

APPENDIX F

Summary of Comments on October 2014 Draft Plan



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

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25 W. Fourth Street
Saint Paul, MN 55102-1660

Fax: 651-266-6222

MEMORANDUM

FROM: Reuben Collins

DATE: 2/9/2015

SUBJECT: Summary of Public Hearing and Recommendations on October 2014 draft Saint Paul Bicycle Plan

On December 5, 2014, the Planning Commission held a public hearing regarding the draft Saint Paul Bicycle Plan (SPBP). Since the second draft of the SPBP was released on October 6, 2014, the following statements have been received by city staff.

- 33 statements were delivered at the public hearing.
- 98 statements were received through the Open Saint Paul online tool.
- 42 statements were received via email
- 7 Statements were received from other groups or organizations: CapitolRiver Council, District 1 Community Council, Fresh Energy, Friends of the Parks and Trails, Lower Phalen Creek Project, Sierra Club, Smart Trips/Women on Bikes
- Saint Paul Area Chamber of Commerce, Saint Paul Building Owners and Managers Association, & Wabasha Partners reiterated their previous statement dated April 1, 2014.

In some cases, individuals submitted similar or identical statements through multiple channels.

This feedback received is in addition to the feedback received on the first draft of the SPBP between January and April, 2014, when staff received nearly 400 written statements, including statements from 10 District Councils. This is also in addition to the feedback received from the public through several phases of public involvement and outreach since 2011 when the planning process began. Appendix A, B, C, E, and F of the SPBP summarize all of the feedback received since 2011.

The statements received were evaluated and subjectively placed into one of the following four categories:



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Statement Characterization	% of Statements Received
Support the SPBP as is. No recommendations or concerns were stated.	40%
Support the SPBP, but offered recommendations for improvement or expressed a concern.	35%
Did not specifically state support or opposition to the SPBP, but offered recommendations or expressed a concern.	10%
Opposed to the SPBP.	15%

The testimony received was generally supportive of the SPBP. Supporters cited reasons such as quality of life, economic development potential, safety, livability, a desire for transportation options, affordability, and health benefits. Those opposed to the SPBP cited reasons such as cost, misguided priorities, and impacts to parking.

MAJOR THEMES

The following is a list of the most frequent concerns or recommendations raised at the public hearing or received through other channels.

- Parking** – The largest concern voiced at the public hearing was concern regarding potential loss of parking in downtown due to construction of the downtown loop & spur trail concept proposed in the SPBP. Commenters concerns ranged from a general lack of parking in the downtown area, the need for more convenient parking near retail storefronts, the importance of on-street parking on particular streets such as Wabasha Street, and concerns about the price of parking (too expensive).
- Bicycle Parking Ordinance:** Numerous individuals voiced concern with Action Item 7.1.1, which recommended that the City consider adopting an ordinance that would prohibit locking bicycles to certain objects in the public right-of-way. Many commenters felt that there is not currently enough bicycle parking, thus resulting in bicycles locked to things other than bike racks. Many felt it was inappropriate to begin restricting bicycle parking options while there exists a deficit of legitimate bike parking options in many locations.
- Recommending bikeways on Arterials vs. parallel routes** - Several statements questioned the purpose of recommending bikeways be developed along arterials, instead recommending that bikeways be identified on streets with lower motorized traffic volumes. Specific questions were raised regarding Cleveland Avenue and Fairview Avenue. However, these comments are balanced by comments from other individuals stating that not enough of the arterials are represented for bikeways in the SPBP, specifically with reference to West 7th and East 7th. Smart Trips included a recommendation in their statement that “the

addition of more arterials as bicycle routes should be considered”, citing the directness of routes and access to destinations along arterials.

- **Maintenance** – Several comments recommended that the SPBP address winter maintenance procedures. Statements recommended setting minimum maintenance standards or identifying maintenance schedules or procedures.
- **Update Timeline** – Several commenters stated that the recommendation for the SPBP to be updated in 5-7 years was too long a timeframe and that more frequent updating would be desirable.
- **Citywide traffic speeds and Truck Routes** – Several commenters mentioned a desire to consider lowering speed limits throughout the city, or on residential streets, citing safety concerns. Others commented regarding prohibiting truck traffic on certain routes, particularly along Raymond Avenue.
- **Education, Enforcement, & Encouragement** – Several commenters requested that the SPBP address issues of education, encouragement, and enforcement of traffic laws.
- **Cost** – Several commenters expressed concern about cost. Some felt that any investment in bicycle infrastructure is unwarranted and should not be a priority. Others expressed concern about the cost of certain recommendations, the downtown loop & spur in particular. Others were not concerned about the cost, but thought that the planning level cost estimates presented in Section 9.6 overestimated the costs of developing bikeways.
- **Case Avenue, Jessamine Avenue, and Lawson Avenue** – Several commenters mentioned concerns about changes to the east/west routes proposed for the Payne-Phalen neighborhood. The first draft of the SPBP had recommended routes on Case Avenue and Jessamine Avenue. In the second draft of the SPBP, these two routes were removed and replaced by a single planned route on Lawson Avenue.
- **Prioritization** – Several commenters requested additional clarification regarding prioritization strategies. The draft SPBP had identified 15 prioritization principles to be used in helping to identify priorities, however, many felt that they weren’t helpful, or that it wasn’t clear how they would be used to identify potential projects.

NEXT STEPS

City staff will carefully consider each of the statements received. Staff recommendations regarding each of these major themes will be provided in a separate memorandum. A final draft of the SPBP is anticipated for City Council Adoption in 2015.

Attachments

Original text or transcription of all written statements received by staff, including:

- Planning Commission Public Hearing Approved Minutes
- Planning Commission Public Hearing Submitted Materials
- District Council Statements
- Organization and Group Statements
- Individual Statements Received via Email
- Individual Statements Received via Open Saint Paul

PLANNING COMMISSION

PUBLIC HEARING

(12/5/2014)

APPROVED MINUTES

**Saint Paul Planning Commission
City Hall Conference Center
15 Kellogg Boulevard West**

Minutes December 5, 2014

A meeting of the Planning Commission of the City of Saint Paul was held Friday, December 5, 2014, at 8:30 a.m. in the Conference Center of City Hall.

Commissioners Present: Mmes. DeJoy, McMahon, Merrigan, Reveal, Thao, Underwood, Wang, Wencl; and Messrs. Connolly, Edgerton, Lindeke, Nelson, Ochs, Oliver, Wickiser.

Commissioners Absent: Mmes. *Noecker, *Padilla, *Shively, and Messrs. *Gelgelu, *Makarios, and *Ward.

Absent: *Excused

Also Present: Donna Drummond, Planning Director; Reuben Collins, Department of Public Works, Jake Reilly, Lucy Thompson, Josh Williams, Michelle Beaulieu, Hilary Holmes, and Sonja Butler, Department of Planning and Economic Development staff.

I. Approval of minutes October 31, 2014.

MOTION: *Commissioner Reveal moved approval of the minutes of October 31, 2014. Commissioner McMahon seconded the motion. The motion carried unanimously on a voice vote.*

II. Chair's Announcements

Chair Wencl had no announcements.

III. Planning Director's Announcements

Donna Drummond reminded the Planning Commissioners about the retreat at the December 19th meeting on Urban Industrial Development Policy. Some information was emailed out and more information will be included in the next packets.

IV. PUBLIC HEARING: Saint Paul Bicycle Plan – Item from the Transportation Committee. (Reuben Collins, 651/266-6059)

Chair Wencl announced that the Saint Paul Planning Commission was holding a public hearing on the Saint Paul Bicycle Plan. Notice of the public hearing was published in the Legal Ledger on November 24, 2014, and was emailed to the citywide Early Notification System list and other interested parties.

with the bike path is in Lowertown where construction on the ballpark resulted in 285 parking spaces lost and the expanded sidewalk on 6th Street also resulted in lost parking spaces. He wants the city to slow down the process, the study and the new construction on Jackson and take a deep breath and see what kind of impact especially in the Lowertown area the recent loss of parking has on businesses. He is a businessman and he knows a lot of businessmen in the city and everybody is afraid of the loss of parking. There are situations like Macy's on Wabasha Street that really should be a priority to try to figure out how to stimulate the core area of Saint Paul with retail and in his view that relates to more convenient parking. He thinks that the bike paths and the efforts of the bicyclist are for a certain profile of a person in the city and not universally accepted by everyone in the city. Again slow down and take a look at what kind of impact the efforts that have been done already and what kind of impact it has on retail and vibrancy in the city and go on from there.

5. Jim Ivey lives and has had a business in Lowertown for over 15 years. For decades downtown streets have been owned by the car and for decades on-street parking lots did nothing to create business. If he wants to drive to a store with easy parking then he will go to one of the malls, because they have free parking which downtown Saint Paul cannot compete with. But what can be done is transform the dense downtown business district into a vibrant, friendly, attractive place for people to walk, bike and linger. This bike plan is a chance to make it possible for hundreds or even thousands of people to take one step closer to being car free, and pumping millions of dollars back into Saint Paul, instead of the pockets of car companies, gas companies and insurance companies. He hopes the Planning Commission will approve this plan to move Saint Paul into the future and help make these investments in our city both for the health of our people and the health of our economy. Written testimony was received from Mr. Ivey.
6. Benita Warns is owner and operator of Mr. Michaels Recycles Bicycles and Midway Bicycle Supply, a wholesale distributor of bicycle parts. She overall supports the plan; however there are two items that need to be addressed. First, there is a section in the plan that talks about barriers and then it list certain barriers and those barriers are typically streets or railroads, freeways, rivers and bodies of water. There is one that is significant and it is missing. That is where to connect the bicycle route that goes currently down Pascal all the way down to Marshall with the bicycle route that is proposed in this plan on Saratoga that goes all the way up to Dayton. Pascal actually goes a block south of Marshall to Dayton; however Dayton has a railroad track that goes in between there. There is also a vision for a path along that railroad track which is alongside Ayd Mill Road that eventually will happen. There is also City right-of-way on Dayton that is east of Saratoga and she will be proposing to connect those two routes there, that will then give a continuous north south route to a very busy area and it would be accessible to both pedestrians and bicyclists. This would be a much safer alternative and a lot less expensive than trying to retrofit Hamline. Another item to address is that there is a suggestion to pass an ordinance to prohibit being able to chain bicycles to parking signs, telephone poles and other objects that are in the public right-of-way. Enforcement of something like that would be a nightmare, what's the penalty, they seize the bike? There are enough problems with enforcement of the rules that are in place already. Example: The bike rack in front of a business is full, so you chain the bike to a sign and then somebody leaves and you come back and your bike has a ticket on it because it is not on the rack even though there was no place on the rack when you first got there. So this ordinance should be avoided.

community and addressing the needs. Ms. Airmet spends a lot of time in the summer biking for fun and recreation in Saint Paul, but she also bikes for transportation and that is not easy. The existing trails don't go everywhere she needs to go so she is more likely to bike somewhere she knows is a safe route and a safe place for bikes. This summer her 16 year old daughter was hit by a car while riding her bike across a major arterial street at the crosswalk; she is okay with just some bumps and bruises. That brought two things into focus, one is the need for safer bike infrastructure and secondly the need for greater public awareness of cyclists and their safety. Educating drivers about bikes and bike safety, not just cyclists will increase safety. Please include guidelines for setting aside a percentage of funds to educate the public about the rights of cyclists, the benefits of cycling and the safety of everyone who uses our streets. Equity lies at the heart of the Bike Plan and if it is adopted and then implemented with a strong vision and spirit of equity, it can help restore and enhance dignity for those among us who do not have a car or who minimize car use, either by choice or by necessity. Ms. Airmet submitted written comments as well.

12. Nicki Jones, a resident in Lowertown and a business owner in Saint Paul, supports the Saint Paul Bicycle Plan. A year and a half ago her family of six, four are kids, sold their only car and now use public transportation, bicycles and walking to get nearly everywhere they go. Anything they do within city limits of the Twin Cities they use their bikes to get there. She supports the bike plan because it outlines a great start toward creating safer bicycle routes and to make most of those routes as safe as possible by implementing protected lanes, we need physical barriers not just painted lines between cars and bicycles. At a recent Metro Independent Business Association public policy meeting one of the members talked about moving his retail business from Snelling Avenue to Como Avenue in the St. Anthony Park neighborhood. Neither location had dedicated parking, but business is significantly better on Como Avenue, in part because of the bicycle lanes. Bicyclists move slower, therefore cars move slower and everyone has a better chance to see the storefronts and stop. Her business is just off University Avenue and in front of her business she converted the parking space into about 12 bicycle parking spaces so all we need now is to make those bike routes to her business safer and more accessible for their growing customer base who choose to bike. Ms. Jones also submitted written testimony.
13. Wes Johanson resides in the Como area and he is all for bicycle lanes but he does have a problem when we reduce the main arteries down from four lanes to two lanes. He and his wife travel downtown once a week and the cars are backed up between Rice Street and Dale Street solid. He does not see any bicycles but these cars are idling and that is part of the carbon foot print due to bicyclists. He is all for bicycling, and he is all for bike lanes, but off the main arteries. Because people are not as fortunate as all these people in the audience here to be able to ride bikes to work a lot of people have to commute and the traffic is backed up. He has owned snowmobiles and four wheelers and for everything he has owned he had to pay a user fee, for using the trails for the snowmobiles and he had to have those insured. He does not understand why there is not a bond or something to protect the drivers as they are driving, he does not bike ride anymore, but he used to. He is a minority in this majority group of bicyclists here.
14. Paul Bengtson, Director of Capitol River Council. Mr. Bengtson read an official resolution that was adopted by their organization in regards to the Bicycle Plan. He thanked the Planning Commission for the opportunity to testify and the downtown stakeholders who have

with the support of the City of Saint Paul will promote economic development in the city. Many residents use their bikes for transportation and recreation and having good bike access and parking near local businesses is crucial. But it is not safe biking on many of the roads in Saint Paul and there are no good routes to get around. The bike plan and the infrastructure will help to attract and retain residents in Saint Paul. Ms. Schwartz has submitted written comments as well.

19. Douglas Lamb, owner of Candyland, Inc. for 40 years, said his biggest complaint from his customers is that there is not enough parking. There is no reason to add to this problem by removing metered parking to add a bike path. Removing parking from Wabasha Street is not fair to any retail located downtown. Customers want to pull up and park right in front of the stores where they want to shop. The streets of downtown are very slow moving, and there is nothing wrong with sharing the road with a few bicyclists. And who rides their bikes in the extreme temperatures of the long winter in Minnesota? Please do not ruin the little retail you have downtown. Written comments were received from Mr. Lamb.
20. Lindsey Johnston, a Payne/Phalen neighborhood resident and a spokeswoman for Saint Paul Women on Bikes, said she fully supports moving forward with the bike plan. She bikes every day and sees other bikers not only everyday but almost every single trip, even on the coldest snowiest days. Lots of people in her neighborhood bike and not just by choice but out of necessity because not everyone can afford to own a car. People are forced to bike on the sidewalk of busy streets and children in her neighborhood are saying that it is dangerous to bike in the streets. It is dangerous but it does not have to be. The eastside needs to have better safer routes within the eastside and connecting it to other neighborhoods, especially downtown. We need to connect the city internally to grow and flourish and the bike plan can do that.
21. Heidi Schallberg, a resident of the Highland Park neighborhood, is employed downtown and a member of Saint Paul Smart Trips. She is in support of the City's adoption of the much needed bicycle plan. She encouraged a few modifications without delaying the adoption of the plan. The first is to not restrict bicycle parking, second is to emphasis the use of protected bike lanes on high volume roads. She thinks the adoption and timely implementation of this plan will go a long way toward truly making Saint Paul more livable for residents and visitors of all ages and abilities.
22. Richard Arey represents Friends of Saint Paul and Ramsey County Parks & Trails, and they support the latest draft of the bicycle plan. But before it is adopted they encouraged the Planning Commission and City Council to amend the Priorities portion of the plan as follows:
 - 1) Build a bike route to, and through downtown.
 - 2) Build a north – south bike route.
 - 3) Sign, map and maintain major bike routes
 - 4) Provide safe and separated space for each mode of transportation.
 - 5) Promote new bike routes with a multi-media approach.

The new Saint Paul Bikeways Plan provides an excellent framework for developing a great infrastructure for cycling in the city. They hope the funding keeps pace with the ideas as the City moves forward. Mr. Arey submitted detailed written comments.

plan a gap that exists between downtown and the east side and suggested one of the possibilities that might fill that gap. He would like to see similar to the spoke of Como Avenue which goes to the north and to the west to see East 7th used to go north and to the east, as there is not an easy way to connect. It is a difficult thing for bicyclists to go out on Kellogg if that gets a new bridge soon. When the Lafayette Bridge was rebuilt one of the contentious items was whether to put a bicycle lane on it. The bike lane was put on the bridge and crossing Lafayette it dumps out on East 7th Street and then there is no connection to go anywhere. So there is the need to utilize what has already been decided as a good route (the bridge) and it needs to be connected to somewhere. He encouraged the possibility of making that a major change and make it a spoke out of the downtown.

27. Betty Wheeler, a St. Anthony Park resident, strongly endorses the bike plan as designed and described in the document and map. Facilitating a good bike route is extremely important as it must be both a route that feels safe and is safe for the bicyclist. However she has a concern about the Raymond Avenue stretch of the Grand Round of the bike plan as it is currently the only option for bicyclists to traverse from South St. Anthony Park and the Green Line to North St. Anthony Park and the U of M Saint Paul Campus. Ms. Wheeler lives along that route and most of her neighbors as well as she do not feel safe enough to ride on Raymond Avenue. To make Raymond Avenue bike friendly there needs to be some improvements. First it needs substantial traffic calming measures and trucks need to be removed from it except for local or destination. It is important for these items to get implemented soon because phases II and III of the Raymond Avenue reconstruction are about to commence. Ms. Wheeler submitted written comments as well.
28. Venita Warnke has been a resident of downtown Saint Paul for nearly 30 years and over the years she has heard comments from people about the parking situation. Ramps are expensive and on-street parking spaces are at a premium. She does a lot of walking downtown and she sees very few bicyclists, especially during the cold winter weather. Will that change with a designated bike path next to her building on Jackson Street? Most know the answer to that. She hopes the City gives serious consideration to real-life views of the residents and business owners downtown who do not want to see more on-street parking spaces lost because of this proposed city-wide bike plan. Written comment was submitted from Ms. Warnke.
29. Linda Petri, a resident of downtown Saint Paul for about 10 years, addressed the concept of the bike loop replacing economic activity lost by parking spaces. It has had one big marketing success out of state; she wants to know more about that. Being a grant writer if she ever presented that particular point to a foundation she would have been laughed out the door. How will this shake out considering several million dollars in current City debt. For now the bike loop idea is a little loopy.
30. Anne White, a resident in the Union Park neighborhood, supports the proposed Bicycle Plan but she has a few issues related to priorities. She has recently switched from mainly driving to walking and taking transit and would like to add bicycling to her transportation options but she is not confident that she can find a route that feels safe so she does not bike often. This brings her to the first point of the need to prioritize the building of protected bike lanes. If we want to encourage people to get around on bicycles it is critical that we build more protected bike lanes and paths to serve people like herself who are not comfortable riding in a narrow bike lane between parked cars and fast moving traffic. The next high priority is to fill in the gaps in existing bicycle routes. And it is important to review and update the bike plan more

slow even further and the point can really be driven home that this is a shared traffic and bicycle lane. Mr. Hosko submitted very detailed written comments.

