there is an in-street bikeway, but no parking for a block. I have seen multiple near-miss accidents and bikes forced to the curb by the large trucks that use this road .

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Chris Pennington inside Ward 2 (on forum)

April 28, 2014, 9:30 PM

If we want the bicycle to be a form of mass transportation for old fogies like me, we need to start thinking of it as seriously as we think about the light rail. If you ask daily bike commuters how many times they have been hit by a car, the numbers will be staggering. Not everyone has the stomach to risk that every day. Does that mean I don't want to bike? Heck no! What I would need from you, dear city planner, is a bike commute route that ensures that I will not get hit by a car. I need a bike route that allows me to flow for long distances unimpeded by through traffic or stop signs. Make the bike option the BEST option! :D

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Edward Burke inside Ward 3 (on forum)

April 28, 2014, 6:58 PM

Overall it looks like a very good plan. I don't have many comments about specific places for improvements other than to support the idea of adding a bike lane to the westernmost section of Marshall. Good, safe connections from roads to trails such as the Gateway Trail and the Shephard Road trail will also be important. In general, I support bike lanes in the streets over bike boulevards and over bike trails that are really just enhanced sidewalks. An off-street trail that has an intersection every few hundred yards is not desirable.

Really looking forward to seeing this take shape!

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Mary Boyd-Brent inside Ward 4 (unverified)

April 28, 2014, 5:44 PM

Excellent. Thank you everyone who's been working on this. Having lived in Europe and England, it's like one of the best parts of coming "home" again!

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Brian Longley inside Ward 4 (on forum)

April 28, 2014, 5:19 PM

# Citywide Bikeways Plan Recommendations

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I approve of the plans I have seen. I would like to emphasize protected bike lanes, where possible. Also, more north / south routes are needed.

Mark Brauer inside Ward 7 (on forum)

April 28, 2014, 4:18 PM

Here are some ideas to improve the Bikeways Plan on the Eastside, all relating to connections to/from Downtown and points west.

First, the East 7th Street bridge between Kittson St. and Payne Ave (shown in RED on Figure 1) is a key link to and from the Eastside. It provides the most direct route to and from Downtown and in many ways serves as a gateway to the Greater Eastside.

This bridge is very unfriendly for both bikes and pedestrians. Travel lanes go right up to the curbs and the sidewalks are narrow. The District 5 Railroad Island Task Force has been working with the City for many years to get ped/bike improvements on this bridge, going through the CIB process twice but not scoring high enough for funding. The requested improvement has letters of support from City and County officials.

The 7th St. bridge makes for a quick transit between the Vento Trail and the new Trout Brook Trail/Lafayette Bridge bike crossing. The alternative is to ride the Vento Trail to the Vento Nature Center, on 4th St under the railroad tracks and then up to the Lafayette Bridge trail. The East 7th bridge is also a key connection for an Eastsider wanting to access the proposed northbound Trout Brook Trail.

With studies being done for streetcar transit in this corridor it is imperative to identify this bridge as a proposed bike route so that it is considered in future planning.

Figure 1  
<a href="https://picasaweb.google.com/lh/photo/oldXCJ-OwmeBfXKcmUiewdMTjNZETYmyPJy0liipFm0?feat=embedwebsite"></a>

In the same East 7th St. corridor, the proposed bike facilities on both Maria Ave. and Lafayette Rd. abruptly end at East 7th St. with no apparent way to proceed. Again, with the streetcar studies being done in this corridor, this stretch of East 7th St. all the way into Downtown (RED on Figure 2) should be included in the proposed bikeways network to ensure it is taken into account in the process.

Figure 2  
<a href="https://picasaweb.google.com/lh/photo/7fuaZ\_Ks8O8zg7zIgaBC99MTjNZETYmyPJy0liipFm0?feat=embedwebsite"></a>

Another gap in the proposed Eastside bike network is at the top of the Kellogg Blvd./3rd St. bridge. The bike facility abruptly ends at Mounds Blvd. There should be a one block connection added to the plan, on 3rd St. between Mounds Blvd. and Maria Ave. (RED on Figure 3)

Figure 3

## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

<a href="https://picasaweb.google.com/lh/photo/NSxO7jTJRsb3ImSSWTf849MTjNZETYmyPJy0liipFm0?feat=embedwebsite"></a>

Also at the top of the Kellogg Blvd./3rd St. bridge there is no connection heading south along Mounds Blvd. to the Mounds Park neighborhood (RED on Figure 4). The alternative from Downtown is Prince St. to 4th St. to Commercial St. but that is not as direct and ends with a steep climb up Commercial.

Figure 4

<a href="https://picasaweb.google.com/lh/photo/JgU8ZSiy8Vvmr7Ls7t-N7dMTjNZETYmyPJy0liipFm0?feat=embedwebsite"></a>

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Name not available (unclaimed)

April 28, 2014, 4:09 PM

Focusing on the downtown area, I generally like the plan. I would like to see 7th Street (east of Kellogg Blvd.) converted to a street with bikeway as well. I feel there is enough room if the medians are taken out and converted to a 3-lane street. As it is now, it is much too wide, making it feel like a freakin' highway. It is very unpleasant to walk and bike along. The cars go way too fast because it's much too wide. Reworking this street would go a long way in improving the vitality of downtown.

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Margy Peterson inside Ward 3 (on forum)

April 28, 2014, 3:12 PM

Many dedicated cyclists have weighed in, but I haven't seen many comments from people who would like to use their bike for short errands instead of a car. That would be my goal for lessening my carbon footprint. The biggest obstacle for me is fear that my bike will be stolen even if left locked up. I've read about bike lockers but see nothing about them in this plan.

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Joe Dotson inside Ward 3 (unverified)

April 28, 2014, 2:45 PM

If the railroad spur leading from the demo'ed Ford Plant is ever available, you might consider including a connection from Highland into the Sam Morgan trail.

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Claire Stoscheck outside Saint Paul (on forum)

April 28, 2014, 2:27 PM

I think the plan is great. My feedback is that I think in terms of implementation of the plan, equity needs to be a key criteria. This would mean that the bike infrastructure going into low-income communities of color should be

# Citywide Bikeways Plan Recommendations

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prioritized for implementation, since historically these communities have been underfunded and marginalized.

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joan pasiuk inside Ward 3 (on forum)

April 28, 2014, 1:22 PM

1. The commitment to build connections to neighborhoods in conjunction with construction of the downtown loop is absolutely important. The downtown loop map on p 39 does not identify the most essential connection between downtown and the Eastside: Jackson to 9th/10th to Pine to Grove to Olive to the Phalen Boulevard bikeway. This is an easy, safe connection that could largely be accomplished with paint/tape and signage.
2. Bicycling is affordable transportation that makes access to jobs, school, appointments, and community events possible for many residents. This plan should make a clear commitment to bicycling as a poverty-fighting strategy. The Metropolitan Council recognizes Racially Concentrated Areas of Poverty (RCAP), where more than 50 percent of the residents are people of color and more than 40 percent have incomes that do not exceed 185 percent of the federal poverty line. The existence of such an area is appalling, and right now Saint Paul has the region's largest contiguous RCAP (East Side, Dayton's Bluff, Payne-Phalen, etc.). Every document the city produces should aim at reducing and eliminating the RCAP. This plan should identify these areas and prioritize bicycling investments that link residents to job centers, schools, and transit connections.
3. The plan addresses bicycling specifically and is best viewed as a component of a transportation network. Bicycling and walking provide access to transit stops. Transit can extend bicycling trips otherwise hindered by season or geography (Saint Paul, think hills!). Shared bikes and community bike centers expand the reach of bicycling as transportation into new demographics. Dedicated facilities for bicyclists reduce bicycle riding on sidewalks and make the walking environment safer. Road diets and traffic circles create safer routes not just for bicyclists but also for motorists. These systems are complementary and this plan should be featured clearly in the city comprehensive plan not only as a resource for bicyclists but as a vision of a city that works better for all forms of transportation and all residents.
4. Extensive feasibility analysis for a north-south route in the southwest part of the city was done through Bike Walk Twin Cities. See the full report here [http://www.bikewalk2012.com/sites/default/files/u7/Cleveland%20report\\_11%2027%2013.pdf](http://www.bikewalk2012.com/sites/default/files/u7/Cleveland%20report_11%2027%2013.pdf). Recommendations for Cleveland, Cretin and Finn include bicycle boulevard, buffered bike lanes, standard bike lanes and sharrows. Recommendations include use of an alley as a connector, a design element that was successfully incorporated into the 5th street NE bike boulevard in Minneapolis. There are creative ways to provide a good N/S connection in the short run with an eye toward longer term improvements as part of street reconstructions and preparation for the Ford property development.

1 Supporter

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Max H inside Ward 2 (on forum)

April 28, 2014, 11:40 AM

Here are the things I would like to see:

- 1) make sure on Marshall Avenue, west of Cretin, that a bike lane is installed going down the hill. Its an embarrassing gap in the bike network and makes me feel unsafe.

## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

- 2) Make Ayd Mill Road into a linear park that connects Jefferson to Marshall. This would be Saint Paul's great trail- like the Midtown Greenway- it would be the best addition possible.
- 3) When Bicycle Boulevards cross a busy street they need a signal that makes cars stop so that bikes can cross. Like at Chatsworth and Grand, it takes so long to cross that sometimes I end up taking risky or flippant decisions.
- 4) A climbing lane on Saint Clair from the Michigan Street to Avon Street. Its a massive hill that I need the time to go slow up.
- 5) A safe crossing at Mississippi River Blvd. and Cretin Ave. I bike across St. Thomas's campus to Otis to get to the Lake Street Bridge and this crossing is always hard. Sometimes I make risky decisions because it takes too long to cross. A path or lane from this intersection to Summit Avenue would be helpful too.
- 6) Grand Avenue needs to lose its turning lane to reduce speeds and pedestrian injuries and deaths. A bike lane on Grand Avenue would probably be the most popular in the city and could be a traffic calming tool.

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Roxanne Young inside Ward 2 (on forum)

April 28, 2014, 7:17 AM

First, I am thrilled with the breadth of the plan and its intentions. I hope that Saint Paul prioritizes the "low hanging fruit" that is part of this plan to swiftly implement some street markings that encourage and improve safety for bicycling.

Generally I agree with the placement of the bikeways. I offer the following improvements based on my own experience of biking in Saint Paul.

- I think it is a mistake to not include some sort of bicycle lane upgrade on Robert Street between Plato and Cesar Chavez. Residents in the West Side neighborhood that live East of Robert Street, or residents in Downtown that live East of Robert, are going to bike on Robert. I know because I do it. Even if the only thing that can be achieved is an "Enhanced Shared Lane", something would be infinitely better than nothing. Most of the people I've observed biking on Robert in this section bike on the sidewalk because it is so unsafe/uncomfortable.
- I'm confused about why Seventh Street from Downtown Saint Paul to Earl isn't shown as a bike lane, particularly because of the location of Metro State University right in the middle of that stretch of road. How would students bike to Metro State as part of this plan? A route isn't very clear to me. There are several people I know in the West Side neighborhood that work or are students at Metro State and bike - further the Mississippi Market is going in on that same corridor. How could people get there by bike?? I think some thought about what improvement could be made on this stretch is also missing.
- I am \*thrilled\* with the recommendations to create an off-street path that connects the Gateway State Trail to the new US-52 bridge to the off-street trail that starts in South Saint Paul. I think that's a really awesome upgrade for distance bikers.
- I am similarly thrilled with the idea of an off-street trail along Lexington. Como Park is such a major destination for families, I think it will be a wonderful upgrade to have a safe path free from traffic to get there.

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

Overall, really wonderful work. It will be exciting to see this plan be implemented!!

Scott Beutel inside Ward 4 (on forum)

April 27, 2014, 6:21 PM

I am writing to submit comments on the draft St. Paul Bike Plan. I am a St. Paul resident, year round bike commuter and recreational rider. I lived in Portland, Oregon for 7 years before moving back to Minnesota in 2009. I own a car, but generally ride for in town trips including riding to work.