MOTION: Commissioner Lindeke moved to close the public hearing, leave the record open for written testimony until 4:30 p.m. on Monday, December 8, 2014 and to refer the matter back to the Transportation Committee for review and recommendation. The motion carried unanimously on a voice vote.

PUBLIC HEARING: Minor Zoning Text Amendments to Chapters 60-62, and portions of Chapters 63 & 65 – Item from the Neighborhood Planning Committee. (Jake Reilly, 651/266-6618)

Chair Wencl announced that the Saint Paul Planning Commission was holding a public hearing on the Minor Zoning Text Amendments to Chapters 60-62, and portions of Chapters 63 & 65. Notice of the public hearing was published in the Legal Ledger on November 24, 2014, and was emailed to the citywide Early Notification System list and other interested parties.

Jake Reilly, PED staff, said the minor text amendment package generally relates to clarity of language and typographical errors. He said that an amendment will be presented to the committee for Section 63.316. Paving. This amendment is to address the specificity of the location of driveways which has been creating a lot of variance applications. The amendment would reduce the number of variances processed by the BZA and the Planning Commission.

Chair Wencl read the rules of procedure for the public hearing.

The following people spoke.

1. Benita Warns is a resident of Saint Paul and owns and operates two businesses in Saint Paul. She said that there is one item in here that came up when she looked through the proposal to see if there were any red flags for her. She spoke against deleting Section 61.601(d) under Variances which refers to ensuring an adequate supply of light and air to adjacent property. She is concerned that deleting that from the variance requirements altogether, may affect those in single-family homes or smaller structures adjacent to a multi-story building, such as the Project for Pride in Living project on University Avenue. She said in that example, the Project for Pride in Living building is going to be a lot taller structure than what was there before. She wanted to know what kind of shadow analysis was done to ensure that those home owners don't lose the sun light that they get in their backyards, and that is a principle that is very important. She thinks that some sort of measureable criteria need to be in the variance findings. If, for example, the shadow from a building that is allowed to be built with a variance, changes the light condition in an adjacent property owner's yard by more than 10%, they should either not be allowed to have the variance or the person getting the variance needs provide some compensation to the other property owner for what could be necessary changes in landscaping. She suggested that staff need to go back and rework that language and put in some sort of measurable criteria to ensure that adjacent property owners don't have something that is going to block the sun light to their property and significantly change the growing conditions.

MOTION: Commissioner Oliver moved to close the public hearing, leave the record open for written testimony until 4:30 p.m. on Monday, December 8, 2014 and to refer the matter back to

XI. Old Business

Commissioner Reveal asked what the status of the Downtown Parking Study was.

Donna Drummond, Planning Director, said that the mid-point will be in January and the consultants will be in town and the plan is to have them present some initial findings to the Transportation Committee and then the study should be done approximately in March. However she is not sure if it will be approved or recommended to the council.

Commissioner Reveal would like to hear what they are learning from the study at some point before the Planning Commission finalizes their action on the bicycle plan.

XII. New Business

None.

XIII. Adjournment

Meeting adjourned at 10:36 a.m.

Recorded and prepared by
Sonja Butler, Planning Commission Secretary
Planning and Economic Development Department,
City of Saint Paul

Respectfully submitted,



Donna Drummond
Planning Director

Approved January 16, 2015

(Date)



Daniel Ward II
Secretary of the Planning Commission

PLANNING COMMISSION

PUBLIC HEARING

(12/5/2014)

SUBMITTED MATERIALS

#1 speaker

Members of the St. Paul Planning Commission, thank you for your service to St. Paul and for the opportunity to speak today. I strongly support the bike plan and am very encouraged by what I've read so far.

I live in Highland Park with my wife and three kids. Over the years, biking has become an increasingly important part of my life. I began commuting by bike three years ago, traveling from Highland Park in St. Paul to the North Loop area of Minneapolis daily during all but the snowiest, iciest months. I began doing this after learning more and more about climate change, especially the effect it will have on my children if we continue consuming fossil fuels and transporting ourselves the way we do today. What I discovered is that I love biking for it's own sake, the health benefits as well as the plain old fun of riding.

Because of the bike infrastructure already in place, my family was able to sell one of our cars over a year ago. We are now a family of five living with one car. More recently, I switched my workplace from Minneapolis to St. Paul. Minneapolis is a fantastic city for bikers, even in most of downtown. With this bike plan, St. Paul has the chance to not only make up lost ground, but leapfrog our sister city.

I was happy to see that the bike plan has a much-needed focus on making downtown St. Paul more bike friendly. This is a glaring need, as anyone who has ever tried to enter the city on bike will realize. Even as a fairly experienced city biker, I get nervous making my way along West 7th, approaching the Xcel Center, turning right and heading East on Kellogg. I've often abandoned the road in this situation when traffic is heavy. Like many streets in downtown St. Paul, there are almost zero clues on that stretch of road to guide bikers and keep them safe.

I strongly encourage you, members of the commission, as well as city council members and the mayor, to bike our streets as often as possible. It will give you a perspective that cannot be matched any other way, and will make crystal clear the need for a bike plan that is as robust as possible.

Having read the plan and some analysis of it, I feel the plan is directionally correct. However, the suggested review period of 5 to 7 years is far, far too infrequent. Given the current rate of change (in the climate, technology, public opinion, pretty much everything), I have a very hard time imagining what St. Paul or the rest of the world will look like in 5 years. You may feel the same way. For a plan this important to be effective, the review period must be much shorter - at least annually, and ideally biannually.

There will be changes to this plan over time, no doubt. But we are starting on the right foot. Thank you for that, and keep up the good work.

Drew Johnson
1287 Scheffer Ave.
St. Paul, MN 55116

I'm here today to speak for my family and for my business. I've had my home or business along Jackson for almost 15 years now. My wife first moved into Lowertown back in the 80s.

For decades our downtown streets have been owned by the car. On many streets we've turned half of the public right of way into dead, on-street parking lots. Some people will claim that's necessary for business. That hasn't been true for my customers, representing over a hundred different medical device companies, who park in one of the many convenient parking garages along Jackson when they visit our offices.

Oddly, those same people that fear the loss of on-street parking lots also frequently complain that downtown is dying or already dead, because no one wants to come down here. Decades of on-street parking lots did nothing to create business. If I want to drive to a store with easy parking, I can go to Roseville or the Mall of America. You can't compete with their free parking. What you can do is transform our dense downtown business district into a vibrant, friendly, attractive place for people to walk, bike and linger. Studies around the world have shown that those places generate far more revenue and business opportunities than their car-filled counterparts.

More importantly, other studies have shown that car ownership is a significant drain on the local economy, pulling over \$9000/year/car out of a city. This bike plan is our chance to make it possible for hundreds or even thousands of people to take one step closer to being car free, and pumping millions of dollars back into St. Paul, instead of the pockets of car companies, gas companies and insurance companies.

As a planning commission I hope you will approve this plan to move St. Paul into the future, instead of miring it in a past that's no longer relevant. Please help make these investments in our city, both for the health of our people, and the health of our economy.

Jim Ivey
300 Wall St #708
St. Paul, MN 55101

#9 speaker

12.05.2014 | St. Paul Planning Commission Meeting | St. Paul Bike Plan Comments

I am in front of you today in support of the City's proposed bike plan as a public health professional, St. Paul Smart Trips Board Member and Vice Chair, St. Paul Women On Bikes Spokeswoman, and – most importantly – a mother of two small children learning, living, and working in the great City of St. Paul.

Reasons I support the plan are numerous, and include wanting to:

- **Make biking a safer and easier choice for people of all ages and abilities.** Particularly includes people experiencing health inequities who may have limited transportation options, and young people. This is one reason why it is **critical to increase the amount of protected facilities** throughout the city – these are more welcoming to **attracting the interested, but concerned** to the freedom of bicycling. [Share how protected facilities will provide a better environment for teaching my children how to bike in the city. I want them to grow up integrating healthy choices into their routines.]
- **Prioritize connecting a network with specific destinations** in mind. For example, in considering priorities look at how we can connect people with limited resources to housing, food, education, public resources like libraries – these are also places my family and I enjoy traveling to by bike, but the **first time you get groceries with small children by bike is daunting.**
- The importance of **leveraging existing resources and partnerships** to support, encourage, and provide education on biking needs to happen to get more people to choose biking. The city plan needs to better acknowledge and **identify how opportunities that Women on Bikes** offer to introduce challenging topics – like biking with small children to get groceries. Another program to support biking includes a thoughtful approach to **Safe Routes to School**, which the city should be encouraged to strategically engage with.
- Programs like WOB and SRTS provide an opportunity to **authentically engage the community** in creative ways. These should also be considered opportunities to build support for implementation of the bike plan. This also provides an opportunity to engage more diverse populations, and not just those that are able to make a public meeting during 8:30 AM on a Friday or 5:00 PM on Wednesday evening. Anyone with competing priorities and families know it's not easily feasible to participate in the traditional public process. Please **consider creative experiential opportunities to get feedback** from the public – like Open Streets or Better Block demonstrations.

Bottom line: I'm excited about how the city can leverage partners and others to help implement various facets of the bike plan. I am hopeful for better bicycling infrastructure in the next 5 years, and will happily do what I can to support a St. Paul where my kids can bike to school, the library and to get bread when we run out mid-week. I whole-heartedly support this plan – and more – and intend to be along for the ride. *& encourage you to approve this plan*

- AMBER DALLMAN
1328 SARGENT AVE
ST. PAUL, MN 55105
12.05.2014

Dec 5 '14

Testimony for the Bike Plan at City Hall

590 Laurel Ave. 55102

My name is Rebecca Airmet. I'm a resident of Ward 1.

esp. Reuben Collins

First, I want to thank the city for all the hard work on the bike plan. It's obvious that great effort and care has been put into engaging the community and addressing our needs.

great

I spend a lot of time in the summer biking for fun and recreation in St Paul. It's not terribly difficult to find an off-street trails near my home, and for that kind of ride, I don't need end-of-trip facilities like bike racks.

I live near some of our city's

the existing trails don't go everywhere I need to go.

However, I also bike for transportation. That's not as easy: I'm much more likely to bike somewhere when I KNOW there is a safe route to get there and a safe place for my bike at the end of my trip.

So I want to thank you for making connectivity a priority and for including end-of-trip facilities in the Bike Plan. They are a crucial part of making practical, transportation-oriented cycling accessible to a wider population.

bike parking

Please don't regulate/prohibit right of way bike parking - not enough as it is.

I am also a mother. This summer my 16-yr-old daughter was hit by a car on her bike while crossing a major arterial street at a crosswalk. She's alright, thank goodness: only bumped and bruised. But it brings two things into focus for me: (1) the need for safer bike infrastructure AND (2) the need for greater public awareness of cyclists and their safety. When biking is the norm instead of the exception, when it's recognized as a regular and reasonable transportation option, people on bikes are safer. Educating drivers about bikes and bike safety, and not just cyclists, also increases our safety. My daughter, or anyone else on a bike, can take all the precautions in the world, but at the end of the day, they are inherently vulnerable to the actions (and lack of attention) of anyone behind the wheel of a large, heavy, rapidly moving chunk of metal. The plan doesn't currently address the need for promotion, education, and encouragement. Please include guidelines for setting aside a percentage of funds to educate the public about the rights of cyclists, the benefits of cycling, and the safety of everyone who uses our streets.

The gold standard for safety is separated bicycle facilities whenever and wherever possible, particularly physically buffered or grade-separated bike lanes. In city after city, such safe facilities have resulted in more bike riders and fewer cycling-related deaths. Addressing crossing points at arterials and other high-traffic, high-speed intersections with infrastructure or signalization is also crucial, as my daughter's experience highlights.

→ Support Joan's testimony regarding speed limits 40-85% / 30-35% / 20-3%

Finally, cycling is not a special-interest activity. It's not about riding fast in spandex. It's a mode of transportation. For some people it's optional. For others, it's not: it's a necessity. Bicycling represents the best of so many things: stronger social interactions, better health, improving economic vitality, stronger communities, and better service by our government for those who need it most. Equity lies at the heart of The Bike Plan. If it is adopted, and then implemented with a strong vision and spirit of equity, it can help restore and enhance dignity for those among us who do not have a car or who choose to minimize car use, whether by choice or by necessity: the young, the old, the poor, the environmentally conscious, the forward-looking, the believers in the best of what St. Paul can be.

Thank you.

I'm Nicki Jones, and I'm here today to support the Saint Paul Bicycle plan.

A year and a half ago, our family of 6 – I, my husband, and our 4 kids -- sold our only car. We use public transportation, bicycles, and walking to get nearly everywhere we go. Anything we do within the city limits of the Twin Cities, we and our children can and do use our bikes to get there.

But there's a cost. We have to avoid most of the direct ways to get from point A to point B, because it's not worth endangering ourselves or our children to take the fastest route. I support the Bicycle Plan because it outlines a great start toward creating more safe bicycle routes, and I urge the city to push for making most of those routes as safe as possible by implementing protected lanes wherever possible. We need physical barriers, not just painted lines, between cars and bicycles.

I'm also here today as a business owner in support of the Bicycle Plan. We own and run a martial arts school in the Midway neighborhood that supports about 150 families. In our previous location directly on University Ave., we had 3 parking spaces available for our students, and when those three spaces were filled, the closest parking available was down the block and around the corner on a side street. Yet in that location, we grew from 10 families to over 100 in the course of 3 years.

At a recent Metro Independent Business Association public policy meeting, one of our members talked about moving his retail business from Snelling Ave. to Como Ave. in the St. Anthony Park neighborhood. Neither location had dedicated parking, but business is significantly better on Como Ave, in part because the bicycle lanes. He said, "Bicyclists move slower, therefore cars move slower, and everyone has a better chance to see our storefront and stop."

In our current location, just off University, we have the luxury of plenty of available off-street parking. But we continue to challenge and reward our customers to use transportation choices other than single-occupant vehicles. We have taken our "best" parking space, the one closest to our door and converted it entirely to bicycle parking. We can and do fit about 12 bikes in that single space in any given evening – weather permitting. All we need now is for the city to do its part, and make those routes to our business safer and more accessible for our growing customer base who choose to bike.

Thank you.

#14

Butler, Sonja (CI-StPaul)

From: Collins, Reuben (CI-StPaul)
Sent: Friday, December 05, 2014 11:25 AM
To: Butler, Sonja (CI-StPaul)
Subject: FW: The Draft St. Paul Bicycle Plan

From: Paul Bengtson [mailto:paul@capitolrivercouncil.org]
Sent: Thursday, December 04, 2014 10:21 AM
To: Coleman, Chris (CI-StPaul); Thune, Dave (CI-StPaul)
Cc: Collins, Reuben (CI-StPaul); Lindgren, Patricia (CI-StPaul)
Subject: The Draft St. Paul Bicycle Plan

Mayor Coleman and Councilmember Thune,

The CapitolRiver Council has taken the following position on the draft City of St. Paul Bicycle Plan:

WHEREAS, the CapitolRiver Council believes a system of safe and convenient bike trails will be an asset to the City of St. Paul, and

WHEREAS, the CapitolRiver Council believes that parking is an important factor in the economic viability of Downtown St. Paul, especially for small businesses and retail businesses, and

WHEREAS, the City of St. Paul is undertaking a parking study in Downtown St. Paul that is scheduled to be completed in early 2015,

BE IT RESOLVED, that the proposed loss of on-street parking in Downtown St. Paul requires further study, and

BE IT FURTHER RESOLVED, that the Downtown Bike Loop should promote safe and convenient biking with minimal adverse impact on local, downtown businesses.

A representative of the CapitolRiver Council will read this testimony into the record at the Pubic Hearing before the Planning Commission on Friday, December 5th.

Sincerely,

--
Paul Bengtson

CapitolRiver Council
101 E 5th St Suite #240
St Paul, MN 55101

651.221.0488



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 4th Street instead of Kellogg for the south end of the Loop.

- The economic development potential on 4th 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 4th 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

Planning Commission Testimony of Elizabeth Wefel, December 5, 2014

Dear Chair and Members of the Planning Commission.

My name is Elizabeth Wefel, and I'm a resident of the St. Paul Summit Hill Neighborhood, 977 Goodrich Avenue # 4. I work near the Capitol and commute by bike when the weather is better. I'm a confident and avid biker for recreational and utilitarian purposes who's been biking almost as long as I've been walking. I appreciate the opportunity to speak with you today and give my strong support for the proposed St. Paul Bike Plan. I'd like to make a few specific comments on the plan:

- **Bicycle Plan.** I'm ecstatic that St. Paul is taking these steps forward to improve biking accessibility and safety in the city. Biking is good not only for the health and happiness of the biker but biking also helps everyone around us. Biking gets cars off the road and makes the streets calmer and safer. Let's make this plan happen! It will improve our city in so many ways. I also want to note that I am a SpokesWoman for St. Paul Women on bikes and fully support the comments submitted by the organization and hope you pay close attention to them.
- **Connections.** Don't underestimate the importance of safe connections between our major bike areas. I'm a confident biker and try to do my errands downtown on bike, but it scares the heck out of me getting to and from Downtown and Lowertown as well as biking around those areas. We need to make it easier and SAFER for bikers to get into and out of places like downtown.
- **Bike racks and facilities.** Please be very cautious about the suggestion in action item 7.1.1 which suggests we need an ordinance prohibiting bikes from being locked to certain fixed objects in the public right-of-way. The sad fact is we have a serious problem with bike theft in the Twin Cities, and I know this from personal experience. My three bikes were stolen in St. Paul this summer (I also felt the police department didn't take my concerns seriously, but that's a different story). Cars and bikes are not equivalent when it comes to theft. The risk of bike theft is much higher. The city should not tell bikers they can't lock to trees, signs, etc. when there's simply no place to lock our bikes. Even when there are racks, they are often inadequate. If the city is concerned about where bikes are parked, look at the root of the concern. If the city does not want bikes blocking roadways, tailor your concerns to that issue. Install more bike racks to lessen the problem. But the city should recognize, it's important that people be able to lock their bike in unusual places.
- **Nice Ride.** After my bikes were stolen, my only solace was my nice ride membership, which allowed me to continue commuting to work and on some

errands. I would love to have used it more, but we need more stations, particularly in underserved neighborhoods like along West Seventh and the East Side of St. Paul. I'd also urge that existing stations be located closer to light rail stations, not one or two blocks away.