## General Comments

### Year Round:

- Building for ages 8 to 80 is important. Building for 365 days a year is just as important.
  - o I would strongly advocate for prioritizing building facilities that can be used year round over ones likely be only be useable in the non-snow seasons.
  - o Cycle tracks and other facilities must come with a plan and a commitment to remove snow and ice throughout the year.
  - o Some infrastructure that will work in Portland, Seattle, Davis or elsewhere may not work in Minnesota.
  - o Plowing: Until the city truly commits to defending bike lanes in the winter both through plowing and parking restrictions the number of people willing to ride most or all of the year will remain relatively small.
- Bike lanes need to not become de facto car parking when lanes get narrower due to plowing. Parked cars obstructing a travel lane are parked cars obstructing a travel lane, even when that travel lane is a bike lane.

### Connectivity:

- In building out additional infrastructure prioritizing projects that connect to existing facilities is the most useful and highest impact.
  - o Places like Marshall Ave east of Snelling Avenue is a great examples of a place where bike infrastructure just stops, creating a significant gap between suitable routes.
  - o Ayd Mill Road's northern terminus is another location where car and bike traffic patterns create a dangerous area for bikes. Dealing with Ayd Mill road through a better connection, stop lights, stop signs instead of yield signs and better designed turn lanes to reduce the risk of right-hook accidents would be a first step. Addressing these issues before a Whole Foods development on the corner of Snelling and Selby would be a good trend to set for urban building projects.

### Enforcement:

- As a regular commuter and recreational rider, and car driver, I see more blatant disregard to traffic laws now than I ever had in the past. I see motorists running stop signs, blowing through blatantly red lights, speeding on residential streets and failing to properly yield right of way.
- Until this changes though a combination of increased enforcement and education increased bike facilities will only go so far towards increasing ridership, particularly among people fearful about safety.
  - o Recent fatal accidents in the Metro Area highlight these concerns even further.

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

## Plan Facilities Comments

### Downtown Off-Street Trail:

- This project has the potential to be a showcase for the City, but I see it as less of a bike transportation facility and more of a draw for Downtown. The monetary cost of project would be larger, but the political cost could also be large. I would not trade enhancements of on-street facilities throughout the city, including in downtown, to create this off street trail.

### Completing the Grand Rounds:

- This seems like a higher value project, and one that fits with the goal of creating a more connected bicycle infrastructure. It also pushes the boundaries of bike infrastructure closer to first ring suburbs helping make transit into neighboring communities a reality.
  - o My partner commutes on a daily basis to Roseville and I can say from experience that creating connections beyond just the urban core is critical to many of us who ride.

## Transportation vs. Recreation

I don't believe that transportation infrastructure and recreational infrastructure are in opposition, but I do believe that there is a strong efficiency argument as well as equity argument to prioritize transit infrastructure in creating the bike plan. As cars become more expensive and St. Paul continues to become more diverse, creating an interconnected bike transit network that serves all sectors of the community will help increase economic opportunities, leverage other community develop initiatives and reduce disparities. Bikes are affordable, reliable transportation – an attribute that is particularly appealing to lower income individuals, if the infrastructure reaches those areas.

I want to thank everyone involved in creating this plan for your work to make St. Paul a better bike city; it is greatly appreciated!

## 2 Supporters

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Jeff Zaayer inside Ward 3 (on forum)

April 27, 2014, 4:17 PM

There several omissions on the plan that I feel need to be added to help make this plan the best it can be. The city owns right of way to extend the 35E parkway trail all the way to W 7th St and then on to the mississippi river at Elway and Shepard Rd. This would be a route that would be eligible for more funding options through the National Park service by helping meet their goal by providing non motorized access to the river. The path along Snelling Ave from Highland Pkwy to Edgcumbe Rd is great and would help with some meet some sidewalk infill needs on the East side of Snelling, however it is a bit isolated. I would like to see this path spur down the South side of Montreal Ave, this would help infill the lack of sidewalk from where it ends just East of the football stadium. It could also provide a connection to the river if extended over W 7th St and down Elway. This would make the segment along Snelling also become eligible for additional funding sources as it would

## Citywide Bikeways Plan Recommendations

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then have a connection to the river.

The proposed bike lanes on Edgcumbe between Howell and Hampshire will continue to be a shared use shoulder unless one of two things happens: 1) The city develops the will to install sidewalks or 2) The plan is amended to include an off street path that can circumvent the sidewalk process, and can serve as an off street walking path for people walking to the synagogue on Edgcumbe.

Both the 35E extension and Montreal path would help connect the cities interior to other communities over the 35E bridge trail. And the Edgcumbe trail could do the same if extended to the Hwy 5 bridge.

None of the routes on this plan will be as good as they can be without a robust Complete streets design manual that offers the largest number of options possible. I certainly hope that the draft design manual will have an opportunity for public input as well.

Also 4th St. Downtown should become car free, bicycles and pedestrians mix much better with light rail than cars do.

Wayfinding and Bike Parking should also be a priority. The current criteria for installing bike racks in the public right of way are restrictive and offer little flexibility for businesses who want to install them. And the city should include them more often in street reconstruction projects in business districts and not simply leave it up to businesses to opt in. Wayfinding is also extremely important. Providing wayfinding at intersections that show distances and destinations are important, particularly since St. Paul does not have an alphanumeric street system. It makes it very difficult for people not familiar with St. Paul to navigate, especially by bike where you may be jogging from one street to another for comfort level or simple road conditions.

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Margot Galt inside Ward 1 (on forum)

April 23, 2014, 4:41 PM

As a long time resident of Lex-Ham, half a block from Griggs, I strongly oppose using Griggs as a street for a bikeway. First, it is narrow already, and even if widened, will not match the width of Dunlap, one block east. Second, Griggs has several multiple dwellings - apartment buildings - which means that parking on the street is much heavier than on Dunlap where all the residences between Summit Ave and Marshall are either single owners or duplexes. In other words there is far less space on Griggs given the parking needs of residents, than on Dunlap. Further, Dunlap is a "first-plowed" street, meaning that for bike riders in winter it is much clearer than Griggs. Finally, Griggs has a number of big beautiful trees, especially the cottonwood on the corner of Portland and Griggs. I find it a very poor trade off to cut down a healthy large shady tree in order to put more pavement in place. I propose using Dunlap between Summit and Marshall as the bike path in Lex-Ham, and for even safer biking, I'd suggest taking a look at the frontage road along the new Hamline bridge, which then turns into Selby. Using neighborhood streets for proposed bike lines interferes with many of the amenities of living in a shady, relatively quiet area, where bikes and cars do not need to compete and where shady areas do not need to be destroyed for what is at best a poor choice, given the parking needs of Griggs. Thanks for considering this. Margot Galt, 1177 Laurel Ave., St. Paul, MN

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Name not available (unclaimed)

April 23, 2014, 11:16 AM

I believe that bicycles and pedestrians should not share common paths, as they do not along Mississippi River Blvd.

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Rich Manning outside Saint Paul (on forum)

April 16, 2014, 1:31 PM



## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

I have been a hardcore year round cyclist my entire life, growing up in Seattle and Portland. In my two years living in St Paul, the cycling scene is so bad, in terms of lack of infrastructure, few to no bike lanes, sharrows or bike racks, dangerous designs (such as the bottom of the Wabasha Street bridge where the bike lane just ends abruptly) and general lack of awareness and understanding of cycling and cyclists on the road (people here still call us "bikers" like it's 1985 or something) combined with the absolutely atrocious pothole filled roads all have caused me to totally quit cycling in the city. I just ride my trainer now at home. It's so sad and tragic after a lifetime love affair with my bike that I have actually been forced to quit riding and start driving because of Saint Paul. I wish I had moved to Minneapolis, I really do, or stayed out west. Anything Saint Paul can do to remedy this would be great! Young urban professionals and educated cosmopolitan people like bikes! I used to ride on the West Side and there are sadly only 2 bike lanes (and that's if you count the High Bridge shoulder and death defying Wabasha street one) and no sharrows and no bike racks. It's terrible. The West Side seems to have been forgotten. It looks like there are a couple lanes planned for Oakdale and George but they pose serious issues. I would prefer to see a bike lane or sharrows right down Robert Street from Annapolis to near the cool area by Sawadee and the new Penfield. My wife and I would use it everyday if the potholes were removed. This is by far and away the most quick, safe and efficient route off the bluff to downtown bar none. It's not perfect as you still have to navigate through a very troubled neighborhood at the intersection of Robert and Caesar Chavez but at least you can ride through it really fast. We will never ride down Oakdale as the plan calls for because it is not only a much more indirect route with many more stops it forces you to ride through this troubled crime filled area of the West Side flats and sit at several stop lights near "Caesar Chavez" aka Concorde. it'd be nice to be able to avoid this trouble spot. Besides, to get downtown you still have to turn and ride down Robert anyways to get to Lowertown or the cool area by Sawadee and the new Penfield?! Or ride down Wabasha and go all the way back down? It's hard enough riding in Saint Paul without legitimate concerns of an attack or mugging. Now you could ride all the way over to the High Bridge which is really an indirect route and then you'd have to ride all the way back into downtown, just strange especially for a commuter. For most people you can't get to the High Bridge without going down Annapolis. Annapolis is like riding on the surface of the moon! It is hands down one of the worst roads in Saint Paul in terms of potholes. I can't even drive my car down it anymore! I broke three bike wheels last year riding on Annapolis alone! Cost me 600 bucks to fix or replace them. In Seattle, where there are bike lanes and sharrows everywhere but few to no potholes, the city paid you if you broke a wheel, will Saint Paul? Annapolis should be repaved and have bike lanes on it. Unfortunately the plan calls for George to be the East/West route for the bike lane but then you'd be riding through more really sketchy crime filled neighborhoods. I've had people harass and chase me in these areas and even had a group of kids throw sticks at me when riding so I avoid this area now. We're vulnerable enough out there we don't need to be routed through ghettos! Furthermore, despite this, I and many other serious cyclists still greatly prefer bike lanes and sharrows over separated and much more expensive and hard to maintain trails which only serve to reinforce cycling as mere recreation not a viable form of urban transportation. I highly doubt Saint Paul will maintain the trails very well if at all anyways. It's easier and much more productive to integrate bike lanes and sharrows into the fabric of our city via a few thousand for painting some bike lanes vs millions for trails that will be unplowed, iced over and tree rooted and thus useless most of the year anyways. Saint Paul needs to remember though, once trails or lanes are put in they need to be maintained! That means plowing them, and street sweeping them. I have had more flat tires (7 bucks a tube) in saint Paul than anywhere else because all the glass and debris is pushed right onto the median, where there should be a bike lane. Anyway's, I know nothing will happen or change but it's nice to dream! Its too late for me here sadly, I'm selling my house and moving my business and jobs, taxes and discretionary back to Seattle (where cycling rules!) but maybe another generation will get to ride in Saint Paul? In terms of the West Side I advocate for Annapolis and Robert to have bike lanes and sharrows vs Oakdale and George.

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ali young inside Ward 1 (on forum)

April 14, 2014, 12:48 PM

All Statements sorted chronologically

As of May 14, 2014, 6:52 PM

<http://peakdemocracy.com/1691>

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## Citywide Bikeways Plan Recommendations

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I think it would promote civility if we prohibited bikes on sidewalks, specifically in downtown and Summit Avenue. It is dangerous for bicyclists as motorists do not expect a vehicle moving at that speed in cross walks, and it's obnoxious for walkers to contend with a heavy, fast moving vehicle coming at them taking over the space. The deaf and old can't jump out of the way or hear "on your left!" Please designate bike lanes for bikes and sidewalks free of bike traffic. Thank you.

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Name not available (unclaimed)

April 12, 2014, 9:24 AM

It's great the city is developing this plan.

I like the proposed off road route connecting from Charles west past Aldine connect with Prior and Territorial. The city needs a plan to get some of the trucks off University Avenue and on to Pierce Butler or I-94. What are the plans to extend Pierce Butler east past Dale and what are the plans for Granary Rd in Minneapolis? I would like to see a bike boulevard on Prior or Finn. Adding bike lanes to Cleveland will be very controversial if parking is lost.

There should be more metered parking in Saint Paul to reduce driving in the city.

A plan for bike parking should be part of this plan and bike parking should be required as part of all new developments and at some point as part of existing uses.

Thank you. Barb Thoman, 2157 Roblyn Avenue

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Stephen Filing inside Ward 1 (on forum)

April 11, 2014, 5:23 PM

I appreciate the work done on this plan, move forward and those issues regarding parking for business should be revisited after implementation but not stand in its path. Take action when more people want it than don't but help those impacted negatively as a future step but we do need to move forward with this idea.