Again, I want to emphasize how thrilled and excited I am that St. Paul looks to move forward on this bike plan. I really hope that all of you will support it with some minor modifications as it moves forward. Thank you!!

Please feel free to contact me with any questions.

Elizabeth Wefel
977 Goodrich Avenue # 4
St. Paul, MN 55105
eawefel@gmail.com

#18

Butler, Sonja (CI-StPaul)

From: Collins, Reuben (CI-StPaul)
Sent: Monday, December 08, 2014 1:14 PM
To: Butler, Sonja (CI-StPaul)
Subject: FW: Bike Plan

From: Amy Schwarz [<mailto:amy.z.schwarz@gmail.com>]
Sent: Monday, December 08, 2014 12:23 PM
To: Collins, Reuben (CI-StPaul); Tolbert, Chris (CI-StPaul)
Subject: Bike Plan

Dear Mr. Collins and Councilmember Tolbert,

Thank you to Mr. Collins for his hard work on the St. Paul Bike Plan. Below are my comments:

I strongly support the St. Paul bike plan. As a Saint Paul resident who uses multiple modes of transportation, I think it is extremely important that the City of St. Paul move this plan forward. I believe having a comprehensive bike plan, with the support of the City will promote economic development in the city for a number of reasons.

First, many residents use their bikes for transportation and recreation. Having good bike access and parking near local businesses is crucial. In the warm months, I bike to restaurants, concerts, festivals, etc. The vast majority of the time I find myself biking to Minneapolis because it is easier and safer to travel by bike. St. Paul businesses are losing out on income because of this. I do not feel safe biking on many of the roads in St. Paul and there are not good routes to get around, especially not to travel north south in the City. I have never biked from my home in Highland Park to Lake Como for example, but I often bike to Lake Harriet in Minneapolis. I do not feel safe biking or navigating St. Paul by bike and I am a fairly confident biker.

Second, the bike plan and the infrastructure that will result will help to attract and retain residents in St. Paul. Many people in my generation are looking for bikable and walkable neighborhoods. Studies show that younger generations use more modes of transportation. We're less likely to own two or three cars like our parents do. On any given day, you can find me on my bike, the bus, lightrail or my car to get to work or around the city. If St. Paul wants to attract and retain young residents, bikeability in the city must be improved. The bike plan takes that first step.

I strongly support the comments put forward by St. Paul Women on Bikes, including the following: Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly; Enforce the current laws; Consider bicycle counts as one tool, not the answer; Increase bike parking, don't restrict it; Fund Nice Ride Minnesota; Add more clarity and context to the budget.

In terms of priorities, I recommend the following: the downtown loop and creating safe routes into town; north south routes that are safe and protected from traffic and connecting existing bike infrastructure.

Last, I strongly encourage the city to consider a turning the CP rail spur off of the Ford Plant into a bike path similar to the greenway in Minneapolis. This would move the city into a first class biking city, create a legacy and safe and healthy bike infrastructure for generations to come and provide a safe route for travel from the river to downtown St. Paul. Also, the city the opportunity to install or at least influence bike infrastructure during the development of the Ford Plant. This should be a priority for the City and Councilmember Tolbert.

In conclusion, I strongly support the St. Paul bike plan and hope that the entire City Council does too.

Sincerely,

Amy Schwarz



OLD TYME CANDY STORE
FAMOUS SINCE 1932
SAINT PAUL / MINNEAPOLIS

#19 Speaker

From: Candyland, Inc.
Brenda Lamb
435 North Wabasha Street
Saint Paul, MN, 55102
(651) 292-1191

To: St Paul Planning Commission
1400 City Hall Annex
25 Fourth Street West
Saint Paul, MN 55102

Date: December 04, 2014

Dear St Paul Planning Commission,

We have worked forty years at Candyland which has been in business on Wabasha St for **82 years**.

The biggest complaint from our customers is that there is not enough parking. There is no reason to add to this problem by removing metered parking to add a bike path. Removing parking from Wabasha St is not fair to any retail located downtown. A very large percentage of our business is generated from people of all ages, who pull up and park in front of or down the block from our store. This percentage includes a lot of senior citizens and persons with physical limitations. Will these people be able to park near by if you take away half of the meters on Wabasha? Probably not.

We are members of the Wabasha Partners group and **strongly disagree** with Tony Bol. In the Pioneer Press Newspaper on 12/02/2014 Tony Bol commented "*There is a traditional view that customers want to pull up right next to your store, buy your item and go,*" **"That's not the tone and tenor of Wabasha Partners."** His statement does not reflect the perspective of us at Candyland. Downtown businesses (and the potential commercial growth of the downtown area) is dependent on creating convenience for shoppers, which absolutely includes street parking.

Customers want to pull up and park right in front of the stores where they want to shop. Ask any of the few remaining stores on Wabasha and they will agree. Streets downtown are very slow moving, there is nothing wrong with sharing the road with a few bicyclists. And who rides their bikes in the extreme temperatures of the long winter in Minnesota?

Please do not ruin the little retail you have downtown.

Douglas and Brenda Lamb
Owners
Candyland, Inc.

December 4, 2014

St. Paul Planning Commission
1400 City Hall Annex
25 Fourth Street West
St. Paul, MN 55102

RE: St. Paul Bicycle Plan

Dear Commission Members,

Friends of the Parks and Trails of St. Paul and Ramsey County support the latest draft of the Saint Paul Bicycle Plan. We are especially encouraged by Mayor Chris Coleman's pledge, as part of his 8-80 Vitality Fund, to invest several million dollars to rebuild and upgrade Wheelock Parkway (part of the Saint Paul Grand Round) and rebuild Jackson Street (one leg of the proposed Downtown Loop).

Before it is adopted, we encourage the Planning Commission and City Council to amend the Priorities portion of the plan as follows. We believe the plan will be even stronger with these additional Priorities:

1. **BUILD A BIKE ROUTE TO, AND THROUGH, DOWNTOWN.** Reconstructing Jackson Street provides the perfect opportunity to construct the first leg of the Downtown Loop. Nevertheless, we are concerned about the viability of a short downtown bicycle path that lacks good connections. If people don't use it, will it negatively affect the rest of the project? We strongly urge the City to move quickly to build what has been the number one priority for Saint Paul cyclists for over 20 years -- a downtown connection, likely along Kellogg Boulevard, a route that has also been shown on many previous plans.
2. **BUILD A NORTH - SOUTH BIKE ROUTE.** Always number two on the old Saint Paul Bicycle Advisory Board's wish list, this fabled "missing link" would connect the center of the City with the Green Line and Como Park. Good north - south bike routes will be one of the keys to the Green Line's success.
3. **SIGN, MAP & MAINTAIN MAJOR BIKE ROUTES.** Like the Green Line, major bicycle routes in Saint Paul should be designated

and branded. They should have a name or number, appear on city maps and be clearly signed for bicyclists (with information on destinations, landmarks, mileage, etc.). The City should ensure that these routes are rideable throughout the winter. The key routes include:

- a. East - West Downtown Route
- b. North - South Como Route
- c. Saint Paul Grand Round
- d. Downtown Loop

4. PROVIDE SAFE AND SEPARATED SPACE FOR EACH MODE OF TRANSPORTATION. In 1991, the Saint Paul City Council passed an unanimous resolution on bike policy that called for building separated trails for biking and walking. This new bike plan wisely calls for separating bicyclists from cars wherever possible. The same approach should apply to separating bicyclists from pedestrians.

5. PROMOTE NEW BIKE ROUTES WITH A MULTI-MEDIA APPROACH. Active bike commuters will find these routes, but to ensure their success recreational cyclists and casual riders must be engaged. Developing and promoting loop routes that use these new facilities is just one idea.

The new Saint Paul Bikeways Plan provides an excellent framework for developing a great infrastructure for cycling in the city. We hope the funding keeps pace with the ideas as the City moves forward.

Sincerely,

Jeanne Weigum, President

cc: The Honorable Chris Coleman, Mayor of Saint Paul
The Honorable Kathy Lantry, President, Saint Paul City Council
The Honorable Dan Bostrom, Saint Paul City Council
The Honorable Amy Brendmoen, Saint Paul City Council
The Honorable Russ Stark, Saint Paul City Council
The Honorable Dai Thao, Saint Paul City Council
The Honorable Dave Thune, Saint Paul City Council
The Honorable Chris Tolbert, Saint Paul City Council

23 : speaker

My name is Michael Kuchta. I live at 1522 N. Grotto, in the Como Park neighborhood. For perspective, I typically bike about 3,000-4,000 miles a year -- mostly for commuting and exercise.

I strongly encourage you to endorse this plan. I don't agree with all its priorities, and I would quibble with some of the proposed routes.

But this proposal is long overdue. If St. Paul has any intention of being a city of any vitality in the 21st century, it is absolutely necessary for the city council to adopt this plan in a few months, and then to take it seriously. This plan does not put bicycles on equal footing, but it does make bicycle travel a higher priority.

It is embarrassing to see how far behind St. Paul has fallen in bicycle infrastructure. If you look at Figure 2, you see the problem. We do not have a bicycle network. We have fragments. This plan changes that.

Right now, there are few, if any, safe, direct, or obvious ways to get to and from the East Side. To get to and from most of the West Side. To travel north from Shepard Road all the way across the city, to Como, or to Wheelock or Larpenteur.

If you look closely at the map, you will find it impossible to get logically or safely to or through Downtown or Lowertown from anywhere else in the city. You can't get there easily from the Morgan Trail, the Vento Trail or the Gateway Trail. You can't get there safely or easily from the Capitol, or Lafayette Park, or Como, or Rice. And you can't get there from Summit Ave., either, without a real thrill ride.

This plan changes that. It begins to make the existing infrastructure more useful. It puts forth a practical vision for how to create a real network -- a network that even Jesse Ventura could navigate successfully. It

proposes a network that takes into account the city's geography. It takes into account the different needs of different types of riders. It takes into account safety. It takes into account functionality.

This plan understands the need for larger infrastructure investments (such as bridges and separated paths). It looks for opportunities to make sure taxpayers get the most for their money. (That includes piggybacking bicycle lanes onto existing road reconstruction, mill-and-overlay projects, or development projects.) But this plan also understands the equal need for simpler investments, such as proper signs, bike racks, and maintaining routes once we build or designate them. (The plan, however, lacks a recommendation for a designated street sweeper to make sure that maintenance actually happens. Part of making bicycling more attractive is making sure we don't have to routinely slalom through the glass, gravel, nails, staples, sand and debris that routinely accumulates on the right side of the road, where bicycles travel.)

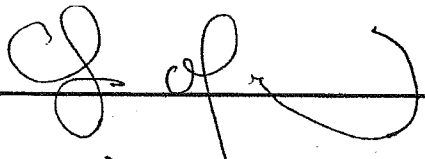
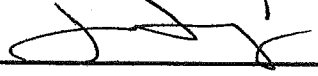
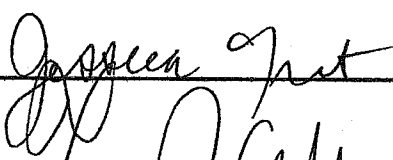
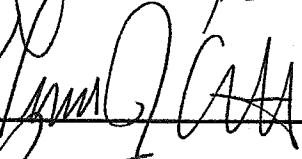

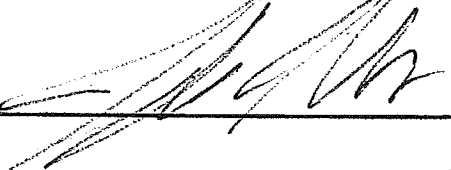
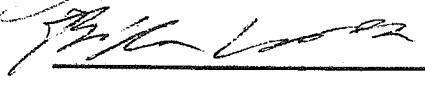
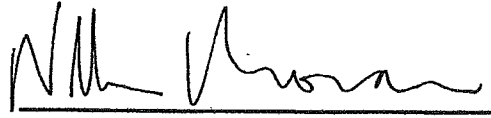
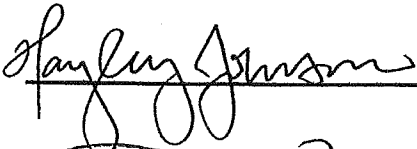
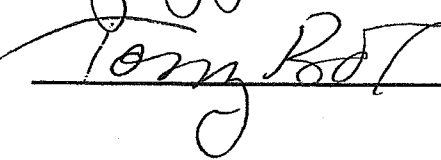
To me, the core of this plan is that it promotes connections. If we truly adopt this principle, that this city should be connected, we will inevitably change the city's mindset for the better. But this principle is about more than physical connections. It is also about personal connections. It envisions a St. Paul that is more human in scale, more balanced, more liveable and, I believe, more prosperous -- however you define prosperity.

And that is a vision we all can agree on. I urge you to endorse this plan.
Thank you.

M. Kuchta

Wabasha Partners
February 11, 2014
The Fitzgerald Theater

The City of St. Paul is seeking feedback and continuing to examine the merits of a Bikeway for our downtown community. The undersigned participants of the Wabasha Partners group ask that the City of St. Paul give full consideration to the possibility of Wabasha Street being a part of the Bikeway downtown plan.

Signature	Name	Organization
	Chris DeGroot	Men's Agency Jan. 5th
	Jim Ivey	Capitol River Council
	Jessica Treat	St. Paul Smart Trips
	TIM GRIFFIN	STPAUL DESIGN CTR
	PATRICIA SKINNER	WENSTADT PLACE
	Joseph Olson	Minist-Chiltons House
	Brian Larsen	Madison Equities
	Bill Moran	Big Table Studio
	Hayley Johnson	McNally Smith
	Fitz/MPR	Tony Bot

Wabasha Partners
 February 11, 2014
 The Fitzgerald Theater

The City of St. Paul is seeking feedback and continuing to examine the merits of a Bikeway for our downtown community. The undersigned participants of the Wabasha Partners group ask that the City of St. Paul give full consideration to the possibility of Wabasha Street being a part of the Bikeway downtown plan.

Signature Name Organization

James McClean James McClean Resident

Amy E. Hyatt Amy E. Hyatt MPR / THE FITZGERALD THEATRE

Atework Gebre Atework Gebre Wabasha TAA Market

Har-Tan Lam Har-Tan Lam Fuji-ya sushi
 River Town Market Manager

Yvette Adams Yvette Adams

Bruce Arnold Bruce Arnold Brewegers BREWERS

Jarret Oulman Jarret Oulman Amsterdam Bar and

Martin Devaney Martin Devaney Eclipse Records

TR See Massi TR See Massi DropBox

Nichole Carver Nichole Carver Wabasha

Email *EcoLog*

Kathy Taylor

#26

Butler, Sonja (CI-StPaul)

From: Collins, Reuben (CI-StPaul)
Sent: Monday, December 08, 2014 3:59 PM
To: Butler, Sonja (CI-StPaul)
Subject: FW: Please add East 7th Street

From: Ed Lehr [<mailto:ejlehr@usfamily.net>]
Sent: Monday, December 08, 2014 3:51 PM
To: Lantry, Kathy (CI-StPaul)
Cc: Coleman, Chris (CI-StPaul); Biales, Ellen (CI-StPaul); Hunt, Anne (CI-StPaul); Collins, Reuben (CI-StPaul); St Martin, Paul (CI-StPaul); Andy Singer; Kayla Brinkman Theimer; stefan.pomrenke@gmail.com; Betsy Leach; Leslie McMurray; deanna@daytonsbluff.org; nicole@daytonsbluff.org
Subject: Please add East 7th Street

Overall, the proposed Saint Paul Bicycle Plan is masterful. Thank you, Reuben Collins and the Saint Paul Public Works, for crafting and improving this plan as you have moved forward.

A major gap still remains: Connecting downtown Saint Paul to the East Side with a quality, bikeable route. Not many opportunities exist.

One is East 7th Street. It is a highly visible road which would connect nicely to the downtown loop proposal, and travel at an achievable biking grade along a redeveloping backbone route for the East Side.

This makes sense for a walking connection between downtown and Metro State. A raised bike lane can connect directly with the new Lafayette bridge multimillion dollar bike lane, accessed from the north side of E. 7th.

East 7th Street is a direct straight line to the east-west Margaret Street bike route, a new long-range east-west route from downtown to 3M.

East 7th Street would be a northeast spoke from downtown complementary to northwest-heading Como Avenue. Equal treatment for the East Side is essential.

Several current options in the bicycle route plan make for difficult biking:

- • Biking up a new Kellogg bridge bike lane from downtown is not easy (and won't happen until the bridge is rebuilt) for average bicyclists.
- • Biking into a secluded, poorly lighted trench at the end of Prince Street, and up a steep bluff road to the top of Indian Mounds is not a pleasant, easy bike route.

In summary, the East Side would like a visible, well lighted, easy-to-bike route that would be suitable for Nice Ride to attract bikers from downtown and the East Side.

We need a little help from the city here.

ED Lehr

#27

1150 Raymond Ave.
St. Paul, MN 55108
December 7, 2014

Mayor Coleman and Planning Commission Members
City Hall
15 West Kellogg Blvd.
St. Paul, MN 55102

RE: Draft Bike Plan

Dear Mayor Coleman and Planning Commission Members:

I strongly endorse the Draft St. Paul Bike Plan, as designed and as shown on the Plan map. I feel this is a tremendous initiative to encourage, as well as facilitate, much more biking in St. Paul. It is also a big step toward reducing the carbon footprint of St. Paul citizens and visitors.

Facilitating a good bike route is extremely important. It must be both, a route that feels safe and is, in fact, safe to the bicyclist. I also strongly endorse every effort to make these routes friendly to pedestrians as well. We are all pedestrians at the beginning and ending of our every trip.

The Primary Problem in St. Anthony Park (SAP)

I have particular concerns about the Raymond Ave. stretch of the Grand Round of the Bike Plan. It is currently the only option for bicyclists to traverse from South SAP (and the Green Line) to North SAP (and the UM St. Paul campus). I do live along that route. Most of my neighbors and I do not feel safe enough to ride on Raymond Ave. How can a stretch of the Grand Round be celebrated as part of the city bike plan, when it feels too unsafe for a bicyclist to use in its current state?

Two Parts of a Simple Solution

To make Raymond bike-friendly, there need to be at least two improvements: 1) Raymond needs substantial traffic-calming measures and 2) trucks need to be generally removed from it (except for local origin/destination, of course). It is truly imperative that these items get implemented soon, because Phases 2 and 3 of the Raymond Ave. reconstruction is about to commence.

Many of my neighbors and I have been involved with the D12 Community Council's work on traffic-calming measures for the Raymond Avenue Phases 2 and 3. Some of us have literally been involved in trying to improve Raymond for nearly a decade. The Friendly Streets Initiative conducted a study in 2013. It documented over 1,130 individual responses, overwhelmingly in favor of traffic calming on Raymond Avenue. There should be no question that SAP wants slower speeds on Raymond.