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Jean Schroepfer inside Ward 1 (on forum)

April 11, 2014, 3:02 PM

Dedicated bikeways should be included on each of the I-94 frontage roads, Concordia and St. Anthony, from the Midway Greenway (Extension) on the west to at least Marion on the east. Perhaps the lanes could be in the space closest to the freeway, to move the traffic lane(s) farther away from the pedestrian/bike bridges over I-94. Elevating these new bike lanes over the north-south streets that have offramps (Snelling, Lexington, Dale and Marion) across attractive criss-crossed arches could both beautify these intersections and eliminate crossing hazards.

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Name not available (unclaimed)

April 11, 2014, 2:37 PM

The new Highway 52 bridge has such a beautiful accommodation for bicycles and pedestrians. I am saddened by the way the path seems to have no connection to other trails/paths at its southern end. People who might otherwise wish to commute to work from south of the river have no safe, convenient way to gain access to the very expensive river bridge.

## Citywide Bikeways Plan Recommendations

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Nathan Cooley

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Name not available (unclaimed)

April 10, 2014, 9:50 PM

I agree with the placement of these bikeways. I often commute by bike, though not as often as I'd like because, in part, I do not feel safe biking downtown. The facilities there are nonexistent. I'm pleased to see plans to greatly increase downtown's bikeability.

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Ellen Light inside Ward 3 (on forum)

April 6, 2014, 9:54 PM

I fully support the Bikeways Plan and would benefit greatly from it. I am a high school student and I bike downtown to reach my mother's office, as well as the MN Children's Museum when I volunteered there. I would feel safer biking downtown if the Bikeways Plan was implemented.

1 Supporter

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Name not available (unclaimed)

April 6, 2014, 8:37 PM

I object to the bike plan in its present form. Putting a northbound bike lane on the Mississippi River Boulevard would mean that there would be no on street parking. This would create a hardship for residents. Even apartment buildings downtown have more on-street parking available than this would give residents. There is already a path by the street which can be used for northbound bike traffic. And frankly for a good portion of the year, there are so few bikers, this seems like a poor use of resource.

My other objection concerns the downtown loop. Less than 2 miles for \$18 million. You can't be serious!

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Marc Light inside Ward 3 (on forum)

April 6, 2014, 8:36 PM

I agree with the recommended placement of the bikeways. I am a year around bike commuter. I avoid the downtown now because I feel unsafe on the downtown streets. I believe that the bikeways in the downtown will greatly improve the situation.

I am a Data Scientist and Software Engineer. Saint Paul competes with other cities to attract people in these fields. Many cities have realized (see <http://www.columbian.com/news/2014/jan/23/attracting-tech-workforce-to-county-is-crucial/>) that bike commuting is part of puzzle.

1 Supporter

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Carol Hunn-Gregory inside Ward 5 (on forum)

April 5, 2014, 11:31 AM

## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

I have a business on Robert and 10th. We are strapped for parking now and the Lund's has not even opened yet. The proposed bike path will take all the parking on one side of Tenth and Parking on one side of Jackson. There are 8 businesses in the Rossmor. The Alanon Club which has meetings at noon has no parking. The parking next to them is for the MCIL. There are not enough parking spots for the Penfield residents and 80 spots for the Lunds customers, not the employees. The Police shooting range uses on street parking when they are training which is often. People do not park in the ramps for a half hour or hour lunch break. They want a quick in and out. If you delete an estimated 20 parking spaces you will seriously damage the local businesses. How many of those bicyclists will be stopping at our locations for lunch? I am really shocked as to how difficult Saint Paul is making it to do business downtown. We also are not connected to any skyway so we have a double hit. Why not use 11th as it is a one way and there are no businesses and no parking. I support having a bike path but not at the expense of family owned businesses.

Carol Hunn-Gregory--Keys Robert Street

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Kathleen Abel inside Ward 1 (on forum)

March 31, 2014, 2:49 PM

The best service the city can provide to me, a year-round bicycle commuter, is filling in the potholes and keeping snow off the streets. Between side streets and existing trails, bike lanes, etc., there are ample safe routes--IF THEY'RE MAINTAINED. I'd rather my taxes were used to provide smooth, clear streets than spent on the proposed Bikeway Plan. We don't need the changes, and we don't need the expense.

Thank you.

1 Supporter

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Name not available (unclaimed)

March 27, 2014, 6:24 PM

It's a large project and without being familiar with all areas of the city, it is hard to comment. Overall it looks great.

An example of something that I feel didn't work out is the Jefferson Bikeway. It was met with much resistance for reasons I still don't understand. I finally started using this bikeway in 2013 and find it somewhat slow, but maybe safer than alternate routes. But it got shortchanged because nothing was done to deal with the traffic at Cleveland and Cretin. You watch yourself age waiting for a break in traffic. If garage logic always wins out, we will have a system that doesn't fully support the bicyclist. So I hope creative marketing wins out when various proposals get let out to the public, because it failed with Jefferson.

I think we also need to get better at enforcing rules of the road for all vehicles, whether motorized or pedaled. As soon as we all accept responsibility for our behavior, then it will be easier to come to the table and achieve consensus.

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E O inside Ward 4 (on forum)

March 23, 2014, 6:06 PM

Although I am not a hard-core bicyclist, I would like to commute more by bicycle. I would bike more if there were more routes and more public emphasis on safety, awareness and sharing the road. I applaud the City of Saint Paul for examining these issues closely.

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

## 2 Supporters

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Name not available (unclaimed)

March 22, 2014, 3:37 PM

I support the proposed plan as outlined in the summary, with its emphasis on safety for cyclists and pedestrians, multiple options for cyclists, and bringing more cycle traffic to downtown St. Paul. I look forward to seeing these measures implemented fully. Thank you for the diligent focus on these efforts.

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william saul inside Ward 2 (on forum)

March 20, 2014, 4:07 PM

As someone who lives downtown, I think this is not only a tremendous waste of money but will exasperate the already crowded traffic and parking situation for the benefit of a few people for part of the year. Surely the council can use their time and resources better to improve snow removal.

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Richard Fuller inside Ward 1 (on forum)

March 19, 2014, 6:19 PM

I am impressed with the work here. If it all happens, I may find something I wish were different, but it will be such an improvement, I promise not to complain.

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Steve Yetter inside Ward 4 (on forum)

March 18, 2014, 9:23 PM

More work needs to be done to connect the west end of the Margaret Street Bike Boulevard to the 35E underpasses at Phalen and University. I recommend extending the 2014 Margaret project one block west to Mendota and routing cyclists north to the light at Minnehaha and then west on Minnehaha to Payne. At Payne, cyclists can go north to Phalen or south to Tedesco and on to University. I do not support the long-term plan of having Edgerton and Forest as the only designated rail crossings in this stretch. Edgerton's lack of direct connection to Phalen is a big disadvantage and Forest's disadvantages include large elevation changes and its indirectness for east-west transport. Payne already has good bike-able shoulders and connects directly to Phalen – why not leverage these advantages?

The area between lakes Como and Phalen lacks efficient east-west routes for bike transport in your plan. I have tried a number of paths through that region and find Maryland the most agreeable, even with its traffic levels, because it is direct and relatively flat. I avoid Arlington (too hilly and currently in very poor condition) and Wheelock (too meandering). The proposed collection of chopped up east-west bikeways in this area – Geranium, Ivy, Atwater and Sycamore - are of marginal value. At a minimum the plan should include Maryland west of Western as a designated route to get cyclists from the east under the railroad and to Como Park H.S. and Como Park.

The Como rail crossing SE of Lake Como is a problem for commuters due to the frequent slow trains that roll through. Cyclists encountering a train there can easily add 10+ minutes to their trip. Consider Horton / Van Slyke / Chatsworth / Orchard / Como as a tactical designated bypass to this crossing – it makes commuting

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much more predictable and doesn't require going all the way down to Front. Front is the correct strategic route, but it is currently not very bike friendly due its poorly maintained pavement and high traffic. Orchard is a quiet local street suitable for cyclists now which could be converted to a bike boulevard inexpensively.

2 Supporters

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Name not available (unclaimed)

March 16, 2014, 9:04 AM

It would be great if there were a safer way to transfer from Summit to Cretin to the River Road. I often feel nervous waiting to turn left, especially during rush hour. Even getting into that lane is hair raising and using the sidewalk is not much better. Do you have any ideas for that? Thank you for your efforts to improve biking; I ride whenever there is no snow and I greatly appreciate the safer streets!

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Name not available (unclaimed)

March 13, 2014, 3:03 PM

I am concerned about the loss of on street parking in the Downtown area. Removal of these parking spaces will result in higher rates in off-street facilities which already scare off many potential visitors. Loss of some of these on-street spaces create great difficulty those who are infirm or who are dealing with strollers, etc. I have zero confidence that bike lanes will be adequately cleared to meet the expectations, or safety, of the frozen few who will continue to utilize the lanes through the winter. As a result I would expect that those riders will end up on the main roadways anyway (at precisely the most dangerous time). When I think about the costs of construction, the costs of maintenance, the loss of meter revenue ( and I would be truly shocked if even a single parking enforcement officer was laid off ), weighed against the numbers of riders I expect (based on my observations around the city) , I can't see this as a worthwhile expenditure.

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Laura Nevitt inside Ward 1 (on forum)

March 12, 2014, 8:59 PM

I think it is fantastic that the City of Saint Paul is addressing the lack of bike accessibility head on - this is a fantastic start.

First off - we should not have to wait 20 years to get this implemented - we are already way behind our sister city across the river. If the goal is truly to be the 'most liveable city' - we know we must improve and expand out transit options

Second - we have to do better in providing actual bike lanes - not share road space - enhanced bike lanes and bike boulevards are really just feel-good measures. Let's invest now and get it done. We know that the population and traffic will just increase and the longer we wait to build our infrastructure, the more expensive it will become

Third - more north/south routes

Fourth - Dale St needs to be addressed - there is an overall need to address traffic - especially from St.

Anthony to Grand

1 Supporter

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Joshua Rohde inside Ward 7 (on forum)

March 9, 2014, 10:16 PM

# Citywide Bikeways Plan Recommendations

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There are two groups that this plan needs to think about, those that ride rarely for recreation and those who try to ride everywhere.

Those who ride for recreation should appreciate the loop and spurs that connects downtown and the off street paths that currently are difficult to connect to. It's a road block that keeps many people in their own neighborhoods and away from the chance of exploring and really enjoying the ride.

The more avid riders need better connections to their destinations. Many destinations are on streets that are difficult to put bike lanes on, i.e. West 7th, Grand Ave, University Ave. The plan has identified adjacent streets to use for bike traffic. It needs to be thought about how those streets connect to the actual destination. Will a rider need to ride extra blocks to cross and return to where they actually want to go?

Lastly, as we expand bike routes it should be taken into consideration how those routes will be cleared and maintained in the winter. Avid riders want to ride. And will ride more if given the opportunity. I commute in the winter and current bike lanes have all but vanished into the snow banks. Most paths used for commuting traffic a cleared fairly well. But the streets leave no additional space. There should at the very minimum be designated streets that will remain clear for bicycle traffic throughout the winter. Many bicyclists do pay property taxes and support local businesses which also pay property taxes (bicyclists don't commute outside of the city unless they have to). Using some money to improve the paths and bike lanes and to also maintain their passage throughout the winter will increase use.

This plan is vital as traffic becomes more congested and all transportation needs to be mixed use as our city continues to grow. Without multiple modes of transportation the streets will become impassable. And all things considered, this is a low cost high value project (taking into the consideration the improved aesthetic and improved tourism of our city).

1 Supporter

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George Hamm outside Saint Paul (on forum)

March 8, 2014, 9:19 AM

Getting into and out of downtown St Paul as a daily bike commuter can be very challenging. Stark contrast to the ease with which the same task is done in downtown Minneapolis. I think a major priority for the city's bike plan is to improve access to and from downtown, as well as riding in the downtown area.

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Name not available (unclaimed)

March 7, 2014, 1:27 PM

Having bikes compete with cars for space on the road is dangerous and really poses a risk to riders and drivers. Where there are bike paths, bikers should need to stay on the bike paths, where there are not bike paths, bikers should be encouraged to use less busy roads versus squeezing bikes onto roads made for cars and forcing cars to veer around bikers. I recommend that plans do not put bikes on the primary roads - especially during rush hour - rather consider using quieter or less busy side roads to support bike traffic. Additionally, I think it is important to consider requiring minimal safety equipment for bikes to increase visibility and also to enforce rules of the road for bikers riding in traffic. Finally, we should consider limitations on bikes on primary roads once the snow falls - I have seen so many near accidents due to bikes skidding on ice or

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sliding through intersections. I would not support traffic "calming" approaches - cars are the ones who pay the taxes for the roads - we use them to get to and from work and to transport goods - we should be looking at ways to make the roads more efficient and safe - traffic calming and adding bikes only increases hazards.

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Name not available (unclaimed)

March 5, 2014, 7:03 PM

Please - more off street bike paths. Many more people would consider biking.

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Kayla Brinkman Theimer inside Ward 7 (on forum)

February 23, 2014, 8:20 PM

I attended the overview of the Bikeways plan at the Duluth/Case Rec Center. Thank you for the excellent information and for helping to improve bicycle infrastructure in our city.

One question that was asked at the open house was, what to prioritize? I have 3 priorities:

1. I would like to see routes that help connect riders into and out of downtown. There are difficult barriers to try to cross (I-35E, I-94) or navigate alongside (Kellogg, East or West 7th Street) many of which are simply too unsafe for the average rider to try.

2. The second is to prioritize the loop and spur design you have proposed for downtown biking. It is overdue to get bikes safely into and around the city. I would feel comfortable biking with my child using this infrastructure and I foresee using this for both commuting and recreation.

3. Finish the Grand Rounds. The off-street bike path suggested on most of the grand rounds would be a terrific invitation for cyclists to come enjoy the city in a new way and could provide health and economic opportunities.

Thanks again for the work that is going into the project, I look forward to reading about updates and plans.

4 Supporters

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Andrew Luft inside Ward 2 (on forum)

February 22, 2014, 7:05 AM

Fantastic. Thank you for considering this plan and thank you if it can become a reality

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Lindsey Johnston inside Ward 6 (on forum)

February 21, 2014, 10:46 PM

I fully support the bikeways plan. I am so excited at the prospect of feeling safe biking in my city! Let's do this!

I am not a commuter. I bike about 1,000 miles a year. That could all change with the implementation of some of these bike facilities. There are only a handful of places I currently feel safe biking to locally (without my more seasoned bike-riding husband), and that's mostly because IT'S SCARY TO BIKE IN DOWNTOWN ST. PAUL. I



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feel safe tooling around the Eastside, but trying to get to some parts of downtown, not to mention over to Summit, doesn't feel safe to me. It's not that I am a timid rider; there are very few places I don't feel safe biking in, dare I say, Minneapolis. I want to be able to commute, and I want to be able to rely more heavily on biking as my transportation. I feel that the bikeways plan can make that a reality.

I won't pretend that I have novel ideas on priorities or other suggestions-- I don't. Is there room for improvement? No doubt. I have read lots of compelling comments and suggestions. But, does the plan need implemented? Yes, emphatically yes.

1 Supporter

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Name not available (unclaimed)

February 21, 2014, 4:49 PM

Phase 1 looks great!

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Eric Ebbesen inside Ward 1 (on forum)

February 21, 2014, 8:51 AM

As the routes for the downtown loop are considered (10th, Saint Peter, Kellog and Jackson) it would be helpful to understand how many parking spots there are on each side of the streets in question. Especially given the vocal group concerned about loss of car parking at last night's open house it would be in the best interest of the project to be up front with the number of spots at risk. Additionally, any data around parking spot usage would be helpful (I often find that there are either a lot of open spots in or no open spots given the time of day, events, etc.).

One point of opposition to any bikeway plan is businesses who feel they will be negatively impacted by loss of car parking options. I understand this concern but have not seen data that supports claims that either the loss of car parking will lead to a reduction in customers for existing businesses or the increase in bike parking will lead to an increase in customers for existing businesses (save some numbers from Portland). I assume that there will not be a lot of customers biking to businesses during the winter months, especially in the early years of the loop.

1 Supporter

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Teresa Ableiter inside Ward 2 (on forum)

February 20, 2014, 5:09 PM

Other ideas to improve the bikeway network: Could we have more bicycle stair channels please? We have them on either end of the W. 7th/Hwy 5 bridge by Fort Snelling - we could use more! St. Paul has a great many outdoor public stairways - in parks, in neighborhoods, etc.. The channels make it easier to get your bike up or down the stairs - especially for those of us who have difficulty carrying them. Thank you.

1 Supporter

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Michael-jon Pease inside Ward 2 (on forum)

February 20, 2014, 4:30 PM

# Citywide Bikeways Plan Recommendations

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I fully support creating a more bike-friendly city!

What isn't clear to me about the proposed bike lane on St. Peter Street is if it is on the West side of the street (going in front of Travelers and Landmark Plaza) vs. the East side (along the Hamm Building, Lawson Commons, etc.). There is so much booming retail and restaurant traffic along the East side of the street. We need to make sure delivery trucks for retail and restaurants can pull up along side the East side of the street for deliveries and that as much of the limited metered parking along St. Peter is preserved to aid the retail establishments. (Especially since the City just invested in new meters and added new metered spots in the area to increase their revenue, it's counterproductive to tear those out). As the lane and streetscape is considered, the City needs to remember that for many of the historic buildings (such as the Hamm Building and likely the Palace), their basement levels extend under the existing sidewalk to the street line. Repaving or reconfiguring the street may cause injury to these buildings (and certainly inconvenience) - another reason for keeping the proposed changes on the West side of St. Peter.

1 Supporter

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Brad Davies inside Ward 5 (on forum)

February 20, 2014, 9:31 AM

Another plan for the city to spend money we do not have.

I think an 8' sidewalk alongside a busy street is a wonderful idea. This would help the cyclists we see around the city the majority of the time, plus make our streets safer for the majority - the cars, trucks and TRANSIT. If a bicyclist intends to compete with a car for speed of getting somewhere, (a dedicated lane with no stoplights) we are talking a whole different subject from most cycling.

Since the vast majority of travel in the city is by car, they MUST come first, like it or not. Let's be realistic.

I live on Wheelock Pkwy and travel daily on Como and around the parks, and am always amazed how few cyclists I see on the parkway or bike paths, even on beautiful summer days (Not ANY the last two months). - Especially in light of all the complaining from a few.

Does it really make ANY sense to take away ANY traffic lanes on ANY streets to give to less than 1/10th of 1% of the vehicles?

Also, why take away any traffic lanes when they may be used by bikes only 7 months of the year (at best)?

Why are drivers afraid to comment here on what they really think??

Cyclists talk about how it is free... It is, because the rest of us are paying for it. I would bet the majority of them do NOT pay property taxes.

> Cyclists - If you want me to think of you as someone worthy of tax money, offer to support what you want.

Ask the city for a realistic cycle tax, to be spent only on bike trails - off the streets. You are right, your money would not be near enough - because there are not enough of you!!

Obey the traffic laws! Every time you drive through a red light in front of me, or weave between cars on the street so you can "get ahead," you put your cause one more step back in the eyes of the huge majority of street users.

Have we totally lost the voice of reason in our city government?

Well, like they say, "The squeaky wheel gets the grease."

1 Supporter

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Ray Bruan inside Ward 4 (on forum)

February 20, 2014, 9:16 AM

## Citywide Bikeways Plan Recommendations

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The long range plan shows bike trail on the old Soo Line tracks that run west into Minneapolis and to the east connects to Ayd Mill Road rail line tracks.

It is important that this trail includes an access path around Pelham Blvd/Glenwood St/Wabash Ave such that the existing "Grand Round" can interface with the Midtown Greenway in Minneapolis and points east as well (Bruce Vento Trail?).

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Liz Pearson outside Saint Paul (on forum)

February 20, 2014, 8:37 AM

I second a number of other commentors who stated that some of the proposed routes are on streets that are not safe for riders. My first thought when I examined the plan was that it was designed by someone who obviously either doesn't ride a bike, or who has never ridden on the proposed routes. Unless some traffic calming is introduced along with the bike lanes you are just going to have bike lanes and cars whizzing past and we're no closer to creating a desirable environment to ride. The proposed inner loop dedicated bike path was a very telling indication that someone has never been on these streets. The area where 10th crosses Cedar is especially horrible with the introduction of the light rail stop and I can't even imagine what would happen if you introduced a dedicated bike path into the mix. The current intersection is hazzardous to pedestrians already and despite mine (and other collegues) contacting the Office of Traffic Safety in Saint Paul and various City Council members, nothing has changed and it's just a matter of time that someone is hit by a car or a bus. I can't imagine what will happen when the trains start running. I do think this plan is a good start. It allows for discussion, it allows for riders of various levels to participate in the discussion and it is a concrete plan that we can work from. I am not hopeful that it will get any funding.

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Name not available (unclaimed)

February 19, 2014, 12:41 PM

I am extremely happy to hear about this plan. I commute to work via bicycle during the less-snowy months and have never felt safe biking downtown St. Paul. So much so, that I put my bike on a bus and get a ride to the outer limits of downtown before biking the rest of the way home. I would see this as a huge benefit of working downtown.

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John Petroskas inside Ward 4 (on forum)

February 19, 2014, 8:09 AM

I commute by bike from Midway to 7th & Lafayette. I'd like to see more emphasis on creating safe, rideable connections between downtown and the surrounding neighborhoods. The plan proposes St. Peter/12th/Rice as one such connection, but that's a poor choice. Even the most committed rider is going to find riding on 12th Street uncomfortable because of traffic volume, ugly intersections, and the fact that it takes you to Rice Street, which is like riding on a freeway. Without major improvements, that route is just not safe. Every afternoon on my ride home, I see bike commuters avoiding 12th and Rice by riding up the sidewalk that bisects the capitol mall right next to the veteran's memorial, then connecting to quieter streets to the north. Another area that needs better connections is the West Side - it would be nice to have an alternative to 7th St for riders coming down the High Bridge. I know connecting downtown to the neighborhoods is hard because of the geography,

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

and our existing infrastructure of roads, but it would be an important improvement to our whole bikeway network.

1 Supporter

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Chris Tholkes inside Ward 2 (on forum)

February 18, 2014, 3:49 PM

I have to say that while it is fantastic that St. Paul has a plan, the fact that it is a 20 year plan took the wind out of my sails. Really, 20 years? It would be nice to see significant improvements to our bikeways while I am still able to ride a bike. I currently work in downtown St. Paul and would love to commute to work by bike, but I don't because it is simply terrifying. There is no protection for cyclists downtown. It is my sincere hope that the execution of this plan be expedited.

1 Supporter

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Paul Peterson outside Saint Paul (on forum)

February 18, 2014, 1:43 PM

I would like to see improvements to Rice St. north of downtown St. Paul to improve access to downtown. I commute from a northern suburb and find Rice, Dale, & Jackson to be undesirable to bike on. I commute on road bike and speed is necessary to make it on time and worth it. I bike year round and would like a better option than Victoria/Como Ave. Also, access into downtown via Jackson is the only protected route which is nerve-racking to bike on due to pitch, cars, curbs, enormous potholes that swallow bikes and bust rims. Access into Downtown should be better protected to encourage new bikers and reduce the feeling of being chased by cars.

1 Supporter

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Gena Berglund inside Ward 2 (on forum)

February 17, 2014, 2:43 PM

I like that this plan would connect gaps in the network and improve current bicycling infrastructure to make biking safer for women & families. I am very glad to see that the plan connect the trail facilities through downtown. The 1.7 mile off-street loop in downtown is particularly interesting. I am strongly in favor of 8 to 80 facilities such as in-street separated lanes and off-street paths. Let's encourage safe and pleasant biking to the museums, the farmer's market, music, art, performances without the hassle & added expense of car parking. Other cities have discovered that bikeways have the added value of calming traffic, easing congestion, and improving traffic flow. The north south routes between Fairview and Lexington and desperately needed. I am very glad about those routes. Because I live there, I like that Saratoga is included as a bicycle boulevard. I also like that the plan treats the city equitably, so that everyone, no matter where they live will have good, if not great, options for biking. Improving bike infrastructure encourages economic development; it creates connections and vibrant streets are good for business & neighborhoods! -Gena

1 Supporter

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Nathan Kellar-Long inside Ward 4 (on forum)

February 16, 2014, 9:30 AM

## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

I really like the bike plan. What a great thing for St. Paul. One thing I noticed was between Marshall and University on Fairview. The bike lane is on the road. this would be an easy place to have a grade separated lane because the road their is so wide. It would also be much safer because cars speed through that little stretch constantly.