It is obvious that there is also a great pent up demand for a safe bike route in our community. As it stands now, trucks have four North-South routes within a mile: 1) Snelling, 2) Transfer Road-via Ellis-Vandalia, 3) Highway 280, and 4) Raymond; yet bicyclists have ZERO North-South routes in that mile which feel safe to them. Snelling is largely commercial; Vandalia is solely industrial and commercial; Highway 280 is obviously a major transportation corridor built for trucks; but this section of Raymond is overwhelmingly residential and built for small vehicles. This is the route that makes sense to be a bike-safe route. And it is the route chosen to be a part of the Grand Round, in the Draft Bike Plan. So, in theory, we are all in agreement.

However, I believe the city may not yet have a true appreciation of how unsafe this route feels for bicyclists and pedestrians, at least for significant parts of the day.

Every time residents have asked for trucks to be banned from this part of Raymond, and for the speed limit to be lowered, the response has always been that this part of Raymond is a county highway; thus, county regulations forbid both of those actions. The only alternative, therefore, is to change the ownership/maintenance designation of Raymond Ave from a county highway to a city street and right now is truly the opportunity to do so. I know that city and county roads are sometimes exchanged administratively, based on particular circumstances. This would undoubtedly be the most effective first step, in order that regulations do not hamper the re-designs of these two sections, and common sense improvements that will make Raymond Avenue more bike-friendly.

The part of Raymond Ave., from University Ave. to Hampden Ave., is already designated as a no-truck route. (That portion was in the Phase 1 reconstruction.) We only need the stretch from Como Ave. south at least to Energy Park Drive, but preferably to Hampden Ave., to also be so designated. That stretch of Raymond is only a dozen or so blocks long.

Problem for the SAP Elementary School

In the current situation on Raymond, trying to cross Raymond as a pedestrian is felt to be hazardous as well. The SAP Elementary School is 1 block west of Raymond. However, many children attend that school but live east of Raymond. Raymond is daunting and sometimes overwhelming to cross even by adults, to say nothing about the extra challenges to kids. This part of Raymond (north of Energy Park Drive and the Transitway) has really only one delineated crossing, but actually several intersections where pedestrians regularly try to cross. Everyone wants Safe Routes to Schools. Yet, with the trucks and the high speeds that vehicles travel Raymond, many of the kids in our neighborhood simply have no safe route to school.

Lost Economic Opportunities Year Round

As you know, one of the three UM campuses is in the North SAP neighborhood. Many studies and news reports over the last several years have demonstrated that the college-age generation is demanding more biking and walking opportunities. Many fewer students bring a car to campus, than did students of earlier generations. Therefore, there is an immediate reservoir of demand to be able to bike along Raymond Ave. safely.

The combined student body of the UM Twin Cities campuses is well over 50,000. Most of those students take at least some of their classes on different campuses. Therefore, a large number of students will be in the North SAP neighborhood on one or more days per week, during any given semester. Yet, that population of students cannot easily traverse to South SAP, if they do not feel safe to bike Raymond Ave., because it is the only throughway option for bikes between North and South SAP (due to the railroad right-of-way). It becomes obvious that our businesses in South SAP are losing tremendous economic opportunities, if they cannot serve most of that student population.

Likewise, North SAP residents have the same special burden, in trying to access the South SAP businesses or to use the Green Line, because they do not feel safe enough to bike via Raymond Ave. The distance from North SAP to South SAP businesses and the Green Line is more than one mile away; a bit too far for most people to walk the entire distance (either because they don't have the time or are physically limited). Yet, it makes no sense to think you are reducing your carbon footprint by using the Green Line, if you have to drive very near to it

and then park. So the obvious solution is to have a bike route that feels safe for everyone (as they say, "8 to 80").

Similarly, residents of South SAP do not feel safe enough to bike Raymond to access the businesses of North SAP. Think of all the lost business opportunities for our North SAP businesses, without being able to easily serve the South SAP residents. Those losses will even increase in the future, as the University Avenue revitalization continues along the Green Line.

Literally, St. Anthony Park is a very divided neighborhood, principally because there is no route that feels safe to bike or walk. A groundswell of desire is becoming apparent, to make our neighborhood more cohesive, and for businesses to capture more of these lost opportunities. This could be accomplished if trucks were banned the entire length of Raymond (except for local origin/delivery, of course); if the speed limit was reduced and enforced; and if significant traffic-calming measures are part of the upcoming reconstruction Phases 2 and 3.

Lost Economic Opportunities associated with the State Fair

The new Transitway entrance was opened this year at the State Fair. It proved to be a tremendous success for bringing fairgoers efficiently and safely to the fair by bus. I encourage the city of St. Paul to work with the State Fair Board and the UM, to re-route the hundreds of vehicle-and-animal trailer combos from Raymond Avenue to the Transitway. The obvious way to access the State Fair from the Green Line (LRT) is via Raymond Avenue. If Raymond felt safe to bike, think of the economic opportunities that would be available to Pedicabs, to Nice Ride, and similar small businesses. Once again, trucks, excessive speeds, and the vehicle-animal trailer combinations are the impediments to economic opportunity, via Raymond Avenue.

Also note that the intimidation of bicyclists and pedestrians from vehicle-animal trailer combos is not just limited to the 12 days of the State Fair. Many events occur on weekends throughout most of the year on the fairgrounds, such as at the Hippodrome and at other venues. So re-routing animal trailer systems to the Transitway will accrue safety and economic improvements to Raymond and to the community for well more than only 12 days a year.

How this Bike Plan Affects Climate Change and Disruptions

St. Anthony Park has begun to really make a name for itself as a leader in Minnesota, and actually even across America, for working on ways to meet the challenges, and build resilience, to climate change and/or potential crises from disruptive conditions. Examples of disruption could occur from attacks on the electrical grid, on the banking system, etc. such as from online computer hacking. One of the notable groups working on improving neighborhood resilience is the Transition Town group (formerly, called the Energy Resilience Group--ERG). St. Anthony Park residents literally cast their votes in favor of the work of this group, when they chose them to receive the 2014 SAP Foundation Special Grant award.

One of the top goals of the Transition Town group is for significant reductions of driving, replaced by biking and walking options available to citizens "8 to 80." Thus, improving our biking and pedestrian route on Raymond is crucial to making our community more resilient. St. Paul's Draft Bike Plan is yet another important part of meeting those future challenges. Therefore, it is crucial that one of the major portions of the Northern Grand Round, i.e., along Raymond Avenue, becomes much friendlier to bikes and pedestrians. The work of the Transition Town group will elevate the reputation of all of St. Paul as a leader in meeting the challenges of the future, and make St. Paul a truly outstanding city in America.

Summary

A plethora of problems could be resolved by the relatively simple act of administratively changing Raymond Avenue south of Como from a county highway to a city street; then by lowering the speed, and by banning trucks (except for local origin/destination) and animal trailers. Adding the traffic calming measures desired by the residents into the planning for the new reconstruction along Raymond over the next 2 years would induce much more consequential traffic calming, but only after the ownership and road rules have been changed. The change of the feel of the street will be dramatic, and residents will feel their tax dollars have really made a significant difference.

I anticipate there could be some voices from the trucking industry that would oppose these changes. However, trucks can easily use Highway 280, Transfer Road/Vandalia, or Snelling Avenue, rather than Raymond. Highway 280 is substantially less than a third of a mile to the west; Snelling is just 1 mile to the east, and Transfer/Vandalia is only about one-half mile to the east. In truth, truck traffic would endure a very small burden of additional mileage (if any) with this change. On balance, this change would resolve many long-standing issues: it would be good for neighborhood cohesion, it would make much safer routes to the school, it would allow SAP much greater access to the Green Line without driving, and it would significantly advance economic opportunities for both North and South SAP, yet it would have very few negative consequences. With the upcoming Phase 2 and 3 design and reconstruction projects on Raymond, it seems this is the "perfect storm": the time is right to make the street swap.

Once again, let me congratulate you on your leadership to provide the city with a very farsighted plan that will be used by generations of bicyclists. I truly believe that if we work diligently on the portions, such as these few blocks along Raymond where there are vehicle-bicycle conflicts, that the Bike Plan will be seen as a landmark accomplishment for St. Paul.

Sincerely,
Betty Wheeler

1150 Raymond Ave.,
St. Paul, MN 55108

#17/28

December 5, 2014

Dear St Paul Planning Commission Members,


I have been a resident of downtown St. Paul for nearly 30 years. Over this time I have heard many comments from people who drive in about the parking situation. Ramps are expensive to many and on the street parking spaces are at a premium.

This past year, for the first time in my time there, Mears Park Place Apartment's management, is no longer able to offer guest parking. This is primarily due to a larger number of young people now living there, and most of the young couples and or rommates have two cars. This is in direct contradiction to promotors of the downtown Bike Loop stating that "Millenials" moving downtown have fewer cars than middle and older age people.

I do a great deal of walking downtown and the truth is, I see very few bicyclists, especially a third of the year when we have cold weather. Will that change with a designated bike path next to my building on Jackson Street? Most of us know the answer.

I hope you give very serious consideration to the real-life views of the residents and business owners downtown who do not want to see more on-street parking spaces lost, when considering the city-wide bike plan before you. The outreach to citizens views has been lacking, at best, and frankly, I am sorry a relative small group of people, some here today certainly, have been dismissing my and others viepoints at the two meetings on this subject I have attended recently .

Thank you.

Sincerely yours,

Venita Warnke

Mears Park Place resident

#30

Butler, Sonja (CI-StPaul)

From: Collins, Reuben (CI-StPaul)
Sent: Monday, December 08, 2014 9:15 AM
To: Butler, Sonja (CI-StPaul)
Subject: FW: Testimony on St Paul Bicycle Plan

From: Anne [mailto:awhitepho@gmail.com]
Sent: Saturday, December 06, 2014 3:03 PM
To: Collins, Reuben (CI-StPaul)
Subject: Testimony on St Paul Bicycle Plan

To Reuben Collins:

First, I'd like to take this opportunity to thank you and all the members of the team that put the Bicycle Plan together. It's a good, solid plan, and I urge the City to adopt it promptly so that Saint Paul can keep moving forward to build a citywide, connected bicycle network.

That said, I would like to mention three issues I think should be given a higher priority to strengthen the Bicycle Plan. However, I would not want any amendments to delay its adoption by the City Council. We don't want to miss opportunities to add or improve bicycle facilities when street paving projects are being done, as was the case with the Emergency Mill and Overlay projects that were done this fall. Partly because final Council approval had not occurred, the Public Works Department was unwilling to consider adding bike lanes on eight arterials that the draft Bicycle Plan designates for bicycle facilities. As roadway work resumes next spring, it's important that the Bicycle Plan be in place, so that bicycle and pedestrian facility upgrades can be included.

I have a personal interest in seeing the Bicycle Plan adopted as soon as possible, because I have recently switched from mainly driving to walking and taking transit. I would like to add bicycling to my transportation options as well, but I'm not confident that I can find a route that feels safe to get to my destination, so I don't often ride my bike.

This brings me to the first point — the need to prioritize the building of protected bike lanes. If we want to encourage people to get around on bicycles, it is critical that we build more protected bike lanes and paths to serve people like myself who aren't comfortable riding in a narrow bike lane between parked cars and fast-moving traffic. I'm pleased that the Bicycle Plan puts a high priority on completing the Grand Round and creating the downtown loop, with funding from the 8-80 Vitality Fund already designated for those projects, I would recommend that a higher priority be given to building additional protected bike lanes to encourage more people to ride to work, for exercise, or as recreation.

The second high priority that I believe should be called out more strongly in the Bicycle Plan is to fill in the gaps in existing bicycle routes. There's nothing more alarming for an inexperienced or cautious rider than to approach a major intersection and find that the striping has simply disappeared. There are many streets where this is the case, including Marshall Avenue east of Snelling where bicycle lanes were added just this fall.

Third, I think it will be important to review and update the Bicycle Plan more frequently than every 5-7 years, as suggested in the current draft plan. Especially at the beginning, there should be regular assessments of

progress to date and next steps, with the option of revising or adding to the plan as warranted. Perhaps the Transportation Committee could undertake an annual review.

Finally, I would be remiss if I did not mention the need to slow traffic throughout the City. This is perhaps the most important thing we can do to grow the biking and walking culture by making it safer. The data is clear; a person is far more likely to survive or suffer a more minor injury if he/she is hit by a car going 20 mph as opposed to 40 mph. Adding more bicycle facilities will help, since more bicyclists and pedestrians are shown to slow traffic. But it's important to do more, including lowering speed limits on all streets with substantial numbers of pedestrians and bicyclists, educating about the dangers of aggressive, distracted or drunk driving, enforcing the laws, and designing streets to calm traffic and serve all modes of transportation for people of all levels of mobility.

I realize the larger issue of slowing traffic goes beyond the capacity of the Bicycle Plan to address, as it may require statewide policy changes and new ordinances. What I want to suggest here is that, if Saint Paul is to be successful in increasing the number of people who ride bicycles, we must not only provide a citywide, connected network of bike facilities; we must also make safety central to our efforts. The State already has a Toward Zero Deaths (TXD) campaign in place. I think it's time for Saint Paul to step up and play an active role in this campaign by adopting our own TZD policy, making clear that the City of Saint Paul places the highest value on human lives, and a more livable city.

Thanks for the opportunity to share my thoughts with you. In closing, I urge the City Council to adopt the new Bicycle Plan as quickly as possible, before another bicyclist or pedestrian is killed or severely injured. Then take step #2 by adopting and actively pursuing a Toward Zero Deaths (TZD) policy.

Anne White, 1731 Portland Avenue, Saint Paul, MN 55104

#33

Thursday, December 4, 2014
To: Saint Paul Planning Commission
Re: Public Hearing - Saint Paul Bicycle Plan

Dear Planning Commission members,

As a native of Saint Paul, a downtown business owner for over two decades and year-round bicyclist for many years (I biked to this meeting), I offer my views on the Saint Paul Bicycle Plan.

I applaud and support its basic goals. The city-wide 'draft plan', as we see it today, is generally thoughtful and visionary. It is exciting. Certainly most people I know support expanding the biking environment in Saint Paul. There is however, one clear exception for me and a growing segment of downtown citizens, business and property owners: the draft bicycle plan for downtown - specifically its 'Bike Loop' segment which eliminates on-street parking in favor of curbed, landscaped bike paths.

Over the past eight months I have witnessed misstatements and mistruths in support of the Bike Loop, at meetings and in print. The most disappointing involves a combined, well documented letter of support from the Saint Paul Area Chamber of Commerce, downtown's Building Owners and Managers Assoc and Wabasha Street Partners. It was dated April 1, 2014.

I know first-hand that Wabasha Street Partners in particular, failed in its mission, which was to represent the interests of the majority of businesses on Wabasha Street. Among them, the Lowry Hotel, the Saint Paul Building, Walgreen's, Candyland, Brugger's Bagels, Rivertown Market, Subway and Church of Scientology (It was mentioned by the WSP chair who spoke before me that Walgreen's, Rivertown Market and Madison Equities (owners of the Lowry Hotel) support the Bike Loop. Actually, they do not support it, if it removes on-street parking).

Additionally, I will say with confidence that the majority of other businesses and property owners along the other three sides of the proposed downtown Bike Loop also support more bicycling downtown while we retain existing on-street parking spaces at the same time.

With all due respect to my friends at the Saint Paul Area Chamber of Commerce, as recently as October 2010 they were taking a strong position in favor of more on-street parking and more parking meters, "Our members tell us confusing signage and overly aggressive restrictions send the wrong message to patrons in downtown Saint Paul... Results of a recent Chamber survey of downtown Saint Paul patrons and business owners revealed a majority of business owners (68%) and patrons (55%) believe parking in downtown Saint Paul is difficult... We recommend that additional parking meters be installed in downtown..."

The city has failed to formally reach out - to the downtown district council's board of directors, regarding the downtown portion of the bicycle plan, as I understand is legally required. An open-house does not suffice. It was only this past Tuesday evening at a committee meeting, that they were encouraged to attend, did city staff make a formal presentation. This was not in time for the full board of directors to review the committee's motion before today's public hearing and next Monday's deadline for public comment. I understand the city reached out formally to fifteen of the seventeen district councils this past year, but not the downtown council; whose district would be by far most physically impacted by the bike plan.

At Tuesday evening's meeting city staff was arguably misleading in their explanation of the Bike Loop's benefits and subsequently vague in response to questions about its negative aspects. A transcript of the meeting I understand will be released by Monday.

It has been particularly disappointing that phase-one of the Bike Loop: the reconstruction of Jackson Street between Fourth and Tenth Streets, which illustrations show removes all 46 metered parking spaces, is being labeled as a done-deal by city staff in public and in news print, and simultaneously a "draft" plan on the city's website. Also, how can it be a done-deal before the public comment period on the draft plan is concluded?

It is curious as well that last August Mayor Coleman voiced his concerns over a \$9.6 million budget shortfall that was closed with budget cuts and city-wide increase in taxes and fees, while now having \$5-8 million to reconstruct Jackson Street to include a curbed and landscaped bike path?

The example of Indianapolis' Bike Loop being hailed as an example to follow in Saint Paul is incorrect on a number of levels. Indianapolis has flat terrain, milder winters, a stronger economy and no need to be economically competitive with Minneapolis and the Mall of America. Additionally, Indianapolis' downtown streets are significantly wider and its blocks longer, than Saint Paul's. Subsequently, block for block, far fewer parking spaces were removed for its Bike Loop. Minimally, it appears that here we would lose 147 metered spaces.

Questions to ask your self:

1. How many cyclists daily, does the city project will use the new Jackson Street bike path? City staff did not have an answer Tuesday.
2. In what neighborhood would city hall come in and make a decision to remove on-street parking for six blocks without direct notice to each and every household and business possible - within a three, two or even one block radius? No 'neighborhood', except for downtown.
3. Why would we start construction on one leg of the minimally 20-block, \$18 million, four-sided Bike Loop until all four sides are guaranteed to be installed? We shouldn't.

The truth is, the great majority of those who now understand the premise of the Bike Loop, and have no conflicts of interest, do support its goal of making downtown more bike friendly, but not if it entails removal of very valuable on-street parking.

I urge you to ensure the Bike Loop plan, including Jackson Street, remains a draft, until the downtown district council has been appropriately contacted and the more thorough review of Bike Loop options are concluded.

Can there be a compromise solution that benefits everyone? Perhaps there can be. Install bike pavement-markers on outside traffic lanes along the proposed Bike Loop (three per block would be great). Drivers *do* understand their proven message, 'Share the Road'! If we add vehicle symbols as well and paint the background of these traffic lanes green, traffic will slow even further and we can really drive home the point - this is a shared traffic and bicycle lane.

I will submit corresponding information with this letter before the public comment period ends on Monday. Thank you.

Sincerely yours,
Bill Hosko

400 N Robert St, Ste 250
Saint Paul, MN 55101
billhosko@yahoo.com
651-222-4767

DISTRICT COUNCIL STATEMENTS

Collins, Reuben (CI-StPaul)

From: Paul Bengtson <paul@capitolrivercouncil.org>
Sent: Thursday, December 04, 2014 10:21 AM
To: Coleman, Chris (CI-StPaul); Thune, Dave (CI-StPaul)
Cc: Collins, Reuben (CI-StPaul); Lindgren, Patricia (CI-StPaul)
Subject: The Draft St. Paul Bicycle Plan

Mayor Coleman and Councilmember Thune,

The CapitolRiver Council has taken the following position on the draft City of St. Paul Bicycle Plan:

WHEREAS, the CapitolRiver Council believes a system of safe and convenient bike trails will be an asset to the City of St. Paul, and

WHEREAS, the CapitolRiver Council believes that parking is an important factor in the economic viability of Downtown St. Paul, especially for small businesses and retail businesses, and

WHEREAS, the City of St. Paul is undertaking a parking study in Downtown St. Paul that is scheduled to be completed in early 2015,

BE IT RESOLVED, that the proposed loss of on-street parking in Downtown St. Paul requires further study, and

BE IT FURTHER RESOLVED, that the Downtown Bike Loop should promote safe and convenient biking with minimal adverse impact on local, downtown businesses.

A representative of the CapitolRiver Council will read this testimony into the record at the Pubic Hearing before the Planning Commission on Friday, December 5th.

Sincerely,

--
Paul Bengtson

CapitolRiver Council
101 E 5th St Suite #240
St Paul, MN 55101

651.221.0488

ORGANIZATION AND GROUP STATEMENTS



December 7, 2014

Reuben Collins, Project Manager
City of Saint Paul
25 West 4th Street
1500 City Hall Annex
Saint Paul, MN 55102

Re: Comments on the DRAFT Saint Paul Bicycle Plan

Submitted electronically via: reuben.collins@ci.stpaul.mn.us

Dear Mr. Collins:

Thank you for the opportunity to submit comments regarding the City of Saint Paul's DRAFT Bicycle Plan.

Fresh Energy appreciates that the City of Saint Paul has prioritized investment in a more connected and balanced bikeways network throughout the city. We're highly supportive of the vision to "become a world-class bicycling city, accommodating cyclists of all skill levels for both transportation and recreation while encouraging bicycle use as a part of everyday life." We value that biking is being viewed as part of the City's transportation system and not just an alternative mode.

We recognize the importance of the City having strong partnerships to implement the City's first citywide comprehensive bike plan. Fresh Energy stands ready to help address the challenges and opportunities ahead. Overall, we are in strong support of the plan's principles, however, we do have specific comments related to the implementation strategy:

- *Downtown Trail Loop*
 - We strongly support the development of the Downtown Trail Loop and the role it will play to encourage bicycle ridership and investment.
 - The plan states "the downtown trails will take on more of an urban character and may be constructed out of a number of different materials, including concrete to provide a distinctive appearance." The City has a great opportunity to build in economical but innovative and energy efficient features into these new facilities.
 - We strongly encourage the City to look to places that have worked outside of the box to develop new bikeways such as the Netherlands which has developed solar powered, glow-in-the-dark, Van Gogh inspired bike path.



- *Transit Oriented Development (TOD)*
 - The strong emphasis on investing around the transit stop is counter to increasing the number of bicyclist in the City. The City should leverage its TOD and mixed-use projects by incorporating “end-of-trip facilities” (i.e. long-term bike parking, showers, changing rooms) into plans when feasible throughout the City.
 - We were extremely pleased to see that the plan acknowledges the importance of implementation of the City’s 2009 Complete Streets Ordinance.
- *Energy Efficiency*
 - Fresh Energy strongly supports that the language stating, “Investing in improved bicycling infrastructure in Saint Paul will support this goal, reducing vehicle miles traveled, fine particle emissions, and greenhouse gas emissions through the replacement of automobile trips with bicycle trips.” This is critical to the state’s success in meeting its goals.
- *Safety and Equity*
 - The plan states that it “does not assess the need for small scale improvements to existing bikeways (for example, a reconfiguration of an intersection to address a safety concern.” But then states that “Safety, both real and perceived, is essential in creating a network of bicycle facilities that are practical and convenient for all users.”
 - Studies have shown that safety is of great concern of the “interested and concern” bicyclist, which many come from low wealth communities and are people of color.
 - If the City truly seeks to diversify the demographics of bikers, it must address safety by providing clear examples of unsafe places and solutions for improvement with less reliance on the “if we build the facilities they will come” strategy.
 - We strongly recommend developing a culturally competent education program to connect with the abovementioned communities. Additionally, it would be extremely helpful to develop a demographic profile of current riders and a list of existing programs that encourage biking.
 - The plan calls for increasing the number of protected bike lanes in City and we strongly support these efforts. However, the City should explore



the best and safest locations for the lanes. For example, should they buffer the curb or be located closer to on-street parking and traffic?

- *Health Benefits*
 - Like most states, Minnesota is grappling with the rising cost of healthcare and an increase in unhealthy residents. The City can play a critical role by ensuring that land use policies and programs make it easier for people to bike and walk to destinations.
 - We are very supportive of the inclusion of priority language on active lifestyles and safe access to bikeways.

Again, we appreciate the opportunity to provide comments on this pivotal document. Increased investment in biking facilities will play a critical role in Saint Paul's economic and social prosperity. Understanding that we are struggling with issues such as limited funding, obesity and increased fuel costs, the City must deploy policies and programs that are innovative and beyond sustainability. Increasing investment in bikeways by 127% will not only maximize the full potential of the City's transportation system but also ensure improvements to overall quality of life.

Thank you in advance for considering our comments. If you need any assistance regarding this document, I can be reached at hardy@fresh-energy.org.

Sincerely,

Shawntera M. Hardy, Director
Transportation and the Built Environment Program
Fresh Energy

December 4, 2014

St. Paul Planning Commission
1400 City Hall Annex
25 Fourth Street West
St. Paul, MN 55102

RE: St. Paul Bicycle Plan

Dear Commission Members,

Friends of the Parks and Trails of St. Paul and Ramsey County support the latest draft of the Saint Paul Bicycle Plan. We are especially encouraged by Mayor Chris Coleman's pledge, as part of his 8-80 Vitality Fund, to invest several million dollars to rebuild and upgrade Wheelock Parkway (part of the Saint Paul Grand Round) and rebuild Jackson Street (one leg of the proposed Downtown Loop).

Before it is adopted, we encourage the Planning Commission and City Council to amend the Priorities portion of the plan as follows. We believe the plan will be even stronger with these additional Priorities:

1. **BUILD A BIKE ROUTE TO, AND THROUGH, DOWNTOWN.** Reconstructing Jackson Street provides the perfect opportunity to construct the first leg of the Downtown Loop. Nevertheless, we are concerned about the viability of a short downtown bicycle path that lacks good connections. If people don't use it, will it negatively affect the rest of the project? We strongly urge the City to move quickly to build what has been the number one priority for Saint Paul cyclists for over 20 years -- a downtown connection, likely along Kellogg Boulevard, a route that has also been shown on many previous plans.
2. **BUILD A NORTH - SOUTH BIKE ROUTE.** Always number two on the old Saint Paul Bicycle Advisory Board's wish list, this fabled "missing link" would connect the center of the City with the Green Line and Como Park. Good north - south bike routes will be one of the keys to the Green Line's success.
3. **SIGN, MAP & MAINTAIN MAJOR BIKE ROUTES.** Like the Green Line, major bicycle routes in Saint Paul should be designated

and branded. They should have a name or number, appear on city maps and be clearly signed for bicyclists (with information on destinations, landmarks, mileage, etc.). The City should ensure that these routes are rideable throughout the winter. The key routes include:

- a. East - West Downtown Route
- b. North - South Como Route
- c. Saint Paul Grand Round
- d. Downtown Loop

4. **PROVIDE SAFE AND SEPARATED SPACE FOR EACH MODE OF TRANSPORTATION.** In 1991, the Saint Paul City Council passed an unanimous resolution on bike policy that called for building separated trails for biking and walking. This new bike plan wisely calls for separating bicyclists from cars wherever possible. The same approach should apply to separating bicyclists from pedestrians.

5. **PROMOTE NEW BIKE ROUTES WITH A MULTI-MEDIA APPROACH.** Active bike commuters will find these routes, but to ensure their success recreational cyclists and casual riders must be engaged. Developing and promoting loop routes that use these new facilities is just one idea.

The new Saint Paul Bikeways Plan provides an excellent framework for developing a great infrastructure for cycling in the city. We hope the funding keeps pace with the ideas as the City moves forward.

Sincerely,

Jeanne Weigum, President

cc: The Honorable Chris Coleman, Mayor of Saint Paul
The Honorable Kathy Lantry, President, Saint Paul City Council
The Honorable Dan Bostrom, Saint Paul City Council
The Honorable Amy Brendmoen, Saint Paul City Council
The Honorable Russ Stark, Saint Paul City Council
The Honorable Dai Thao, Saint Paul City Council
The Honorable Dave Thune, Saint Paul City Council
The Honorable Chris Tolbert, Saint Paul City Council

Collins, Reuben (CI-StPaul)

From: dan@dmcguinness.com
Sent: Monday, December 08, 2014 9:17 AM
Subject: Comments on Saint Paul City Wide Bike Plan
Attachments: Fact Sheet New Wakan Tipi Center November 9, 2014.pdf

Reuben, I am pleased to send these comments in support of the Saint Paul City Wide Bike Plan as found at <http://www.stpaul.gov/index.aspx?nid=4604>. My comments reiterate earlier testimony during public meetings, at which I provided comments on behalf of the Lower Phalen Creek Project.

We support and strongly urge the City of Saint Paul to move forward with this plan. In particular, we support the construction of a bridge that would connect the Bruce Vento Regional Trail to the Sam Morgan Trail at the location of the Bruce Vento Nature Sanctuary.

This trail connection is becoming increasingly important as the entire system is developed and as the City of Saint Paul and the Lower Phalen Creek Project work together to create and operate a new interpretive facility -the Wakan Tipi Center, at the Bruce Vento Nature Sanctuary. This \$6 million, new facility, will provide an important amenity not only for the sanctuary, but the entire region and the state and will certainly be an amenity for all who use our bike trails in this vicinity. I have attached a fact sheet about the proposed Wakan Tipi Center. You will see that it will be a great place for people using the Sam Morgan and Bruce Vento Regional Trails and the trails leading to and from Mounds Park and Lowertown.

Thank you for considering our comments.

Dan McGuinness
Director, Lower Phalen Creek Project
733 East 7th Street
Saint Paul, MN 55106
651-260-6260
dan@dmcguinness.com

Sources of Funds

\$3 million – to be requested from State of Minnesota in next Bonding Bill

Bonding Funds will be matched by \$3 million from foundations, corporations and individuals and additional financing by the developer, The Lower Phalen Creek Project.

Construction of this new \$6 million building is anticipated to add ___ construction and related jobs and ___ jobs through long term employment on site.

Other funds previously invested in the sanctuary, nearby trails and for land and building acquisition:

\$4.32 million in federal funds for land acquisition of the sanctuary, remediation and cleanup and trail connections to the region.

\$1.74 million in state funds for sanctuary creation, additional trail extensions, ecological restoration of the site (**\$572,000 of this specifically for acquisition of this land and former building on the site, which is being removed.**)

\$2.35 million in City of Saint Paul CIB funding for required matches to federal and state grants for the project and an additional \$_____ in City funds for removal of former warehouse and initial site preparation.

\$1.54 million in private funds from individuals, corporations and foundations for acquisition, restoration, interpretation, and project planning.



* Example – not actual final design.

Nature and Culture in the Heart of the City *Wakan Tipi Center* at Bruce Vento Nature Sanctuary*

The Bruce Vento Nature Sanctuary is an award-winning park located just east of Downtown Saint Paul in the Mississippi National River and Recreation Area. Home to towering bluffs, spring-fed wetlands, forests and prairies, the sanctuary includes a Dakota sacred site and remnants of Minnesota's earliest rail and brewing operations. Situated in one of the most diverse areas of the state, both Native people and waves of immigrants have called this place home.

School children from across the region visit the sanctuary for science and social studies learning, and downtown residents, employees and tourists visit this remarkable "urban oasis" nestled between the ancient stone bluffs of Indian Mounds Park and the Mississippi River.

The sanctuary area is at the center of some of our region's most exciting changes and opportunities. More than 100 miles of recreational trails converge here and Saint Paul has deemed the Bruce Vento Nature Sanctuary a priority "gathering place" in its new Great River Passage Master Plan. A new regional ballpark will soon bring some 140,000 people per year to this area. With the recently re-opened Union Depot multi-modal transit hub and the launch of Green Line Light Rail Service just 3/4th of a mile away, the area is increasingly becoming a regional and statewide destination.

The time is right to make the most of the Sanctuary's value as a regional destination and asset for our community. Wakan Tipi Center will be a visitor and interpretive center as well as a multi-use public facility. It will be a product of an extensive community engagement process which will continue throughout its operations. The interpretive center will honor and interpret the Dakota sacred site, Wakan Tipi Cave as well as the many traditions and ethnic groups represented in the rich cultural history of this area. It will also include an Urban Oasis café and the building will be available for rent for social and educational events that are acceptable uses of this park and regional trail hub.

Wakan Tipi Center– located at a 27-acre nature sanctuary and significant place in the region's history - will attract new audiences and provide a vital amenity for people visiting the region. (DRAFT 11-9-2014)

Building Features

The Interpretive Center will – (1) Honor, accurately interpret and educate the community about the rich cultural and natural history and features of the site and Lower Phalen Creek Corridor. (2) Honor the significance of Wakan Tipi Cave as a Dakota sacred site. (3) Create a gathering place and visitor facility for the community and visitors from far and wide. Pending final design by the community, the estimated 10,000 sq. ft. building will feature a reception area, classrooms, exhibits, a small performance area and a gallery to showcase and expand the value of the sanctuary as a place for life-long learning and inspiration.

The Urban Oasis Cafe – will serve visitors and community groups who rent the facility with an emphasis on providing food raised by local farmers and food-related vendors as well as augmenting the interpretive center by offering cooking classes and workshops focusing on the growing, preparing and serving foods that represent the many groups and cultures featured in the center.



This “Gathering Place” as part of the City of Saint Paul’s Great River Passage Master Plan – will offering dramatic views of the river and downtown, as well as opportunities for strolling through the sanctuary and biking the network of nearby trails – eventually linking the Bruce Vento Regional Trail to the Sam Morgan Regional Trail and Saint Paul’s Grand Round system.

Project Leadership

The City of Saint Paul will own the building and the Lower Phalen Creek Project will lease and operate the facility under a long-term agreement with the City.



Wakan Tipi Center will be an attractive and welcoming visitor center for the Bruce Vento Nature Sanctuary and will serve as a place for events, stewardship activities, educational programming, and interpretive exhibits to inspire and inform audiences far beyond the hundreds of school groups and visitors that already have found the sanctuary an urban oasis in the heart of the city.



Lower Phalen Creek Project
733 East 7th Street, Saint Paul, MN 55106

Web Site: www.phalencreek.org

Dan McGuinness, Director

Email: dan@dmcguinness.com or Phone: 651-260-6260

DRAFT



Sierra Club North Star Chapter
2327 E. Franklin Ave., Suite 1
Minneapolis, MN 55406

December 8, 2014

15 Kellogg Boulevard West
St. Paul, MN 55102

Dear Mr. Collins,

The Sierra Club North Star Chapter appreciates the opportunity to comment on the St. Paul Bicycle Plan. We applaud city staff for a crafting a progressive, coordinated, and forward thinking bicycle plan. This plan is a critical step towards building a more viable network of bicycling facilities that will get more people riding bicycles to where they need to go. We are excited at the increased opportunities provided by the anticipated 127% increase in bicycle facilities!

We enthusiastically support adoption and implementation of this bicycle plan. The plan is instrumental to creating healthier, more livable communities in St. Paul. With the City's population aging and vehicle miles traveled (VMT) leveling off and decreasing, bikeable, walkable and transit oriented development is key for sustainable growth.

The Sierra Club actively works to promote multiuse development and multimodal transportation to reduce vehicle emissions and build strong communities. By prioritizing connections, not only will the plan strengthen the bicycle network, but also further bridge gaps between communities.

We note in Figure 4 the designation of the rail spurs serving the Ford Plant for future off street bicycle trails. We understand the TIGER Grant which is funding this particular component is scheduled in 2016, after Ramsey County Regional Rail Authority's Riverview Corridor transit study is well in hand. We also understand that any planned bicycle trails using the Ford Plant rail spurs will be planned from the start with possible collocation as the outcome, should those spurs be chosen as part of a preferred alternative for transit. The preliminary review indicates there is enough width in the rail spur right-of-way to permit collocation of transit and bicycle trails. We strongly urge that every effort be made to collaborate with Ramsey County Regional Rail to support high capacity regional transit in the Riverview Corridor, including planning and implementing bicycling facilities around transit, rather than the reverse.

The Sierra Club also works to promote transportation equity and balance. We strongly endorse equity as a measure in project selection. We are concerned that focusing on projects with the greatest impact on bicycle usage may divert funding from some

communities. Case in point, separated on-street lanes thin out in the Frogtown and East Side neighborhoods despite being dense in Highland and St Anthony Park. In 2012 we highlighted this issue in our 17th Annual Sierra Club Bike Tour. In determining the route for this 20 mile “conference on wheels,” we found St. Paul’s East Side lacking many bicycle facilities and worked with local community leaders to advocate for the Margaret Street Bike Boulevard.

This draft of the bicycle plan does an excellent job in identifying opportunities to include all users. We support the focus on bicyclists of all skills for network planning. We advocate for improving connectivity of routes such as the Grand Rounds that can improve both commuter and recreational bicycle use. We also support the proposed downtown loop on a separated bikeway, with connections to routes outside of downtown.

Designing the network with “interested but concerned” users in mind will help to engage populations underrepresented on bicycles today—women, minorities, and families. We are concerned that the use of shared lane roadways is often not appropriate in addressing these bicyclists. The language is unclear regarding the difference between these shared lanes and “other streets that permit bicycle use.” Other low-cost designs that improve comfort for these users should be considered.

A dense network will support getting more interested bicyclists to safe, protected routes. We support the new functional classification for bicycle routes and good bicycle wayfinding signage; these routes do not necessarily match their vehicle counterparts. However, the plan doesn’t address the need for a couple of the critical essential elements (“Five E’s”) of a bicycle friendly community: Encouragement and Education. To become a world class bicycling city, St. Paul will need to not only build safe infrastructure, but promote the benefits of bicycling, support local education efforts, and encourage behavior change from the interested but concerned audience the plan targets.