Also I know that this is a long term project, but has anyone considered putting bike lanes on streets anytime the street is redone. Not just for the bike plan but for every street in St. Paul. Obviously this won't happen for every street, but if it could be the default instead of having to prove why you want a bike lane, I believe that would make for a better city.

Nate

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Ryan Limbag inside Ward 1 (on forum)

February 16, 2014, 1:09 AM

I 100% fully support investments in our bikeway network. Beyond cost and economical benefit, it is a step toward the kind of city we want to be.

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David Vessel inside Ward 4 (on forum)

February 11, 2014, 8:35 PM

Nice job on the plan. I am really excited to see St. Paul become bike friendly with facilities that connect. More over, I was really please to see lots of common sense in plan, specifically avoiding those streets that are unsafe for cyclist (University & Snelling specifically).

I was glad to see the through connection on Hamline Ave across the CP main line in the plan. It is a very dangerous situation now that the Como Pool is open. I have seen lots of kids (6-12 years old) cut across the tracks. It is an important safety link in the system because of the draw for kids.

I know that the plan isn't funded but I am very encouraged to see a comprehensive concept and a variety of common facility types.

Regards,

David Vessel

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Carlos R Cruz inside Ward 3 (on forum)

February 11, 2014, 1:55 PM

I'm very excited to see the latest iteration of the DRAFT St. Paul Bikeways plan. Having all these streets connected for biking will be a huge boost the city and healthy living. I'm very hopeful for this ambitious effort and hope that the project is a success.

The only question I have, is why make Davern St + Saratoga St a bike boulevard / enhance shared lane, when

## Citywide Bikeways Plan Recommendations

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you already have, as two blocks WEST, you already have Fairview Ave IN STREET separated bike path, and a few blocks EAST you have HAMLIN Ave (as shown on Figure 4, <http://stpaul.gov/DocumentCenter/View/70499>) ? Additionally, Davern St has a lot of STOP signs throughout its length (almost every block around SPA), and bicyclists are notorious for not stopping at these, which could lead to them running the stops signs and endangering themselves and motorists. Also, Davern St doesn't even go all the way to Marshal Ave or University Ave (stops at St. Clair). I'm all for having as many bikes lanes as possible, but ones that make sense to have (and not just for the sake of having some). Finally, on both these streets, paths most like won't wide enough to be safe for bikers. As another reader mentioned before, the bike path Jefferson is currently positioned so that opening car doors and cyclists can be at the same place at the same time, which seems somewhat dangerous. I would recommend that both these streets (Davern and Saratoga), don't have any bike paths at all.

Besides these comments, I also support the St. Paul Bikeways plan. Thanks and keep up the good work.

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John Mark Lucas inside Ward 4 (on forum)

February 11, 2014, 9:59 AM

I support the development of a comprehensive long-term bike plan for Saint Paul. It will contribute significantly to enhancing our quality of life by providing another viable transportation mode for those who choose not to or are unable to rely on private vehicles.

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Daniel Choma inside Ward 6 (on forum)

February 8, 2014, 2:17 PM

I love the bicycle plan! One of the things that makes me the happiest is how it connects existing paths to make the overall system more effective. (An example is the expansion of the bike lane on Phalen Ave to bring it to Jackson. Kudos) In that way, it most effectively uses my taxes as a homeowner. (yes, y'all, as a bicyclist, I also pay taxes. Some of those taxes go to paying for the education of children I don't have. I'm okay with that, as it improves the overall health and education of the community I love.)

I think downtown is a very important section of the bicycle plan. Saint Paul has a beautiful neighborhood culture. As an East Sider, my neighborhood has it's own cultural identity. West Side has one as well. Same with Rice Street, etc. Downtown connects ALL of these neighborhoods.

As our city grows, (which it inevitably will) I think it's incredibly important to facilitate downtown growth with bicycle infrastructure. David Byrne talks about how bicycle infrastructure connects neighborhoods in both a culturally and environmentally sustainable way in The Bicycle Diaries. I want that in downtown.

Bicycle infrastructure also solves parking issues and makes downtown a more attractive place for young entrepreneurs. Just look at how a city like San Francisco has attracted great companies: they've built their city so that their downtown is attractive to the sustainability values of young business owners. They have also increased the value of their property: another well documented benefit to bicycle infrastructure.

As a 29 year old small business owner, I can attest that parking lots and three lane highways are low on my list of values. A healthy environment, a vibrant culture, and a sustainable future, however, are values I hold.

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

Investing in bicycle infrastructure downtown would improve health, connect culturally vibrant neighborhoods, and most effectively use my tax dollars to create a sustainable future.

2 Supporters

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toby madden inside Ward 2 (on forum)

February 6, 2014, 8:46 AM

This is a great idea that is long over due. I especially like the idea of using old railway lines. The Ford spur should be converted to strictly bikes and walking trails.

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Jennifer Cannon outside Saint Paul (on forum)

February 5, 2014, 9:07 AM

This is a good plan but needs some more thought. I currently commute from Mendota Heights to DT when it's not crazy cold/snowy and I've never had problems. I stick to side roads and once I get downtown I ride on the sidewalk on Kellogg. I ride slowly and cross at the light, like a ped would. I also wear skirts/street clothes and no helmet though so I think motorists assume I'm a dottering old woman and slow down for me. I think off-street lanes, or physically segregated on-street lanes, are the way to go. Painting lines and arrows in the street does nothing. Education and a good communication plan are critical as well - I don't see much about those aspects in the plan.

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R Michael Lacy outside Saint Paul (on forum)

February 4, 2014, 10:19 AM

Please repave the path along Shepard Rd between Otto Ave and Randolph.

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Jessica Kullander inside Ward 5 (on forum)

January 31, 2014, 11:16 AM

Nice idea, poor layout. There doesn't seem to be accessibility to many of the places people might want to get to! What is the best way to get to the Highland shopping area/library/rec center? I can't see how to get safely across Ayd Mill/35E from the N to the S, either. Others comments about Maryland are also on the mark. I also agree with others observations about accessibility to other public resources- schools, rec centers, large parks. Some people might not be comfortable commuting to work, but would be more interested in biking to local resources they use. I also agree with those who pointed out there needs to be more and safer access to the green line! I some near the west end, but the east end needs accessibility too. One thing I am pleased about near my neighborhood was the opening of the bike/pedestrian bridge on Lexington over Pierce Butler. I feel much safer. It would be great to have a similar safe crossing by Dale/Western, etc on that side which would facilitate better access to Rondo area and green line too.

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1 Supporter

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Dan Sagisser inside Ward 5 (on forum)

January 31, 2014, 11:09 AM

## Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

I love that St. Paul is getting back into supporting biking around the city. I find the biggest problem in biking St. Paul is (and I've biked a lot of it) is getting North and South in the Midway area. You can go East/West down by Summit, or up by Como... and even many places in between, but it just seems impossible to go North/South. Snelling all the way through to Dale are just incredibly difficult to traverse. It doesn't help that a lot of the bike paths start and stop pretty randomly as well.

I found the plan pretty hard to follow, but it seemed like it added a lot of sections without completing many of the routes already in place.

1 Supporter

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Name not available (unclaimed)

January 30, 2014, 9:53 PM

I'm very excited to see a bike lane addition to Cleveland Ave! That would be a very handy cut through for those of us that live in Highland Park.

John Faughnan inside Ward 3 (on forum)

January 30, 2014, 9:29 PM

I'm delighted that Saint Paul is taking this long overdue step. We have a lot of lost time to make up, but this is a great start. I particularly encourage well separated bike paths -- experience around the world has shown that segregation from cars makes bicycling far more appealing.

I'm fortunate enough to pay a good amount of taxes to the City of St Paul. I'm happy that my family's money is being well used.

3 Supporters

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Walt Mills inside Ward 4 (on forum)

January 30, 2014, 8:49 PM

This is a huge waste of taxpayers money. The weather in this state is to severe for any reasonable person to think they can ride a bike to work year round. Recreational biking is fine but that is all it is. Let's not have a group of grad students who hate cars, run things in the city. We are not Minneapolis.

3 Supporters

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Drew Johnson inside Ward 3 (on forum)

January 30, 2014, 12:32 PM

Kudos to St. Paul for making critical investments in the future of our city. I'm a bike commuter, and will definitely use the new trails. Please make sure the trails allow easy access across highway "trenches" (280, 94, 35E, etc) so that our neighborhoods can connect easily with each other and downtown.

2 Supporters

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David Baker inside Ward 2 (on forum)

January 30, 2014, 11:14 AM



# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

As a long-time bike commuter from near St. Clair and W 7th to downtown Minneapolis in the months without snow on the roads, I support development of better bike lanes and trails. I will say however that this investment will be totally wasted unless the education piece is implemented and embraced by both cyclists and folks in cars. Basic sensibility and respect are the most important factors. I'm frequently frustrated by cyclists with ear-buds who are completely oblivious to their surroundings, or night riders without lights or flashers. I'm also frustrated by drivers who choose to either ignore bike riders or even go out of their way to impede their progress. We all need to practice respect for those around us.

The other thing that appears to be missing if we want to increase the use of bikes in commercial zones like downtown is bike parking facilities. That needs to be factored into the plan. I personally would support some sort of licensing or tax on bikes to help fund this project. I appreciate being able to essentially commute for free, but I also know that the trails are expensive to build and maintain and I feel a responsibility to contribute.

2 Supporters

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Bill Johnston inside Ward 4 (on forum)

January 30, 2014, 10:33 AM

My biggest concern about the bikeways is that the bike paths be wide enough to be safe. For example, the bike path on Jefferson is currently positioned so that opening car doors and cyclists can be at the same place at the same time. The effect of this is that cyclists tend to hug the left side of the lane to stay away from parked cars. If you going to have bikeways, please don't just pretend about this as you have on Jefferson. You're going to create more accidents than you prevent.

1 Supporter

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Peter Breyfogle outside Saint Paul (on forum)

January 30, 2014, 10:13 AM

What is the difference between a Bike Boulevard and enhanced shared lanes. Other than the paint they look the same to me. What difference in behaviour is expected from biker and car drivers? It seems like too fine a difference to me for the potential confusion.

Eric Saathoff inside Ward 6 (on forum)

January 30, 2014, 9:37 AM

I love that this plan has been made and is a priority for the city of St. Paul. I am a year-round bike commuter. To get to work by car it would be nearly a straight shot along Maryland Ave, which is not safe by bicycle. I currently use Brainerd Ave for part of the route, which would be a nice connection between Edgerton and the Maryland Ave bridge. It is very wide with only a couple of stop signs. Please consider making this a shared lane or bike lane route. Even more helpful, however, would be to slow traffic along the full length of Maryland avenue. It is conspicuous that this was left out on the bicycle grid, and it is an absolutely critical corridor for all modes of transportation (why isn't there a Maryland bus that actually goes from east to west across the city, connecting the lakes?). If Jessamine is the replacement for Maryland, it is too far away. I understand that Rose is out because of the Arlington Hills project (Geranium, too?). Maryland is such an obvious choice for getting across the northern

# Citywide Bikeways Plan Recommendations

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span of the city - it needs to be accessible by all modes.  
Please consider BRAINERD and, more importantly, MARYLAND AVE.

10 Supporters

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Patrick Driscoll inside Ward 2 (on forum)

January 29, 2014, 5:48 PM

There should be some form of payment for all these bike ways. Why should all the taxpayers have to pay for places and roads that bikers use without paying a dime? I would call for a one time 10% tax on all new bike sales. If they can afford a \$50 bike, they can afford another \$5 to help pay for the bike paths.

2 Supporters

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Diane Weise inside Ward 2 (on forum)

January 29, 2014, 5:14 PM

How will this be paid for? No matter what, it's a waste of money. We have plenty of bike paths. The city streets and plowing need to be addressed first before any bike paths are built.