The City should consider more aggressive leveraging and partnering with community-based group events like the Sierra Club, St. Paul Women on Bikes, Cycles for Change and the Saint Paul Bicycle Coalition. Utilizing community resources for more effective outreach and authentic public engagement is needed to ensure the bicycle network is fully utilized.

We agree with St. Paul Women on Bikes: “we are concerned about recommendation 7.1.1, which would restrict bicycle parking on specific objects. Many areas of the city don’t have adequate bike parking and it is going to take a huge effort to correct the situation. Regulations making it illegal to lock bicycles to specific objects will only increase the barriers people experience to using a bike and undermine the intent of this plan. A proactive approach to increasing the amount of bike parking available around the city will lead to fewer bikes in the public right of way.”

The bold bicycle network proposed in the City's plan provides a broad, flexible range of projects for the next five years. However, regular evaluation and written commitment to projects or mileage would provide a basis to track progress toward the City's 2025 Comprehensive Plan goals.

We recognize this plan as key to St. Paul becoming a world class bicycling city. Full implementation of the plan will require engagement by both the City and community-based groups. The Sierra Club hopes to be a partner as St. Paul continues to develop its bicycle network.

The Sierra Club recommends this plan be adopted, and commends the City for this impressive step forward towards implementing a viable network of bicycling facilities that will get more people riding bicycles to where they need to go.

Thank you for your attention,

Alex Tsatsoulis
Chair, Land Use and Transportation
Sierra Club North Star Chapter



December 8, 2014

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

Key Recommendations

1) Adopt the St. Paul Bicycle Plan. A connected system is the most important first step.

The St. Paul Bicycle Plan is a vital step toward becoming a world class bicycling city. There are some improvements that can be made, but passage now is crucial for forward progress.

2) Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly.

Protected bikeways and infrastructure on arterials will be necessary to increase mode share and meet the needs of women, families, and other people who are interested but concerned about riding a bike.

3) Allocate resources for promotion, education and encouragement.

The plan doesn't address the need for promotion, education, and encouragement. To become a world class bicycling city, St. Paul will need to not only build safe infrastructure, but promote the benefits of bicycling, support local

education efforts, and encourage behavior change from the interested but concerned audience the plan targets.

4) Leverage relationships with community-based groups for public engagement.

We encourage the City of St. Paul to utilize community-based groups like St. Paul Women on Bikes as resources for outreach to do more authentic public engagement.

What We're Excited About

With the release of the latest draft of the St. Paul Bicycle Plan, the city has demonstrated a firm commitment to becoming a world class bicycling city. An implemented plan will support a healthy community and environment, as well as boost economic development and vitality in our city. St. Paul Women on Bikes appreciates that the plan was written with the “interested but concerned” bicyclist in mind. Many women and families that we consider our constituents fall into this category of rider.

We commend the city on expanding the scope of the plan to also include end of trip facilities, bike counts, wayfinding/mapping, lighting, signal detection, and more. While we believe a connected system is the most important first step, we also know that these additional elements help make the healthy choice – bicycling – the easy choice.

While we believe the city did a good job identifying both major and minor bikeways, we think in the future flexibility will be key. Therefore, we appreciate that the inclusion of certain streets as bike corridors in the plan isn't to be interpreted as a recommendation against including other routes in the future. This piece of the plan ensures local communities have the ability to determine additional needs for safe routes to popular destinations like community centers, schools, parks, libraries, and more.

We are excited that the city has chosen to prioritize the Downtown Loop and Spur Network and the completion of the Grand Round. We encourage the city to prioritize sections of the Grand Round that are usable by transportation bicyclists. Regarding the Loop and Spur Network, the spurs are as important as the loop; they act as a bridge across the downtown area and ensure access to the city center. As the final route is determined, we hope the city will utilize St. Paul Women on Bikes and other community-based stakeholders to ensure the process is accessible to all of the diverse communities around the city.

Suggested Changes

Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly

We continue to be concerned about the use of Enhanced Shared Lanes in the Bicycle Plan, especially in downtown St. Paul and on streets like Ford Parkway that have high volumes of traffic. Enhanced Shared Lanes don't meet the needs of many current cyclists or people who are interested but concerned. The Enhanced Shared Lane facility type should be designated as a short-term, temporary treatment type and used accordingly.

Protected bike lanes have proven to be safer and result in increased numbers of people who feel comfortable riding bikes. If the City of St. Paul is serious about meeting the needs of women, families, and other people who are interested but concerned about riding a bike, opportunities to implement protected bike lanes should be prioritized on all high volume roads.

Enforce the laws

The Bicycle Plan makes no mention of the role of the Police Department in supporting bicycling in St. Paul. Police play a key role in enforcement of laws related to bicycling. Regular riders, especially women, often experience harassment from drivers of cars. Many members of the general public are not aware that bicyclists are given the same rights and responsibilities as any other vehicle driver. On the other hand, some bicyclists choose not to follow regular traffic laws (e.g. running red lights) or bike in ways that can be perceived as unsafe. Education and enforcement by police officers will help support more respectful relationships between bicyclists and drivers. We believe the existing laws should be enforced equally and safety should be emphasized.

Consider bicycle counts as one tool, not the answer

Bicycle counts and other data related to bicycling should be collected strategically. We are glad that the city is considering new ways to evaluate the use of our streets, and we hope these efforts will take an innovative, future-focused approach. For example, in Copenhagen they measure the amount of time people dwell in a space as an indicator of livability. However, we caution against using counts as a major factor in determining where to place bike infrastructure. We are reminded of Gil Penalosa's point that we don't determine whether or not we need a bridge by how many people are swimming across the river. Instead, counts should be used as one of many evaluation tools as the bike plan is implemented. We know where people want to bike – in commercial areas, to school, and between neighborhoods. These factors should play a larger role in determining infrastructure needs.

Increase bike parking, don't restrict it

As discussed, there is a need for end of trip accommodations like adequate bike parking. While we agree with many of the action items in this section that will lead to systematic integration of bike parking, we are concerned about recommendation 7.1.1, which would restrict bicycle parking on specific objects.

Many areas of the city don't have adequate bike parking and it is going to take a huge effort to correct the situation. Regulations making it illegal to lock bicycles to specific objects will only increase the barriers people experience to using a bike and undermine the intent of this plan. A proactive approach to increasing the amount of bike parking available around the city will lead to fewer bikes in the public right of way.

Fund Nice Ride Minnesota

While we agree that the city continue to work with Nice Ride and support bike share, we know it isn't feasible for Nice Ride to expand unless ridership increases. The bike plan discusses the fact that there are no Nice Ride stations on the east side of St. Paul. We agree that this is unfortunate and would love to see station expansion. However, until there are safe places to bike on the east side and other areas not currently served by Nice Ride, the demand for bike share won't be present. Therefore, we think the approach from the city should be twofold. The best thing to encourage increased ridership and demand is to implement the bike plan quickly and to prioritize areas currently underserved by bike infrastructure. At the same time, the city should consider ways to make investments in and/or facilitate funding opportunities for station expansion.

Add more clarity and context to the budget

The budget included in the Bicycle Plan is misleading and could contribute to resistance to plan implementation. More context and information about the cost savings related to implementation during mill and overlay projects should be provided. It would also be helpful to include the cost of road construction serving motor vehicles. The best approach in this case would be to provide an estimated range of costs.

Suggested Additions

Action Item: Explore how to allocate resources for promotion, education, and encouragement

We appreciate the expanded scope of the St. Paul Bicycle Plan. Bike parking, access to accurate maps, and adequate lighting are all necessary components that make it safer and easier to ride a bike. However, the plan doesn't address the need for promotion, education, and encouragement. To really make the most of this infrastructure investment, the city should consider various ways to integrate these components into the plan. In order to reach the goal set in the Comprehensive plan of a 5 percent bicycle mode share by 2025, the city will need to not only build safe infrastructure, but promote the benefits of bicycling, support education efforts that teach riders both safety and confidence, and encourage behavior change from the interested but concerned audience the plan targets.

One way to reach this goal is by thinking of wayfinding and mapping as benefits beyond finding your way from point A to B. Visible signs that alert people to safe routes, artistic elements that utilize local artists like Paint the Pavement, and other creative approaches to helping people navigate the city can support promotion, education, and encouragement. In addition, an innovative approach to wayfinding can help create a sense of place, highlighting the unique character of different parts of our great city.

We encourage the City of St. Paul to leverage relationships with groups like St. Paul Women on Bikes, the Friendly Streets Initiative, and the Nice Ride Neighborhood's Program for promotion, education, and encouragement. In addition, we would like to challenge the city to utilize these groups as resources for reaching beyond the usual suspects to do more authentic public engagement. We recognize that the public engagement process related to the bike plan went above and beyond what the city requires. However, with support from local advocates, St. Paul could do a better job reaching people who wouldn't otherwise show up to a public meeting.

Action Item: Find ways to leverage Safe Routes to School and public health funding

The public health benefits of regular physical activity, such as bicycling, cannot be denied for a city and its residents. Safe Routes Minnesota provides funding to community and school groups to make improvements to the routes children use to walk and bike to school and get the exercise they need. The city should consider how to coordinate with the St. Paul Public School system to champion Safe Routes efforts. Not only is it crucial for making progress on bike plan implementation, but additional funding opportunities through the Statewide Health Improvement Program may be available. The intersections between the St. Paul Bicycle Plan and public health should be explored and integrated into the plan.

Action Item: Expand suggested routes

Make Concordia and St. Anthony a complete street and add protected bikeways

The I-94 corridor through St. Paul is a challenge for bicyclists (and pedestrians), not only because it creates an unnatural division between the communities north and south, but also because the roads in the immediate corridor are incomplete and unsafe. Now that the Green Line is up and running, safe bicycle and pedestrian facilities in this corridor are vital. The one-way streets that run alongside the highway – Concordia & St. Anthony – are unsafe for all users. The lack of striping leaves it unclear where and whether there are single or multiple lanes, and drivers entering or exiting the freeway use these streets as mini-highways. The design of these roadways must be improved for local users and pedestrians/bicyclists trying to cross at the various bridges to access services and transit. A one-way protected bikeway on both of these streets would increase

safety for all users. In addition, this treatment would help reconnect the divided neighborhood that has resulted from I-94 since the completion of the highway. Special attention would need to be paid to the intersections but it is possible.

Increase the amount of safe infrastructure on arterials

The addition of more arterials as bicycle routes into the plan should be considered. Ideally, bicyclists could go wherever they needed without ever travelling on an arterial road or state highway, but this is not possible in St. Paul. Safe arterial routes provide access to shops, restaurants, grocery stores, and other places people want to frequent. Not only do bicyclists benefit from arterial routes, but local business does too. We are concerned about the lack of safe facilities on several of St. Paul's arterial streets.

For this plan to be effective city staff must advocate for state and county adherence to City of St. Paul plans when reconstructing roads. The majority of arterial streets in St. Paul are controlled by outside agencies with design standards substantially lower than what is called for in this and other plans. Staff are doing good, important work with the city's Complete Streets policy and the Bicycle Plan, and the standards set forth in both plans need to be applied consistently throughout the city.

In our view, Seventh Street is an arterial that particularly needs safe bike infrastructure. Seventh, from White Bear Avenue to Fort Snelling, is a key corridor into and out of downtown, but has very few direct, parallel routes for people riding bikes to access many of the residential and commercial nodes. With the new Mississippi Market, Metropolitan State University, and more development likely to follow, especially in the Beacon Bluffs site, an in-street separated lane on East Seventh is necessary and would address ongoing issues of transportation equity on the east side of St. Paul.

The section west of downtown isn't any better. It is currently unsafe to access the local businesses on West Seventh Street by bike. We've already seen a great deal of development on this section of Seventh Street, but there are many more opportunities along this corridor. An in-street separated lane on West Seventh Street would encourage more bicyclists to use the street, benefitting businesses and residents.

In addition to Seventh Street, we are concerned about the suggested Enhanced Shared Lane on University between Aldine and Transfer Road. We recommend a protected bikeway on this stretch because of the lack of safe, alternative routes.

Add short-term facilities in challenging areas

The seven barrier crossings over freeways, railroads, and other physical obstructions will be expensive and time-intensive but are critical for a connected

network. In the interim, we suggest prioritizing wayfinding, maps, and signs in these areas that alert people to safe, parallel routes as alternatives.

Additionally, it is incredibly difficult to get into and out of downtown St. Paul. In particular, Kellogg Boulevard from Summit into the city center is critical. We are excited the city is committed to the Loop and Spur Network and believe the timeline for completion is realistic. In the interim we suggest the city implement temporary infrastructure to ensure access to downtown is quickly improved.

Conclusion

The St. Paul Bicycle Plan is a vital step toward becoming a world class bicycling city. We applaud the City of St. Paul for their efforts thus far. Though there are some improvements that can be made, passage of the plan now is vital for forward progress. Any changes or additions at this point should not delay formal adoption of the plan.

The plan suggests regular reviews and updates every five-to-seven years. In the near term, this is insufficient. We suggest an initial annual review period for the first five years after the plan's passage to ensure early implementation of the plan is going smoothly. We suggest the city's Transportation Committee take on this responsibility and a regular schedule of review be established. An assessment annually within the first five years of passage will allow the Transportation Committee to monitor progress on action items included in the plan and consider other potential additions/revisions.

We agree that the downtown bicycle network and Grand Round are the top priorities. However, prioritizing other bikeways, as the plan highlights, will be challenging. The Transportation Committee should also be the entity responsible for ranking the principles by which new projects are selected. The principles for ranking projects listed within the plan – connectivity, safety, usage, equity, and cost effectiveness – are thorough, but there is no guidance on which of those principles takes precedence. St. Paul Women on Bikes believes the principle of equity should be the first criterion considered for every project.

Once the principles have been ranked and the process for selecting projects has been established, we believe a schedule of projects should be created for the next five years. Already major investment is being made in this plan and without quick implementation of several new projects to provide access to those infrastructural investments, the substantial resources being spent now may be for naught. The initial projects selected should not just be easy wins, they should be thoroughly vetted by how well they fit the principles established and should have major impacts on people riding bikes in St. Paul.

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

INDIVIDUAL STATEMENTS:
EMAIL STATEMENTS

Collins, Reuben (CI-StPaul)

From: We Deliver
Sent: Monday, October 13, 2014 4:40 PM
To: Lisa; Collins, Reuben (CI-StPaul)
Subject: RE: Saint Paul Bicycle Plan - Updated draft released.

I see nothing that addresses the blatant disobeying of traffic signals by bikers. I realize they think they are being picked on with that statement, however I will address it specifically from the viewpoint of a police officer. Anyone who wants to see it should visit Como Ave. at the fairgrounds. The blatant running of stop signs, running crosswalks when they are stopped for pedestrians by police/reserve officers and cutting directing in front of Metro Transit buses is absolutely outrageous. They are insulted when told to stop. They have hit pedestrians in stopped crosswalk and continued on going. Many times people get the middle finger salute from them. End of my comments LCP

Lyle Puppe

Collins, Reuben (CI-StPaul)

From:
Sent: Tuesday, November 11, 2014 10:25 PM
To: Collins, Reuben (CI-StPaul)
Subject: Bike plan

Reuben,
The plan is great. But it is not perfect, of course. So my obsession is with Prior Ave. and Cleveland Ave. Why would we try to squeeze a bike route on to Cleveland where, north of Randolph it is too narrow to be safe, when we could just extend the already existing bike way on Prior to Randolph. Then jog over to Cleveland and head south where it is wider. Plenty of room for a bike lane there. Ok? Do it;) Gary Fifield Mac-Groveland

Sent from Xfinity Connect Mobile App

Collins, Reuben (CI-StPaul)

From: Schueller, Dan
Sent: Monday, December 01, 2014 4:18 PM
To: Collins, Reuben (CI-StPaul)
Subject: St. Paul Bike Plan

I read the bike plan and it looks pretty good. A few comments/suggestions:

- At the top of page 17, it would be much more accurate to say cycling burns between 30 and 40 calories per mile (or say about 35). Saying it burns so many calories per hour adds an unnecessary element of speed, and makes it inaccurate because if you ride 20mph you burn about 680 calories an hour and at 25mph about 850 calories per hour, both of which are well outside your restrictive range of 300-500 calories (which is only a 9-15mph range).
- Also in that sentence it would be better to replace the word dependable with efficient. Or say affordable, efficient and dependable.
- On page 85, it is silly to include motorists in the sentence "Bicycling on sidewalks....., and can be unsafe for bicyclists, pedestrians and motorists. I bet you won't be able to find one motorist in the history of mankind that was hurt from someone biking on a sidewalk.
- The second sentence in 2.4 on page 16 seriously discredits bicycling by saying "...often providing competitive travel times on short distance trips". My one-way commute to work is 18 miles and takes less time than the express bus and only 10 minutes longer than driving. Better would be: , often providing competitive travel times without the parking or traffic concerns associated with automobiles.
- I saw nothing in the plan about plowing bike lanes and trails in the winter.

Dan Schueller
Brooklyn Center, MN
55430

Collins, Reuben (CI-StPaul)

From: M Richard Ireland
Sent: Monday, December 01, 2014 11:45 AM
To: Collins, Reuben (CI-StPaul)
Cc: Henningson, Samantha (CI-StPaul)
Subject: Bike Plan Comments/Testimony

I appreciate all the time and thoughtfulness that has gone into the comprehensive bike plan. It is a good plan and strikes a good balance.

There is currently a proposal to prioritize the grand rounds and the downtown loop. This makes sense, but the city should also prioritize the in-street separated bike lanes that connect the neighborhoods to the light rail transit stations.

The current bike plan proposes in-street separated bike lanes for Raymond, Fairview, Hamline, and Western that link to light rail transit stations. These lanes should be prioritized, because they directly feed into the larger transportation infrastructure and make it easier for people of all ages to get around without a car. Connecting our systems is the best way to make this plan work.

For the same reasons, the off-street Lexington bike path and the in-street separated Dale bike path, which currently starts/stops at Minnehaha, should extend another five blocks to University. I understand, because of the highway and safety, that extending this bike infrastructure across Highway 94 may not be feasible. There isn't, however, a logical reason why the proposed bike lanes should not go five more blocks to truly connect the neighborhoods to these two transit stations. Successful bike lanes connect destinations, and right now these two lanes stop tantalizingly close to where people actually want to go.

When the lane ends, it forces a biker to compete with cars (which very few people are aggressive enough to do), ride on the sidewalk (which is dangerous), get off and walk the bike a half mile (which is slow), or take a circuitous route (which is frustrating). Extending the Lexington bike path also has the added benefit of making it easier for residents and tourists to ride LRT to the Lexington station and then take a Nice Ride bike to Como Zoo and Como Park.