4 Supporters

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Rashelle Brown inside Ward 2 (on forum)

January 29, 2014, 5:08 PM

I completely agree with this city plan. I also think the off-street Downtown Loop is essential. I think that once portions of the plan are implemented, the city should focus on heightened enforcement of traffic laws - for both motorists and bicyclists - to ensure a smooth transition and heightened public education about acceptable behavior by all users of public roads, pathways and trails.

For some excellent ideas on how to make this plan better, please watch the documentary "Urbanized", paying special attention to the bit on Denmark. <http://urbanizedfilm.com>

3 Supporters

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Maria Ward inside Ward 1 (on forum)

January 29, 2014, 4:59 PM

I'm very excited about the proposed plan. As a year round bike commuter, I feel most comfortable on off street paths and in-street separated lanes. Along with the bikeway plan, there should also be a plan to plow so bikes can be in these areas in the winter.

1 Supporter

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Name not available (unverified)

January 29, 2014, 4:28 PM

I live downtown and do not own a car. The walkability score of my home was the primary reason for buying. I ride my bicycles all season, and for all reasons. Here is what I observe when I am out there on the roads, trails, by-ways, and paths.

## Citywide Bikeways Plan Recommendations

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- 1) There is no safe access from downtown to the Mississippi River trail. (I see that the plan call for that. Thank goodness!)
- 2) The new trail, along the exit from Highway 52 is not plowed.
- 3) Having cyclists use a bell to warn pedestrians would be wonderful MN courtesy. (I have seen numerous cyclists pass pedestrians uncomfortably close, and startle them. I know that it is awkward to call out "on your left" or something similar, but it would be nice if it could become common practice.)
- 4) I hope that someday we'll connect the Minnesota River trails, from the state park upstream.
- 5) I pull a cart to get my groceries, and few of the grocery stores have places to securely lock a bike. (Cost-Co does, and I think that is a hoot.) ;-)
- 6) Over the years, I have found that the more bikes that are on the road, that the better the drivers respond to all of us.
- 7) I wouldn't mind if the police felt empowered to "cite" cyclists for unsafe riding practices in traffic. I think a few cyclists, who do not follow the laws of the road, create unsafe circumstances for the rest of us.
- 8) I rode a green bike for the first time, last fall. While I like my own bikes, I felt that the service was good for all cyclists. And, I enjoyed my ride.
- 9) I am expecting that the light rail will have places for bicycles.
- 10) I have found Saint Paul drivers to be exceptionally courteous and safe.
- 11) I'd like to see the trail connect to Hastings, MN.

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Kimberly Feilmeyer inside Ward 2 (on forum)

January 29, 2014, 3:39 PM

As we improve the biking infrastructure in Saint Paul, I would like to see some of the new bikeways run very near to our public schools, so that more students could safely ride to and from school. Currently, and in the draft plan (<http://www.stpaul.gov/DocumentCenter/View/70499>), there are hardly any N/S kid friendly (e.g., off-street, bike paths, shoulders, or enhanced shared lanes) options available to large sections of the SPPS's E & F zones ([http://www.spps.org/map\\_of\\_school\\_locations](http://www.spps.org/map_of_school_locations)). This prevents many families from biking, yet there are many students and families in these areas that are strong bike advocates.

I would also like to see better bike links to the coming green line and the new bus routes. Better and bigger bike "parking" at these main intersections would also better support bikers year-round.

If you build it, we will use it.

6 Supporters

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Erik Riesenbergs inside Ward 3 (on forum)

January 29, 2014, 3:17 PM

I am glad to see the city coming out with a plan for new biking infrastructure, but I can't say I'm pleased with the results. Some aspects are satisfactory, but by and large it seems a very timid approach. For instance, the "shared lane" and "enhanced shared lane" concepts are essentially no different either from each other or what we have now. Both of these approaches are an incredibly weak response and in many cases, don't even seem worth wasting the money on. They would do little to nothing to help create a space for cyclists on the roads. Also, the proposed downtown bikeway on the sidewalks is also a joke. There is very little to distinguish the bikeway from the sidewalk and no barriers to keep pedestrians off the path. It's ridiculous to think that walkers

## Citywide Bikeways Plan Recommendations

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will not use the bikeway when convenient and thus defeats the entire purpose of installing a bikeway. the biggest problem with this plan is that it doesn't address the underlying problem. bikers need dedicated infrastructure to be equal participants on the roads. up until now, bikers have been pushed into the margins. the roads are for cars, and the sidewalks are for walkers, but bikers have to make do. we have always been asked to deal with less. this plan doesn't address that at all. we need bold action toward bicycle dedicated infrastructure and this is not that.

2 Supporters

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Nate Kaselnak inside Ward 5 (on forum)

January 29, 2014, 1:45 PM

I fully and whole-heartedly support this endeavor. I think promoting biking in St. Paul will create a better, nicer, and more sustainable city. I would love, love, love to see a bike path between Como Lake and the trail head for the upcoming Trout Brook park on Maryland Avenue. West Maryland Ave can be difficult for bikers and it seems that it could support a bike lane (maybe less so now, since the turn lanes have been added but still...). I would also like to see a lane down University Avenue since it's one of the flatter routes that cross St. Paul. All things aside, I'm very excited about this and I am already making plans to become more of a bike commuter!

5 Supporters

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Gerald Strom inside Ward 4 (on forum)

January 29, 2014, 1:44 PM

Ways to improve the present bikeway network; keep the bikeways plowed in the winter and brushed in the other seasons. After that is accomplished, then add the recommended 358 miles of bikeways throughout the city.

Laura Nichols inside Ward 3 (on forum)

January 29, 2014, 1:24 PM

I think a circle around the city is a great idea and making us more connected to other areas of the Twin Cities as well. But I would like to see better bike paths made more available in those parts of St. Paul that could really use access to cheap transportation....Shepard Davern and the East Side. There is more to St. Paul than Frogtown, Summit Hill and Highland Proper.

Zdanna Tranby inside Ward 4 (on forum)

January 29, 2014, 1:10 PM

I just looked at the bike plan draft. I bike from Midway into downtown St. Paul, using Minnehaha to Marion to Kellogg, and would enjoy having a bike lane on Marion, if possible.

Even without that added route, however, it will make the trip A LOT safer, having the proposed bike path on Kellogg between 94 and 35 - coming into downtown St Paul on that route has always been hair-raising, because cars are driving quickly down the hill and not looking for cyclists.

Jerry Porter inside Ward 2 (on forum)

January 28, 2014, 9:03 AM

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

I support the Saint Paul Bikeways plan and agree with the vision you stated. Thank you!

2 Supporters

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Name not available (unclaimed)

January 23, 2014, 2:51 PM

As a part of this process, I suggest that the city designate a dedicated bike lane through the downtown area on 5th Street (eastbound) and 6th Street (westbound). As a bike commuter working downtown, I can state from personal experience that it is not easy or safe riding downtown at present. 5th and 6th are paired one way streets and could accomodate a bike lane. If the city is serious in making bike commuting a viable and widespread option, the lack of safe bike lanes downtown needs to be addressed.

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Name not available (unclaimed)

January 23, 2014, 2:49 PM

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Name not available (unclaimed)

January 23, 2014, 2:47 PM

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Dean Reasoner inside Ward 5 (on forum)

January 22, 2014, 9:14 PM

I would like to recommend adding a bikeway (shared, enhanced, or otherwise) that extends along Maryland Ave from Rice Street to Como Park. This would link the upcoming Trout Brook improvements directly to Marydale Park (a hidden gem) and Como. It would also provide some traffic calming for Maryland Ave.

5 Supporters

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bruce pedalty inside Ward 4 (on forum)

January 22, 2014, 7:03 PM

I'm not a bicyclist, I'm a pedestrian. A path that I enjoy walking, Mississippi River Blvd, is shared with bicyclists. This path is used by walkers, runners, bikers, walkers with dogs, baby strollers, etc. Some bikers ride this path on racing bikes, helmeted, head down, perhaps at 15-20 MPH, as if they were training for a triathlon or the

# Citywide Bikeways Plan Recommendations

The plan recommends 358 miles of bikeways throughout the city. Do you agree with the recommended placement of these bikeways? Do you have other ideas to improve the bikeway network? If so, please tell us those ideas.

Tour De France. I hope the new plan creates a separate course for the bikers, the current mix in this area is not safe.

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Carole Anderson inside Ward 3 (on forum)

January 21, 2014, 7:09 PM

I strongly support any increase in bikeways. I am especially interested in ensuring that Ayd Mill road has bike lanes and does not have 4 lanes that are dedicated to cars. I think this road is could be an important north south link for bikers and should not be used for 4 lanes of cars. I would be very interested in any plans to connect this road to the gateway.

5 Supporters

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Alex Cecchini outside Saint Paul (on forum)

January 21, 2014, 11:21 AM

Only 3 major comments on the study:

- Use as much political and financial capital as possible on the major bikeways to be physically segregated bike lanes or cycle tracks. This is important for user comfort, safety, and speed - all of which have the highest impacts in attracting riders.
- 20-30 years is a long time-frame to complete this network. I understand that many of the facilities will simply wait for street re-construction to reduce direct cost burdens on the network. Why not implement temporary/short-term facilities in the meantime? Planters/paint for the separated lanes with full concrete barriers come full reconstruction.
- What changes will this network force on land-use/zoning and other transportation options? Will a high-amenity and highly connected bike system allow the reduction in parking minimums for neighborhoods? Can higher densities and intensity of land-use be achieved without significant auto congestion thanks to safe alternative modes? Can potential mode-shifts allow the implementation of other network effects, like dedicated transit lanes? In total, what does this study recommend St Paul change to allow/encourage more businesses and residents?

Overall, the network looks great, can't wait to use it!

5 Supporters

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Jono Nagel inside Ward 5 (on forum)

January 21, 2014, 10:29 AM

I think this is an awesome idea. I completely agree that St. Paul needs more bikeways. Bikeways help get more people outside and interacting face-to-face. They're good for the community, our health and our environment. On top of that they are the cheapest form of transportation and if we can make it easier for people to bike that money people would be saving on gas and car maintenance would be put into local businesses. On top of that it also just helps keep MSP on the map of being the most bike-friendly and healthiest metro area. The only thing I'm bummed about is that it's going to take 20-30 years to implement. Yikes!

2 Supporters

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# Prioritizing the Citywide Bikeways Plan

*How should the City prioritize this plan? What criteria should be used to identify the greatest need or highest-priority corridors?*

All Statements sorted chronologically

As of May 14, 2014, 6:52 PM



*As with any public comment process, participation in Open Saint Paul is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*

# Prioritizing the Citywide Bikeways Plan

*How should the City prioritize this plan? What criteria should be used to identify the greatest need or highest-priority corridors?*

## Introduction

The City of Saint Paul Comprehensive Plan establishes a goal to increase the number of people using bicycles to travel around the city. To help accomplish this goal, the City has developed a draft of a “citywide bikeways plan,” a document which is intended to guide the development of Saint Paul bicycle infrastructure into the future.

Please review the draft of the plan at [stpaul.gov/bikeplan](http://stpaul.gov/bikeplan) and let us know what criteria you think the city should use in determining how to implement the plan.



# Prioritizing the Citywide Bikeways Plan

*How should the City prioritize this plan? What criteria should be used to identify the greatest need or highest-priority corridors?*

As of May 14, 2014, 6:52 PM, this forum had:

Attendees:	223
All Statements:	42
Hours of Public Comment:	2.1

## Prioritizing the Citywide Bikeways Plan

How should the City prioritize this plan? What criteria should be used to identify the greatest need or highest-priority corridors?

Tyler Teggatz inside Ward 3 (on forum)

April 30, 2014, 4:50 PM

The area that I think should be prioritized is access to and from the downtown area, especially from Shepard/Warner.