--Mark Ireland
Saint Paul, MN 55104

These comments are being provided by me as a resident of the Hamline-Midway neighborhood, and should not be construed as representing the views of any organization, office, or governmental body.

Collins, Reuben (CI-StPaul)

From: Tim Violet <>
Sent: Monday, December 01, 2014 8:40 AM
To: Collins, Reuben (CI-StPaul)
Subject: Bike Plan

We have other priorities. Stop at the casual paths and leave the streets as is. But much as the light rail I sense the political forces are behind this and it is already decided.

Tim Violet

Collins, Reuben (CI-StPaul)

From: Mark Schneider <>
Sent: Tuesday, December 02, 2014 12:06 AM
To: Collins, Reuben (CI-StPaul)
Subject: St.Paul Bike Vision

I feel that the city of St. Paul does not need to spend anymore money on expanding bike paths, painting more streets, for the very few people that ride bikes to go to work. I find in my travels thru the city that we are spending a lot of money to benefit the few bike riders. I used to ride a bike thru my neighborhood and city when there were no special lanes. We rode in traffic sharing the road with cars, trucks, buses and no special lanes. On weekends the city closes streets so bike riders can have the whole street to themselves, making the rest of the population find there own way around the closed street. I feel we could find a better use of our tax dollars to benefit more people. Bike paths and street painting should be at the very bottom of the list of things to do in St. Paul. Spending the money to repave the streets would help the bike riders as well motorized traffic. Thank You. Mark Schneider

Sent from my iPhone

Collins, Reuben (CI-StPaul)

From: Brenda Lamb <>
Sent: Thursday, December 04, 2014 4:11 PM
To:
Cc: Collins, Reuben (CI-StPaul); Coleman, Chris (CI-StPaul)
Subject: A sweet note from Candyland

Importance: High

Dear St Paul Planning Commission,

We have worked forty years at Candyland which has been in business on Wabasha St for 82 years.

The biggest complaint from our customers is that there is not enough parking. There is no reason to add to this problem by removing metered parking to add a bike path. Removing parking from Wabasha St is not fair to any retail located downtown. A very large percentage of our business is generated from people of all ages, who pull up and park in front of or down the block from our store. This percentage includes a lot of senior citizens and persons with physical limitations. Will these people be able to park near by if you take away half of the meters on Wabasha? Probably not.

We are members of the Wabasha Partners group and strongly disagree with Tony Bol. In the Pioneer Press Newspaper on 12/02/2014 Tony Bol commented "There is a traditional view that customers want to pull up right next to your store, buy your item and go," "That's not the tone and tenor of Wabasha Partners." His statement does not reflect the perspective of us at Candyland. Downtown businesses (and the potential commercial growth of the downtown area) is dependent on creating convenience for shoppers, which absolutely includes street parking. Street parking is already limited on Wabasha which is a very congested street and does not seem safe for bicyclists.

Customers want to pull up and park right in front of the stores where they want to shop. Ask any of the few remaining stores on Wabasha and they will agree. Streets downtown are very slow moving, there is nothing wrong with sharing the road with a few bicyclists. And who rides their bikes in the extreme temperatures of the long winter in Minnesota?

Please do not ruin the little retail left in downtown St Paul.

Yours very truly,

Douglas and Brenda Lamb
Owners
Candyland, Inc.
435 N Wabasha St
St. Paul, MN 55102
(651) 292-1191
info@candylandstore.com

Chicago Mix® is a federally registered trademark belonging to Candyland, Inc.

Collins, Reuben (CI-StPaul)

From: Jerry-Dianne Stiff <>
Sent: Thursday, December 04, 2014 9:03 AM
To: Collins, Reuben (CI-StPaul)
Subject: bicycle plan for St. Paul

R. Collins,

In general, I think the "bike plan" is good. It is important to offer smart routes for bicyclers. I am sure there will be modifications to the initial proposals.

The comments from "St. Paul Women on Bikes" (Pioneer Press, December 1) are also helpful. As they suggest, perhaps St. Paul can set a model in educating drivers and cyclists about the rules and common sense of sharing the roads. Maybe a "certificate of training" is possible. In particular, I see two classes of bicyclists needing reminders. (1) Middle school and high school people are often on the street or pedestrian path with me. They seem unaware of the consequences of colliding with a car or a pedestrian. (2) Perhaps this is more for bicycle couriers but is for adults in particular - please don't do those crazy things just because your bicycle can zip between cars. It scares the bejeebers out of me.

Maybe my comments don't count because I live in Washington County.

Nevertheless, maybe St. Paul can set a good model for everyone sharing the road.

Sincerely,

Gerald S Stiff Jr.

Collins, Reuben (CI-StPaul)

From: Mike Madden <>
Sent: Thursday, December 04, 2014 8:19 PM
To: Collins, Reuben (CI-StPaul)
Subject: Bike Plan

Dear Rueben Collins,

I write in support of the bike plan.

Sincerely,
Mike Madden
St. Paul, MN 55104

Thursday, December 4, 2014
To: Saint Paul Planning Commission
Re: Public Hearing - Saint Paul Bicycle Plan

Dear Planning Commission members,

As a native of Saint Paul, a downtown business owner for over two decades and year-round bicyclist for many years (I biked to this meeting), I offer my views on the Saint Paul Bicycle Plan.

I applaud and support its basic goals. The city-wide 'draft plan', as we see it today, is generally thoughtful and visionary. It is exciting. Certainly most people I know support expanding the biking environment in Saint Paul. There is however, one clear exception for me and a growing segment of downtown citizens, business and property owners: the draft bicycle plan for downtown - specifically its 'Bike Loop' segment which eliminates on-street parking in favor of curbed, landscaped bike paths.

Over the past eight months I have witnessed misstatements and mistruths in support of the Bike Loop, at meetings and in print. The most disappointing involves a combined, well documented letter of support from the Saint Paul Area Chamber of Commerce, downtown's Building Owners and Managers Assoc and Wabasha Street Partners. It was dated April 1, 2014.

I know first-hand that Wabasha Street Partners in particular, failed in its mission, which was to represent the interests of the majority of businesses on Wabasha Street. Among them, the Lowry Hotel, the Saint Paul Building, Walgreen's, Candyland, Brugger's Bagels, Rivertown Market, and Church of Scientology (It was mentioned by the WSP chair who spoke before me that Walgreen's, Rivertown Market and Madison Equities (owners of the Lowry Hotel) support the Bike Loop. Actually, they do not support it, if it removes on-street parking).

Additionally, I will say with confidence that the majority of other businesses and property owners along the other three sides of the proposed downtown Bike Loop also support more bicycling downtown while we retain existing on-street parking spaces at the same time.

With all due respect to my friends at the Saint Paul Area Chamber of Commerce, as recently as October 2010 they were taking a strong position in favor of more on-street parking and more parking meters, "Our members tell us confusing signage and overly aggressive restrictions send the wrong message to patrons in downtown Saint Paul... Results of a recent Chamber survey of downtown Saint Paul patrons and business owners revealed a majority of business owners (68%) and patrons (55%) believe parking in downtown Saint Paul is difficult... We recommend that additional parking meters be installed in downtown..."

The city has failed to formally reach out - to the downtown district council's board of directors, regarding the downtown portion of the bicycle plan, as I understand is legally required. An open-house does not suffice. It was only this past Tuesday evening at a committee meeting, that they were encouraged to attend, did city staff make a formal presentation. This was not in time for the full board of directors to review the committee's motion before today's public hearing and next Monday's deadline for public comment. I understand the city reached out formally to fifteen of the seventeen district councils this past year, but not the downtown council; whose district would be by far most physically impacted by the bike plan.

At Tuesday evening's meeting city staff was arguably misleading in their explanation of the Bike Loop's benefits and subsequently vague in response to questions about its negative aspects. A transcript of the meeting I understand will be released by Monday.

It has been particularly disappointing that phase-one of the Bike Loop: the reconstruction of Jackson Street between Fourth and Tenth Streets, which illustrations show removes all 46 metered parking spaces, is being labeled as a done-deal by city staff in public and in news print, and simultaneously a "draft" plan on the city's website. Also, how can it be a done-deal before the public comment period on the draft plan is concluded?

It is curious as well that last August Mayor Coleman voiced his concerns over a \$9.6 million budget shortfall that was closed with budget cuts and city-wide increase in taxes and fees, while now having \$5-8 million to reconstruct Jackson Street to include a curbed and landscaped bike path?

The example of Indianapolis' Bike Loop being hailed as an example to follow in Saint Paul is incorrect on a number of levels. Indianapolis has flat terrain, milder winters, a stronger economy and no need to be economically competitive with Minneapolis and the Mall of America. Additionally, Indianapolis' downtown streets are significantly wider and its blocks longer, than Saint Paul's. Subsequently, block for block, far fewer parking spaces were removed for its Bike Loop. Minimally, it appears that here we would lose 147 metered spaces.

Questions to ask your self:

1. How many cyclists daily, does the city project will use the new Jackson Street bike path? City staff did not have an answer Tuesday.
2. In what neighborhood would city hall come in and make a decision to remove on-street parking for six blocks without direct notice to each and every household and business possible - within a three, two or even one block radius? No 'neighborhood', except for downtown.
3. Why would we start construction on one leg of the minimally 20-block, \$18 million, four-sided Bike Loop until all four sides are guaranteed to be installed? We shouldn't.

The truth is, the great majority of those who now understand the premise of the Bike Loop, and have no conflicts of interest, do support its goal of making downtown more bike friendly, but not if it entails removal of very valuable on-street parking.

I urge you to ensure the Bike Loop plan, including Jackson Street, remains a draft, until the downtown district council has been appropriately contacted and the more thorough review of Bike Loop options are concluded.

Can there be a compromise solution that benefits everyone? Perhaps there can be. Install bike pavement-markers on outside traffic lanes along the proposed Bike Loop (three per block would be great). Drivers *do* understand their proven message, 'Share the Road'! If we add vehicle symbols as well and paint the background of these traffic lanes green, traffic will slow even further and we can really drive home the point - this is a shared traffic and bicycle lane.

I will submit corresponding information with this letter before the public comment period ends on Monday. Thank you.

Sincerely yours,
Bill Hosko

400 N Robert St, Ste 250
Saint Paul, MN 55101
billhosko@yahoo.com
651-222-4767

Planning Commission Testimony of Elizabeth Wefel, December 5, 2014

Dear Chair and Members of the Planning Commission.

My name is Elizabeth Wefel, and I'm a resident of the St. Paul Summit Hill Neighborhood, 977 Goodrich Avenue # 4. I work near the Capitol and commute by bike when the weather is better. I'm a confident and avid biker for recreational and utilitarian purposes who's been biking almost as long as I've been walking. I appreciate the opportunity to speak with you today and give my strong support for the proposed St. Paul Bike Plan. I'd like to make a few specific comments on the plan:

- **Bicycle Plan.** I'm ecstatic that St. Paul is taking these steps forward to improve biking accessibility and safety in the city. Biking is good not only for the health and happiness of the biker but biking also helps everyone around us. Biking gets cars off the road and makes the streets calmer and safer. Let's make this plan happen! It will improve our city in so many ways. I also want to note that I am a SpokesWoman for St. Paul Women on bikes and fully support the comments submitted by the organization and hope you pay close attention to them.
- **Connections.** Don't underestimate the importance of safe connections between our major bike areas. I'm a confident biker and try to do my errands downtown on bike, but it scares the heck out of me getting to and from Downtown and Lowertown as well as biking around those areas. We need to make it easier and SAFER for bikers to get into and out of places like downtown.
- **Bike racks and facilities.** Please be very cautious about the suggestion in action item 7.1.1 which suggests we need an ordinance prohibiting bikes from being locked to certain fixed objects in the public right-of-way. The sad fact is we have a serious problem with bike theft in the Twin Cities, and I know this from personal experience. My three bikes were stolen in St. Paul this summer (I also felt the police department didn't take my concerns seriously, but that's a different story). Cars and bikes are not equivalent when it comes to theft. The risk of bike theft is much higher. The city should not tell bikers they can't lock to trees, signs, etc. when there's simply no place to lock our bikes. Even when there are racks, they are often inadequate. If the city is concerned about where bikes are parked, look at the root of the concern. If the city does not want bikes blocking roadways, tailor your concerns to that issue. Install more bike racks to lessen the problem. But the city should recognize, it's important that people be able to lock their bike in unusual places.
- **Nice Ride.** After my bikes were stolen, my only solace was my nice ride membership, which allowed me to continue commuting to work and on some

errands. I would love to have used it more, but we need more stations, particularly in underserved neighborhoods like along West Seventh and the East Side of St. Paul. I'd also urge that existing stations be located closer to light rail stations, not one or two blocks away.

Again, I want to emphasize how thrilled and excited I am that St. Paul looks to move forward on this bike plan. I really hope that all of you will support it with some minor modifications as it moves forward. Thank you!!

Please feel free to contact me with any questions.

Elizabeth Wefel
St. Paul, MN 55105

Collins, Reuben (CI-StPaul)

From: Anne <>
Sent: Saturday, December 06, 2014 3:03 PM
To: Collins, Reuben (CI-StPaul) Testimony
Subject: on St Paul Bicycle Plan

To Reuben Collins:

First, I'd like to take this opportunity to thank you and all the members of the team that put the Bicycle Plan together. It's a good, solid plan, and I urge the City to adopt it promptly so that Saint Paul can keep moving forward to build a citywide, connected bicycle network.

That said, I would like to mention three issues I think should be given a higher priority to strengthen the Bicycle Plan. However, I would not want any amendments to delay its adoption by the City Council. We don't want to miss opportunities to add or improve bicycle facilities when street paving projects are being done, as was the case with the Emergency Mill and Overlay projects that were done this fall. Partly because final Council approval had not occurred, the Public Works Department was unwilling to consider adding bike lanes on eight arterials that the draft Bicycle Plan designates for bicycle facilities. As roadway work resumes next spring, it's important that the Bicycle Plan be in place, so that bicycle and pedestrian facility upgrades can be included.

I have a personal interest in seeing the Bicycle Plan adopted as soon as possible, because I have recently switched from mainly driving to walking and taking transit. I would like to add bicycling to my transportation options as well, but I'm not confident that I can find a route that feels safe to get to my destination, so I don't often ride my bike.

This brings me to the first point — the need to prioritize the building of protected bike lanes. If we want to encourage people to get around on bicycles, it is critical that we build more protected bike lanes and paths to serve people like myself who aren't comfortable riding in a narrow bike lane between parked cars and fast-moving traffic. I'm pleased that the Bicycle Plan puts a high priority on completing the Grand Round and creating the downtown loop, with funding from the 8-80 Vitality Fund already designated for those projects, I would recommend that a higher priority be given to building additional protected bike lanes to encourage more people to ride to work, for exercise, or as recreation.

The second high priority that I believe should be called out more strongly in the Bicycle Plan is to fill in the gaps in existing bicycle routes. There's nothing more alarming for an inexperienced or cautious rider than to approach a major intersection and find that the striping has simply disappeared. There are many streets where this is the case, including Marshall Avenue east of Snelling where bicycle lanes were added just this fall.

Third, I think it will be important to review and update the Bicycle Plan more frequently than every 5-7 years, as suggested in the current draft plan. Especially at the beginning, there should be regular assessments of progress to date and next steps, with the option of revising or adding to the plan as warranted. Perhaps the Transportation Committee could undertake an annual review.

Finally, I would be remiss if I did not mention the need to slow traffic throughout the City. This is perhaps the most important thing we can do to grow the biking and walking culture by making it safer. The data is clear; a person is far more likely to survive or suffer a more minor injury if he/she is hit by a car going 20 mph as opposed to 40 mph. Adding more bicycle facilities will help, since more bicyclists and pedestrians are shown to slow traffic. But it's important to do more, including lowering speed limits on all streets with substantial

numbers of pedestrians and bicyclists, educating about the dangers of aggressive, distracted or drunk driving, enforcing the laws, and designing streets to calm traffic and serve all modes of transportation for people of all levels of mobility.

I realize the larger issue of slowing traffic goes beyond the capacity of the Bicycle Plan to address, as it may require statewide policy changes and new ordinances. What I want to suggest here is that, if Saint Paul is to be successful in increasing the number of people who ride bicycles, we must not only provide a citywide, connected network of bike facilities; we must also make safety central to our efforts. The State already has a Toward Zero Deaths (TXD) campaign in place. I think it's time for Saint Paul to step up and play an active role in this campaign by adopting our own TZD policy, making clear that the City of Saint Paul places the highest value on human lives, and a more livable city.

Thanks for the opportunity to share my thoughts with you. In closing, I urge the City Council to adopt the new Bicycle Plan as quickly as possible, before another bicyclist or pedestrian is killed or severely injured. Then take step #2 by adopting and actively pursuing a Toward Zero Deaths (TZD) policy.

Anne White, Saint Paul, MN 55104

Collins, Reuben (CI-StPaul)

From:
Sent: Saturday, December 06, 2014 6:05 PM
To: Collins, Reuben (CI-StPaul)
Subject: Bike Plan

Mr. Collins,

I appreciate the effort going into improving the bike routes throughout the city and realize the benefits of having this, but do have some concerns related to my past experience with bicyclists.

I am a very recreational biker and probably won't directly benefit from the improvements, but I am often a pedestrian, and have had several experiences that have not endeared me to cyclists. I hope those of you planning this will set aside adequate funding for pedestrian safety and work with very closely to law enforcement to enforce the existing laws regarding right of way, stop signs, and whatever other laws apply.

Jane Amberg

Collins, Reuben (CI-StPaul)

From: Nancy Wiens <>
Sent: Saturday, December 06, 2014 6:03 PM
To: #CI-StPaul_Ward3
Cc: Collins, Reuben (CI-StPaul)
Subject: I support the bike plan!

Hello Councilmember Tolbert,

I am an enthusiastic bicyclist and I support the St. Paul Bicycle plan. I hope you do too!

I have ridden bicycles all my life, for health and transport and entertainment. I love getting around my city by bike to run errands, visit local shops and restaurants, enjoy a summer afternoon, get some exercise and spend time with friends. I support efforts to make St. Paul a city that promotes bicycling, has a connected bike system, and strives to be a more livable city.

Please push for the adoption of the St. Paul Bicycle plan.

Respectfully,

Nancy Wiens
St. Paul MN 55105

Collins, Reuben (CI-StPaul)

From: Erik Jordan <>
Sent: Sunday, December 07, 2014 11:10 PM
To: Collins, Reuben (CI-StPaul)
Subject: Feedback on draft Saint Paul Bike Plan

Hello,

I am writing to voice comment and feedback on the proposed Saint Paul Bike Plan. I am a resident of the northwest quadrant of Saint Paul, in Saint Anthony Park, so I will focus my feedback on that area, as well as downtown, where I have a lot of experience.