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Andrew Singer inside Ward 3 (on forum)

April 30, 2014, 4:50 PM

Once again, summarizing and supplementing my more extensive comments at [http://www.saintpaulbicyclecoalition.org/bike\\_plan\\_comments\\_singer.pdf](http://www.saintpaulbicyclecoalition.org/bike_plan_comments_singer.pdf) , I would prioritize #1 Downtown and particularly the spurs leading into it, especially Kellogg Avenue. I'd endeavor to keep an off-street facility on Kellogg from John Ireland all the way around to the 3rd/Kellogg bridge on the southwest side of Kellogg to minimize the need for street crossings as Kellogg is a very busy street with high-speed traffic and many vehicle turning movements. Next would be Jackson ...then Wabasha or St. Peter. Next, I'd prioritize closing short but important gaps such as Wabasha between Plato and Filmore (which should be done as a 5-4 or 5-3 lane conversion) and McKnight gap under I-94 near 3M. My next priority would be bridging other gaps such as Snelling between Hewitt and Como Avenues, which already has a MnDOT Snelling Multi-Modal Plan set and approval from MnDOT. In general, the prioritizing principle should be "Which routes will benefit the most riders on a day to day basis." Since Summit/John Ireland is our most used bike route, Kellogg (to get to downtown from John Ireland) should be the biggest priority. The next prioritizing principle should be "projects that are mostly just engineering issues and thus lack significant political opposition." Again, Kellogg falls into this category as does the aforementioned gap on Wabasha or McKnight ...and Snelling from Hewitt To Como, where it's just MnDOT property and Hamline, who signed off of giving up 7-8 parking spaces between Hewitt and Taylor. Also priority should be given to streets and gaps for which there are no other alternatives. For example there is no alternative to University Avenue between Aldine and Raymond, so the city needs to go in with much more substantial "super sharrows" and signage to both outside lanes and even consider reducing that stretch of University to one through lane in each direction. To help prioritize, the city needs to do more bike counting and post results on a publicly accessible website. The city should also do a better job of tracking bike crashes, compare this to count data and prioritize engineering improvements to the plan that will improve bike safety. Along these lines, the city should prioritize extending bike facilities on bridges beyond the ends of the bridges (as described in my more extensive comments linked to above), because bridges are heavily used by cyclists and the ends are often unsafe. An example would be either side of the newly rebuilt Hamline Avenue bridge over Ayd Mill Road and the CP Rail line.

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Sam Wils inside Ward 3 (on forum)

April 30, 2014, 3:53 PM

The downtown Loop can be a great tool to encouraging those who work or live downtown to mode shift to cycling while also improving connectivity among existing amenities. Funding this immediately would make sense while the overall plan coalesces more organically.

Existing road construction projects should be used to accomplish this project whenever possible to make this plan financially efficient. Small enhancements such as painting separated lanes can be done with minimal investment and should be done quickly. Careful coordination with other land-use, economic development, or

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transit plans also will help build more costly infrastructure pieces such as off street paths while minimizing costs.

The city should explore alternative funding sources as well. For example, when the city waives minimum parking requirements for developers, creating a mechanism to have these developers fund bicycle infrastructure makes sense. Developers of large properties that substantially change a neighborhood should contribute to the creation of infrastructure for people not operating motor vehicles. The future Ford Plant development is an excellent example of development that should coincide with substantial investment in facilities for people using cyclists.

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Ed Lehr inside Ward 7 (on forum)

April 30, 2014, 3:26 PM

When the Saint Paul Bikeways plan is approved, the City should suspend regular bicycle capital improvements. All projects in the approved Bikeways plan should be painted into existence over one May-September season. Allocate, say, \$2 million of the capital budget (an out-of-the-air estimate). Where bike lanes are specified, instead Sharrows should be painted. Bike route signs, figure D1- 1-1 (page 25 of Draft Bikeways Plan) should be posted. (None of this signage grants privileges to bicyclists that do not already exist.)

Then ask Mayor and City Council to agree to assign a capital budget figure for implementing the bikeways plan for each year. Divide the projects into safety-priority, long-distance-routing and locally-preferred-routing categories. Estimate value of facilities already previously installed in each of the District Councils. Divide money available by District Councils subtracting value of installed facilities, then share the facilities installations equally until complete.

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Pat Craig inside Ward 4 (on forum)

April 30, 2014, 10:06 AM

I agree with other posters that major streets need to be easier & safer to cross. For example, crossing Cretin Ave anywhere north of Summit Ave is dangerous in its current state as drivers treat it as a high speed highway. The city both needs to implement a series of safety features on these major crossing roads to ensure use by bikers & pedestrians.

In that vein, all bike routes and biking areas need to be very, very, visible and marked well to let drivers know and understand that there are bikers around and to make the bikers feel more safe.

Also, more east-west routes through residential areas, where there isn't as much driver traffic, would be welcome and cost effective (just signs/street painting).

Thank you.

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Lars Christiansen inside Ward 4 (on forum)

April 29, 2014, 11:30 PM

## Prioritizing the Citywide Bikeways Plan

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Criteria for determining prioritization, in no particular order:

- \* Connectivity for achieving a bicycling system.
- \* Connectivity to other modes.
- \* Community/neighborhood support for specific projects.
- \* Completing the Grand Round (also achieves connectivity).
- \* Balance of bicycling facilities for less and more experienced bicyclists.

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Rebecca Airmet inside Ward 1 (on forum)

April 29, 2014, 11:00 AM

Saint Paul should prioritize the downtown loop and the connecting spurs to adjacent neighborhoods. This section of the bike plan is most likely to serve the widest variety and number of people. Commuters can access concentrated areas of employment, families can access events, parks, museums, and libraries, and students can access the many public/charter high schools in the downtown area, as well as the multiple nearby secondary education institutions (Metro State, McNally Smith, Saint Paul College, etc).

Environmental equity should be kept in mind. Prioritize routes that connect lower income neighborhoods with transit and jobs. These will often coincide with the downtown spur network.

Finally, the "low-hanging fruit" should be prioritized. Many roads can be repainted or restriped cheaply, and larger infrastructure builds should be planned to coincide with existing construction/road work.

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Name not available (unclaimed)

April 29, 2014, 9:45 AM

I have just reviewed the plan and other information and support the comments provided by the Women on Bikes Coalition in a letter dated April 28.

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Name not available (unclaimed)

April 29, 2014, 9:27 AM

Thank you for taking this on! For me the highest-priority corridors would be those that connect to existing bike trails or other safe bike routes. For example, I live about 7 miles north of the Capitol off Rice and would be a bike commuter if there was a safe bike path (path or lane). A second priority would be bike paths from key bus or light rail stops.

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Rachel Hertel inside Ward 1 (on forum)

April 29, 2014, 8:54 AM

The first priority should be safe crossings over dangerous intersections. I don't need dedicated bike lanes on the side residential streets, but I need to be able to cross University Ave or Snelling safely, or get across the northern train tracks without having to risk the drivers on Lexington or Snelling. In fact, those side streets are often MUCH safer to ride on than the busy streets with a bike lane! Similarly, having SAFE methods of bicycling into or out of downtown St. Paul is critical. Both of my children commuted by bicycle during high

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school, and there were almost NO safe ways to get through the commercial strip between I-94 & University, for example.

1 Supporter

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Edward Burke inside Ward 3 (on forum)

April 28, 2014, 7:10 PM

As others have said, prioritize the connectors - the short routes that will bridge gaps between existing bike routes. We also need to consider the quality of the roads. As much as I would personally like to see a bike lane on Hamline as soon as possible, the road is currently in such poor shape that a bike lane wouldn't really be useful.

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Brian Longley inside Ward 4 (on forum)

April 28, 2014, 5:38 PM

The first priority should be to get the lowest-cost missing connections in the system done as soon as possible. Momentum for the more expensive items will be easier to build and maintain when people see improvements sooner, rather than later.

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Jeff Zaayer inside Ward 3 (on forum)

April 28, 2014, 2:35 PM

The plan should be prioritized in a way that it will have an impact. That impact should be equitable for the entire city and not just focus on one area. It should also receive a substantial city investment to help jump start the implementation process. Somewhere in the neighborhood of \$20-\$30 million dollars would be ideal and comparable to what the city spent on the lowertown ballpark.

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Claire Stoscheck outside Saint Paul (on forum)

April 28, 2014, 2:33 PM

The main priority for the plan should be racial, gender and economic equity. This means that all people in St. Paul will benefit equally from the planned infrastructure, with low income and communities of color receiving the priority as they have historically been underfunded and marginalized. Equity should be the main criteria to identify the greatest need and priority corridors.

1 Supporter

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Roger Sorbel inside Ward 2 (on forum)

April 28, 2014, 9:41 AM

Completing the downtown St. Paul bike loop should be a top priority.

If built first, the downtown loop would draw immediate attention due to its prominent location, consequently encouraging citywide expansion of the bikeway system. Furthermore, the downtown bike loop would link up with other bike trails that now dead-end at the downtown core. The downtown bike loop could function as a hub

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for the whole bikeway system. As an example, the Indianapolis Cultural Trail was originally focused on downtown Indianapolis but ultimately it was connected to six nearby districts. The Indianapolis Cultural Trail is an eight-mile urban bike and pedestrian trail in downtown Indianapolis, Indiana. St. Paul would do well to emulate the downtown Indianapolis trail.

I live in downtown St. Paul and believe a bike loop there would be a wonderful amenity bringing activity to downtown streets and providing a viable alternative to automobile traffic.

1 Supporter

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Justine Nelson inside Ward 4 (on forum)

April 8, 2014, 3:53 PM

I'd focus on putting in as many off-street paths as possible. Those are what will get a lot of risk-averse people on their bikes on a regular basis. Even if it costs a lot more to put a few of those in, than to put in miles and miles of another option, the off-street paths are still worth it since the other options have too high of a risk for most potential bikers. I bike to work every day during the warm seasons (from Midway to downtown St. Paul) on Minnehaha Avenue. Sometimes I'm on the 'In-street separated' lane and sometimes I'm not. I don't find that there is a difference - I'm putting myself at significant risk either way. Pierce Butler's bike lane is the same, but cars are going a whole lot faster. I'd be willing to bike quite a distance out of my way to be on an off-street path, and then I wouldn't feel the need to say a prayer that I make it to my destination every time I got on my bike. And then I could bike with my kids in the summer, too (which they love).

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Name not available (unclaimed)

March 27, 2014, 6:09 PM

It seems from the existing bikeways map that the east side and north of Pierce Butler, especially the north end have less options, so I suggest those areas be given priority. Also downtown currently sucks for biking, so even some improvement immediately would be nice. Especially developing routes to make it appealing to those who work downtown to commute on bikes (like Mpls did). Currently it's hard to manage and down right dangerous.

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Steve Yetter inside Ward 4 (on forum)

March 18, 2014, 9:12 PM

Top priority should be given to critical connector projects that help cyclists safely cross major barriers. This is required if the plan is to achieve its stated goal of "a complete and connected bikeway system." The projects in this category are often the most challenging due to overlapping jurisdictions. But if we fail with these, or put them off due to the complexity, the overall plan will not be successful. St. Paul already has a set of disconnected "local access bikeways" called city streets, but if there are not connectors across the major barriers, cycling will not be viable as transportation. In my opinion, the top major barriers in priority order are I94 near downtown, 35E north of downtown, and the rail lines running parallel to Pierce Butler/Phalen. Key projects that fall into this category include the 12th Street to St. Peter connector over I94, the Phalen to Pennsylvania connector under 35E, and the Snelling Bridge bike route over the railroads.

Next priority should be given to projects serving underserved parts of the city, especially where the absence of

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bike infrastructure makes cycling less than safe. This is the “complete” part of the “complete and connected” goal. The Margaret Street Bike Boulevard and the Downtown Loop Trail are projects in this category.

The third priority should be (primarily) recreational projects benefitting the greatest number of potential riders such as completing the Grand Rounds.

3 Supporters

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Roxanne Young inside Ward 2 (on forum)

March 18, 2014, 8:00 PM

I think improving the experience of bikers downtown is essential. I occasionally bike to work downtown from my house in the West Side. In our neighborhood, we're fortunate to have a great bike path that's clearly marked on Cesar Chavez Street and I've always felt safe riding the 2 miles through my neighborhood as a result - but once I get up the Wabasha Street Bridge I feel totally unsafe. The remaining two blocks of my ride are always the most terrifying; more than once I've simply ridden on the sidewalk out of fear. Not the most hospitable start to a work day, to say the least!

Once downtown bike lanes are in place, focusing on safe bike access to Saint Paul's major commercial corridors and job centers would be my second priority.

Third priority would be connecting to regional recreational trails, to provide an uninterrupted off-street trails experience.

I think it's really exciting that a bike plan is being discussed and hope it will be aggressively implemented!

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Zeb Thomas inside Ward 4 (on forum)

March 18, 2014, 4:44 PM

I strongly support Kayla's prioritization. Without the connections into downtown, the cultural loop would still be largely cut off from most of the city. With attractive and safe connections, it is much more likely to succeed.

The main thing I would add is to prioritize getting as many separated bike facilities with as few interruptions as possible, especially in downtown and in the connections with downtown. Downtown streets are too busy and intimidating for most would-be riders to share the road, with or without a narrow bike line sandwiched in between traffic and the parked-car door zone. Any facility that doesn't provide either 1) physical separation, or 2) a bike boulevard with real deterrents for through car traffic, is immediately limited to serving a fraction of potential cyclists.

1 Supporter

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Kayla Brinkman Theimer inside Ward 7 (on forum)

February 23, 2014, 8:28 PM

I attended the overview of the Bikeways plan at the Duluth/Case Rec Center. Thank you for the excellent information and for helping to improve bicycle infrastructure in our city.

## Prioritizing the Citywide Bikeways Plan

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One question that was asked at the open house was, what to prioritize? I have 3 priorities:

1. I would like to see routes that help connect riders into and out of downtown. There are difficult barriers to try to cross (I-35E, I-94) or navigate alongside (Kellogg, East or West 7th Street) many of which are simply too unsafe for the average rider to try.
2. The second is to prioritize the loop and spur design you have proposed for downtown biking. It is overdue to get bikes safely into and around the city. I would feel comfortable biking with my child using this infrastructure and I foresee using this for both commuting and recreation.
3. Finish the Grand Rounds. The off-street bike path suggested on most of the grand rounds would be a terrific invitation for cyclists to come enjoy the city in a new way and could provide health and economic opportunities.

Thanks again for the work that is going into the project, I look forward to reading about updates and plans.

### 3 Supporters

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Liz Pearson outside Saint Paul (on forum)

February 18, 2014, 2:13 PM

I would examine how bicycles are currently moving through Saint Paul. Currently a variety of throughways are feeding cyclists into downtown. They arrive through a bike way/ bike path and are uncerimoniously dumped onto unmarked streets. I believe that we need to make the business of connecting the dots (current routes) be the priority of this plan. While a separate boulevard that circles the inner portion of the city could be a nice feature, ultimately it's a pipe dream that will be 20-30 years in the making, if it ever happens. I would not make the Jackson path be the first project of this plan, it only adds to the problem that Saint Paul already has, namely some decent trails that go nowhere. Spend the money and the resources (which I'm certain is considerable for such a project) in painting lines on the throughways, add signs, create maps, educate drivers and riders alike. Use our limited funds for some real change that we can see in the next 5 years, not 20-30.

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Brent Ness inside Ward 7 (on forum)

February 16, 2014, 2:05 PM

I love the idea of building up our bicycle infrastructure. I'll leave it to the big brains with the big computers to figure out the potential bike traffic flow patterns, but in my mind I picture a bicycle network built in a similar manner to our automobile grid. Heavy use, no stop, off road bike paths (similar to interstates), with feeder paths and boulevards (like county and city roads).

I lived in Shanghai for a year and really enjoyed how easy it was to use a bike. Pretty much every major road had a separated and/or raised bike lane adjacent to it. I'm not sure how feasible this type of lane would be in St. Paul, mostly because of our plowing needs, but a simple 3 inch rise in the lane would make a world of difference, hopefully keeping moving and parking cars out.

### 1 Attachment



## Prioritizing the Citywide Bikeways Plan

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<https://pd-oth.s3.amazonaws.com/production/uploads/attachments/1236vqh9liv4.63m/Design-Details.jpg> (202 KB)

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Name not available (unclaimed)

February 15, 2014, 8:43 AM

I think the plan is great. I really like the Downtown Off-Street Trail. Because it will take so long to get the funding for this I think starting the plan and strategy now is a good idea. In the interim before the trail is built it would be good to have a temporary way to get in and around downtown. I think your approach to tackle elements in the plan as the roads are rebuilt and or resurfaced is a good approach. I think high priority routes should be commuter corridors. Going north-south on the western half of St. Paul is a problem. Maybe Hamline would be a good option or a good connection to Griggs. I also think focusing on the East Side and south of the river is very important for equity.

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Steve Law inside Ward 7 (on forum)

February 14, 2014, 3:34 PM

To get me on a bike more; I propose a covered bikeway from White Bear Avenue to downtown. I-94, 15' high, right where the light poles are now. It would be the first in the world!

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nancy negrette inside Ward 2 (unverified)

February 13, 2014, 7:41 AM

from a healthy point of view and to get us on the right path to using less oil. I think we would be hurting our own clean air if we didn't add bike paths to our transit system. I would like to see winter biking promoted.

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Karen Reid inside Ward 2 (on forum)

February 12, 2014, 11:44 AM

I would focus on commuters. This growing trend should be encouraged.

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David Vessel inside Ward 4 (on forum)

February 11, 2014, 8:50 PM

1. Address the critical linkages in the system that make it difficult or impossible to commute by bike.
2. Address important facilities that improve safety in the system. Give citizens clear safe options to cycle.
3. Build connectivity before you fill in the grid. It is frustrating and dangerous to have facilities stop suddenly without options for cyclist.

4 Supporters

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John Mark Lucas inside Ward 4 (on forum)

February 11, 2014, 11:55 AM

I propose a criteria based on the destination's potential for cycle trip generation and extending the network radially from there. I would start by identifying the top 3 or 5 principal destinations (or group of destinations) that

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would generate the greatest benefit for improved cycle access in the city. Make sure this includes a mix of trip purposes to have a wide range of cyclists types represented. Immediately address the missing links or barriers along the major bikeways to a radius of about 2 miles. This will then be followed by a mix of major bikeway extensions (until corridors from various destinations meet) or infill of minor bikeways. Access bikeways will grow organically from these. Potential major destinations that come to mind include, downtown St Paul, the Green Line Stations (use 1 mile radius), Como Park. Phalen Park and gateways to the Mississippi River Road.

2 Supporters

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Daniel Choma inside Ward 6 (on forum)

February 8, 2014, 2:48 PM

1st Priority:

I feel the city should prioritize downtown. Our growing city has the opportunity to use bicycle infrastructure to connect it's existing neighborhoods, increase the property value of it's downtown, and increase the health of it's residents. Bike paths downtown are a tax efficient way of giving Saint Paul a better future.

2nd priority:

I think the city should connect existing bike paths so they can be used as a network for both recreational biking and commuting. This most effectively helps the widest demographics from commuters to light recreational bike users.

3rd priority:

Marking existing routes should be an immediate priority. Wheelock Parkway is a bike route, but most of the signs are hidden by trees. Street markings will make the route safer for bikers. Furthermore, street markings cut down on speeding in residential neighborhoods and increase property value. Making our current infrastructure well marked adds benefit to everyone.

2 Supporters

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Paul Ogren inside Ward 3 (on forum)

February 8, 2014, 10:25 AM

As a recreational rider, I feel that the highest priority should be providing connections between the Bruce Vento, Sam Morgan, Gateway, Lilydale and the Lafayette Bridge trails. They all converge on downtown St. Paul, but there is no easy and safe way to get from one to the other.

3 Supporters

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Dan D outside Saint Paul (on forum)

February 8, 2014, 2:15 AM

The more paths that can be provided that allow people to bike to the places they must to go such as work or school I think should have priority over those places purely recreational. This I think would greatly increase the

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validity of bike use as a transportation option. We all grew up riding bikes but most people greatly reduced or eliminated bike use simply because it ceased to be a practical source for everyday transportation as those needs increased.

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Jennifer Cannon outside Saint Paul (on forum)

February 5, 2014, 9:26 AM

Educating the masses on the plan and the current routes, as well as increasing signage/awareness on current routes, is important. Garnering support and participation from residents and businesses is key in making the plan a success. Unfortunately, due to our climate, I don't believe we will ever have a critical mass of year-round commuters so focusing on safe, kid-friendly, neighborhood routes that can be used for recreation and errands should come before commuter-focused solutions. The exception should be making it safer to get in, out of, and around downtown (and more bike racks/storage lockers). I am a bike commuter but recognize my minority status as such. The more families we can encourage to bike for recreation and fun, the more potential future bike commuters we are grooming. Baby steps, people.

2 Supporters

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John Faughnan inside Ward 3 (on forum)

January 30, 2014, 9:24 PM

I'd focus on corridors that support family bicycling, and safe bicycling for children.

1 Supporter

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Ryan Broshar inside Ward 3 (on forum)

January 30, 2014, 11:29 AM

I think the more bikeways we can have, the more healthy, active, and fun communities we will have. These simple changes will draw in the next generation of residents and will lead to economic development via talent attraction for the city.

More specifically, the north/south biking options in Mac Groveland/Highland Park is severely lacking. A bicycle boulevard needs to be made on Saratoga St and a bike lane added to Hamline.

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Bill Johnston inside Ward 4 (on forum)

January 30, 2014, 10:39 AM

I think the bike plan should be prioritized based on 1) how many accidents and near-accidents it is estimated to eliminate, 2) how many people it is estimated will become bike commuters and 3) how much it is expected to improve the quality of life of families and others who currently cycle - in that order.

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Peter Breyfogle outside Saint Paul (on forum)

January 30, 2014, 10:08 AM

Be sure to include plans to get across the major blockages created by interstate highways, railroad tracks, etc...

## Prioritizing the Citywide Bikeways Plan

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These connections usually force bikes onto uncomfortable and unsafe infrastructure. These are places it is critical to have bike lanes and signage.

Be sure to include a plan to sign the bike routes like they do in San Francisco. This is very helpful and they can be seen in winter and by car drivers. Car drivers don't yell get off the road as often or drive as poorly on routes that are clearly marked as bike routes.

Prioritize the work so it gets done as fast as possible. Do the painting ASAP and coordinate the rest of the work with road repairs like mill and overlays. Bike routes on poor roads is no big win.

2 Supporters

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Eric Saathoff inside Ward 6 (on forum)

January 30, 2014, 9:46 AM

I like very much the downtown cultural loop. I think this will increase the use of NiceRide bikes and invite people to visit downtown by bicycle without being scared. It will facilitate the smaller trips into downtown to get to specific areas of employment and activity, as well. Beyond this, I would like to see development of the routes on the east side of St. Paul where there is a higher population in poverty - people depending upon alternative methods of transportation. After Maryland Ave (!) and downtown these are my priorities: Margaret, Edgerton, Old Pierce Butler Route.

1 Supporter

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Rashelle Brown inside Ward 2 (on forum)

January 29, 2014, 4:49 PM

A well-thought out plan consisting of major east-west and north-south routes connecting Downtown to: Summit Bike Lane, University Avenue Bike Blvd (2 blocks north, I understand), the MRT (Shepard Rd), and Bruce Vento/Phalen Blvd paths is needed. Specifically, getting into and around Downtown is currently hazardous, due to the glaring lack of marked bicycle lanes. I feel this should take priority in order to accommodate and encourage commuting into the city's job center, as well as offering safe ways for downtown residents to get to the pathways leading to other Saint Paul neighborhoods and beyond.

1 Supporter

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Red Rider inside Ward 5 (on forum)

January 29, 2014, 3:56 PM

The round corridor makes sense as a recreational route, but it isn't much good for commuting and running errands. I don't see any through-bikeways to get from Dale/Larpenter to Dale/Grand, or to Western/Selby for instance. The north-south routes are limited or involve zig-zagging on busy streets.

Erik Riesenbergh inside Ward 3 (on forum)

January 29, 2014, 3:26 PM

why not have a crowd sourced interactive map that citizens/bikers can go onto and select which paths they

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would use? also, i would recommend you not choose arterial streets for bikeways. it seems counter intuitive to put a bikeway and an already congested road with high vehicle traffic. try to locate residential corridors that could be converted. as a cyclist, i'd much rather take a quiet side street than fight for space on fairview. you'll likely anger less drivers that way as well.

4 Supporters

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Laura Nichols inside Ward 3 (on forum)

January 29, 2014, 1:20 PM

I would like to see more access to biking lanes in those areas of the city where the cost of transportation is an issue...ie Shepard Davern and the east side. Better access to bike paths could really improve a family's access to a better job, especially in low income neighborhoods. Biking is great for the soul and exercise, but for some of our neighbors, access to biking paths could make a huge financial difference.

6 Supporters

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