First, I suggest that you add the names of the committee, person, or groups responsible of for the draft plan into said plan. I think it's important for demonstrating and holding accountability.

As for the specifics of the plan...

I am very pleased to see improvements to the east-west travel corridors through this quadrant. Being a bike commuter into Saint Paul for the past two years, I really grew to feel the friction in getting two and from downtown from my house. As a comparison, I can get into Minneapolis downtown now, from my home, with travel of only five blocks or so on city streets. With the new Dinkytown stretch, the transitway, and the other trails over and by the river, it is an amazing thing. I would love to see the same facility of bike travel in Saint Paul!

I continue to be surprised, however that Pierce Butler is a primary bikeway. If I am reading the map right, there are plans for an off-road path (good) as well as a on-road land (bad). I find Pierce Butler is way to busy, and the traffic to be going much to fast, for it to be a safe bikeway for on-road travel. I strongly encourage moving all bike traffic off the road and onto bike trails.

I am also glad to see the improvement to having an off-road path on Energy Park. One thing that strikes me is that probably improvements to this OR Pierce Butler are needed, since these are largely close and parallel corridors. So, perhaps a focus on just one initially, as an end-to-end solution, would be wiser than working on both simultaneously.

The improvements to Como as an east-west corridor are also welcome. The off-road path from Raymond/Cleveland to Snelling looks great. I am sad to see it is still on-street lanes from Snelling to Hamline (this is the one place I have been hit by a car while biking, incidentally), but I understand there is little opportunity here for off-road paths. It does create a weak link in the Grand Rounds, unfortunately.

Finally, my other major concern in east-west travel in this quadrant centers around doing so in the area just north of University. The plan for a new bikeway from Minnehaha to Transfer road, from Prior to Territorial Road looks like a fantastic idea. I want to put my strongest support by this. Currently it is very difficult to get from the area around South Saint Anthony Park into Midway because of the railroad area between Prior and Transfer Road. A solution to this is critical in my eyes, and I am glad to see you have something in mind.

You've also addressed many of the north-south travel problem in this quadrant. I am also glad to see the spur running north parallel to Cleveland: this is a difficult-to-bike direction to travel right now (I usually go through

the U of M campus or the Fairgrounds) because Cleveland north of Como is dangerous and narrow (and has no bike lanes).

It is unfortunate, however, that the Raymond Avenue corridor, again a part of the Grand Rounds, is such a weak link in the bikeway. I want to strongly encourage the city, therefore, to *put a strong focus on accommodating bike traffic and they complete Phase II and Phase III of the Raymond Avenue redesign effort, schedule of 2015 - 2016.*

My final comments are for downtown bike traffic. My main comment here, since the plan for downtown appears unfinished, is that egress to, and ingress from, the north is very difficult. Improvements are desperately needed here to make it safer for bicyclist to get through the traffic around I-94. I found a very similar story when trying to get into and out of downtown to and from the Summit Hill area. Again, bicyclists are fighting congestion and traffic related to cars getting into I-35E. What Saint Paul really needs are solid off-road feeder trails or pedestrian-type bridges (but for bikes too) into and out of the city, like the new Cedar Lake trail the heads through Minneapolis.

Thanks to you and your team for your work on this project. It's exciting to see a solid vision for Saint Paul bicyclist finally taking shape.

Yours,

Erik Jordan

Collins, Reuben (CI-StPaul)

From: jeff chermak <>
Sent: Sunday, December 07, 2014 10:50 PM Collins,
To: Reuben (CI-StPaul); #CI-StPaul_Ward4 Pelham
Subject: avenue of st paul bike plan

Dear Sirs,

I am very interested to comment on the latest version of the St Paul bike plan. As a bicyclist commuter 10 months of the year and a constant instigator for family bike rides I feel uniquely qualified to offer some insight I believe has some civic value. To that point I would ask that as administrators of the St Paul bike plan and city coffers respectively, please make a serious commitment to improving the Grand Round section of Pelham Ave from the River road to the Raymond Green Line station. I believe this is a critical route for bicyclists both recreating and commuting. As it is, this road is dysfunctional at best and dangerous at its worst. The concrete is in varied states of disrepair and is downright a danger to bicyclists year round but especially in the spring when yawning pot holes open up and swallow bikers whole. Ok maybe that is a bit of an exaggeration, however, as a member of the fire dept. in this part of town I have responded to many bicycle accidents on this street in the last few years. The on street share the road signage and the irregular off center lane markings make this road especially confusing for motorists and bicyclists. This is a heavily traveled route that is gaining in popularity despite its hazardous nature. Please help the residents of this area improve this scenic avenue so all can enjoy the benefits of bicycle travel safely between the National Scenic River through St Anthony Park to the U of M on the Grand Round. I could go on at length about the attributes of this route but will spare you as I believe you maybe have heard them before.

Jeff Chermak
Resident Desnoyer Park
Paramedic for St Paul Fire Dept
Grid 1 rep for Union Park District Council(current)
Desnoyer Park Improvement Association(2009-2013)

Collins, Reuben (CI-StPaul)

From: Judith McKloskey <>
Sent: Sunday, December 07, 2014 11:30 AM
To: Collins, Reuben (CI-StPaul)
Subject: Testimony on Draft Bike Plan

Dear Reuben,

Thank you for meeting with me and my husband Dan Shaw the morning of December 2, 2014. We appreciated the overview and background information that you provided. Later that day Dan attended the joint meeting of the CCRC's Parking and Long Range Planning Committee, and we both attended the public hearing on December 5.

I was disappointed that apparently the Capitol City Council never had an open house on the bike plan during the spring of 2014. To me this major missed opportunity means that it is more important to get the word out soon to those who own businesses and live downtown, because the proposed parking decreases will greatly affect them.

At this time I would like to present a few paragraphs of testimony on the draft plan. I have one suggestion that no one mentioned at the public hearing.

My name is Judith McKloskey
Saint Paul, MN 55101-2519

My husband and I moved to downtown on the edge of Lowertown one year ago. When our six month lease expired this summer, the biggest factor against our renewing the lease was the lack of convenient, reasonably priced parking for our family and friends when they visit.

When our daughter and granddaughter visit during the weekday, in just a few hours their parking bill in our ramp climbs to \$ 10. Also, within one week, I had three different people tell me that they no longer drive to the St. Paul Farmers' Market because of lack of parking.

I support the bike plan and understand the need for safe routes for all ages and skill levels of cyclists. I agree that a safe downtown loop that connects with other major bikeways is paramount. I know that the Jackson Street redo will almost certainly go through. My suggestion is that the contractor that is selected to do the final planning specifically consider angled parking rather than parallel parking on the side of Jackson Street that will still have parking. It seems likely that would decrease the number of sacrificed parking places at least by a few.

During this next year, when the study continues on the other north-south street of the downtown loop, I would suggest that angled parking be considered.

I suggest that the results of the parking study now in process need to be considered for the final version of the bike plan.

Finally, I believe it is naive for city leaders to ignore the problem of a perceived lack of parking. Either increase the number of parking places and way finding signs, publicize them better, or change the parking fees, but don't ignore the problem.

Collins, Reuben (CI-StPaul)

From: Michael Russelle <>
Sent: Sunday, December 07, 2014 7:49 PM
To: Collins, Reuben (CI-StPaul)
Subject: Proposed bike plan

First of all, many thanks for the the tremendous vision and detail that the group put into the St. Paul Bicycle Plan. I am not a bicycler, but am a co-leader of our local Transition Town initiative, in which we are working with District 12 to decrease our carbon footprint, increase infrastructure resilience to disruption, and improve social bonds and networks.

I have been unable to attend earlier meetings, but was informed about them through my work as a member of the St. Anthony Park Community Council and its Environment Committee. (I am not writing on their behalf, but on my own.) After reading the current draft, the first impression is that it is outstanding and, if we follow through on the recommendations, we'll easily meet the goal of higher ridership and greater safety for bicycles in St. Paul.

And I am sure you know about a major weakness — the use of Raymond Avenue as a 'major bike route' and as part of the Grand Round. The Raymond Avenue bridge is the only crossing (other than the University of Minnesota Transitway) over a quarter mile valley of a very active freight train corridor on the western edge of Saint Paul. Furthermore, truck traffic is allowed on that section of Raymond, and there has been a remarkable increase in the number of trucks hauling sand and liquids along that route in the past couple of years.

That truck traffic makes biking hazardous. Striping the roadway does little to protect or calm bikers. Furthermore, as more residents of our neighborhood choose to walk or bike to destinations on the 'other' side of St. Anthony Park, the truck traffic is a major and, if nothing else, a disquieting impediment.

Many of these trucks are delivering material for rail shipment in South St. Anthony Park. They are causing roadway damage, worrying parents of children near the route, and reducing the quality of life along that corridor.

The width of the bridge has been sufficient for the community and, except for freight traffic, for the the City until now. But it is not sufficiently wide to do more than stripe the roadway for bicyclists.

One solution to this is to re-categorize Raymond Avenue as a no-truck street and perhaps to impose limits on the number of trucks that may make deliveries to any one local destination. There is an active and viable alternative truck route: Territorial Avenue. This route has excellent access to TH 280 and I94 to the south, 35W to the north.

Revising the 'vision' of Raymond Avenue and the bridge over the railroad to fit that of smaller scale vehicles, bicyclers, and pedestrians will greatly enhance the connectedness of our neighborhood and promote modes of transportation that reduce our collective carbon footprint. Please consider this request as you revise the St. Paul Bicycle Plan. Thank you, again, for the excellent work on it.

Michael Russelle
Saint Paul, MN 55108

Collins, Reuben (CI-StPaul)

From: Pat Thompson <>
Sent: Sunday, December 07, 2014 11:58 AM
To: Collins, Reuben (CI-StPaul)
Subject: Support for the bike plan

Dear Reuben,

I am writing to add my strong support for the proposed St. Paul Bicycle Plan.

Because I am focused on the northwest corner of the city, as part of the Transition Town - All St. Anthony Park transportation action group, I will focus my remarks on that area, but please know that I am overjoyed to see this city-wide plan that will allow our community to decrease its carbon footprint and improve the health of our people.

The key areas I support for the northwest corner of the city:

1. The addition of a major bikeway between Pierce Butler Route and the U of M Transitway, via the railroad tracks and under Raymond Avenue, is a much-needed connection. This is a key connection to both Minneapolis and the rest of St. Paul. Being able to get to Pierce Butler without navigating the maze of disconnected streets, dominated by trucking businesses, will be a major boon to encouraging cycling from our neighborhood to the rest of the city. And the western connection to the Transitway, obviously, connects us to the entire Minneapolis biking infrastructure.
2. Raymond Avenue itself must be a major bike route, and it is sorely in need of improvement. Because of the railway infrastructure that runs through the neighborhood, there are several choke points that require bikes (and cars) going north-south only this one route, along Raymond, as they access homes and local businesses.

Toward the goal of making Raymond as bike-friendly as possible, given its existing width, I support asking the city and county to administratively change the part of Raymond from Energy Park Drive to Como Avenue from a County State Aid Highway (CSAH) to a city street. As a city street, Raymond could then be designated a 'no trucks' street, which would ban through trucks and the city could also lower the speed limit.

Truck traffic can be routed entirely to Energy Park and then to either Highway 280 or Snelling Avenue. Through truck traffic Northbound on Raymond above Energy Park makes no sense from an access standpoint (the highway is a much better route), and severely limits the bikeability of that stretch, given its narrow overall right-of-way.

As you know, speed reductions reduce our carbon footprint. The truck traffic and high speeds dramatically deter people in my neighborhood from biking. So if Raymond were more bike- and pedestrian-friendly, I am convinced a much greater number of people would leave their cars at home and bike a lot more. This could be very significant in our neighborhood, for reducing our overall carbon footprint.

Raymond Avenue is the key north-south route through this part of the city and if we don't get that right, our entire neighborhood's bikeability will be greatly hampered.

3. The proposed off-street path for Cleveland Avenue, north of Como Avenue is an important part of connecting St. Paul and the U of M campus particularly to Roseville and the northern suburbs. Currently, Cleveland Avenue is almost unusable by bikes because of its width and traffic levels.

4. The off-street paths proposed for Energy Park Drive and Como Avenue will also be great additions to allow east-west travel, as will the connection between Minnehaha Avenue and Territorial Avenue. That last connection is a key part of fulfilling the Charles Avenue bike boulevard so that it connects to the Raymond/University area.

Thank you for all of your work on the plan and I look forward to seeing it come to fruition in the coming years!

--

Pat Thompson

Transition Town - All St. Anthony Park -- Transportation Action Group

Collins, Reuben (CI-StPaul)

From: Amy Schwarz <>
Sent: Monday, December 08, 2014 12:23 PM
To: Collins, Reuben (CI-StPaul); Tolbert, Chris (CI-StPaul)
Subject: Bike Plan

Dear Mr. Collins and Councilmember Tolbert,

Thank you to Mr. Collins for his hard work on the St. Paul Bike Plan. Below are my comments:

I strongly support the St. Paul bike plan. As a Saint Paul resident who uses multiple modes of transportation, I think it is extremely important that the City of St. Paul move this plan forward. I believe having a comprehensive bike plan, with the support of the City will promote economic development in the city for a number of reasons.

First, many residents use their bikes for transportation and recreation. Having good bike access and parking near local businesses is crucial. In the warm months, I bike to restaurants, concerts, festivals, etc. The vast majority of the time I find myself biking to Minneapolis because it is easier and safer to travel by bike. St. Paul businesses are losing out on income because of this. I do not feel safe biking on many of the roads in St. Paul and there are not good routes to get around, especially not to travel north south in the City. I have never biked from my home in Highland Park to Lake Como for example, but I often bike to Lake Harriet in Minneapolis. I do not feel safe biking or navigating St. Paul by bike and I am a fairly confident biker.

Second, the bike plan and the infrastructure that will result will help to attract and retain residents in St. Paul. Many people in my generation are looking for bikable and walkable neighborhoods. Studies show that younger generations use more modes of transportation. We're less likely to own two or three cars like our parents do. On any given day, you can find me on my bike, the bus, lightrail or my car to get to work or around the city. If St. Paul wants to attract and retain young residents, bikeability in the city must be improved. The bike plan takes that first step.

I strongly support the comments put forward by St. Paul Women on Bikes, including the following: Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly; Enforce the current laws; Consider bicycle counts as one tool, not the answer; Increase bike parking, don't restrict it; Fund Nice Ride Minnesota; Add more clarity and context to the budget.

In terms of priorities, I recommend the following: the downtown loop and creating safe routes into town; north south routes that are safe and protected from traffic and connecting existing bike infrastructure.

Last, I strongly encourage the city to consider a turning the CP rail spur off of the Ford Plant into a bike path similar to the greenway in Minneapolis. This would move the city into a first class biking city, create a legacy and safe and healthy bike infrastructure for generations to come and provide a safe route for travel from the river to downtown St. Paul. Also, the city the opportunity to install or at least influence bike infrastructure during the development of the Ford Plant. This should be a priority for the City and Councilmember Tolbert.

In conclusion, I strongly support the St. Paul bike plan and hope that the entire City Council does too.

Sincerely,

Amy Schwarz

Mayor Coleman and Planning Commission Members
City Hall
15 West Kellogg Blvd.
St. Paul, MN 55102

RE: Draft Bike Plan

Dear Mayor Coleman and Planning Commission Members:

I strongly endorse the Draft St. Paul Bike Plan, as designed and as shown on the Plan map. I feel this is a tremendous initiative to encourage, as well as facilitate, much more biking in St. Paul. It is also a big step toward reducing the carbon footprint of St. Paul citizens and visitors.

Facilitating a good bike route is extremely important. It must be both, a route that feels safe and is, in fact, safe to the bicyclist. I also strongly endorse every effort to make these routes friendly to pedestrians as well. We are all pedestrians at the beginning and ending of our every trip.

The Primary Problem in St. Anthony Park (SAP)

I have particular concerns about the Raymond Ave. stretch of the Grand Round of the Bike Plan. It is currently the only option for bicyclists to traverse from South SAP (and the Green Line) to North SAP (and the UM St. Paul campus). I do live along that route. Most of my neighbors and I do not feel safe enough to ride on Raymond Ave. How can a stretch of the Grand Round be celebrated as part of the city bike plan, when it feels too unsafe for a bicyclist to use in its current state?

Two Parts of a Simple Solution

To make Raymond bike-friendly, there need to be at least two improvements: 1) Raymond needs substantial traffic-calming measures and 2) trucks need to be generally removed from it (except for local origin/destination, of course). It is truly imperative that these items get implemented soon, because Phases 2 and 3 of the Raymond Ave. reconstruction is about to commence.

Many of my neighbors and I have been involved with the D12 Community Council's work on traffic-calming measures for the Raymond Avenue Phases 2 and 3. Some of us have literally been involved in trying to improve Raymond for nearly a decade. The Friendly Streets Initiative conducted a study in 2013. It documented over 1,130 individual responses, overwhelmingly in favor of traffic calming on Raymond Avenue. There should be no question that SAP wants slower speeds on Raymond.

It is obvious that there is also a great pent up demand for a safe bike route in our community. As it stands now, trucks have four North-South routes within a mile: 1) Snelling, 2) Transfer Road-via Ellis-Vandalia, 3) Highway 280, and 4) Raymond; yet bicyclists have ZERO North-South routes in that mile which feel safe to them. Snelling is largely commercial; Vandalia is solely industrial and commercial; Highway 280 is obviously a major transportation corridor built for trucks; but this section of Raymond is overwhelmingly residential and built for small vehicles. This is the route that makes sense to be a bike-safe route. And it is the route chosen to be a part of the Grand Round, in the Draft Bike Plan. So, in theory, we are all in agreement.

However, I believe the city may not yet have a true appreciation of how unsafe this route feels for bicyclists and pedestrians, at least for significant parts of the day.

Every time residents have asked for trucks to be banned from this part of Raymond, and for the speed limit to be lowered, the response has always been that this part of Raymond is a county highway; thus, county regulations forbid both of those actions. The only alternative, therefore, is to change the ownership/maintenance designation of Raymond Ave from a county highway to a city street and right now is truly the opportunity to do so. I know that city and county roads are sometimes exchanged administratively, based on particular circumstances. This would undoubtedly be the most effective first step, in order that regulations do not hamper the re-designs of these two sections, and common sense improvements that will make Raymond Avenue more bike-friendly.

The part of Raymond Ave., from University Ave. to Hampden Ave., is already designated as a no-truck route. (That portion was in the Phase 1 reconstruction.) We only need the stretch from Como Ave. south at least to Energy Park Drive, but preferably to Hampden Ave., to also be so designated. That stretch of Raymond is only a dozen or so blocks long.

Problem for the SAP Elementary School

In the current situation on Raymond, trying to cross Raymond as a pedestrian is felt to be hazardous as well. The SAP Elementary School is 1 block west of Raymond. However, many children attend that school but live east of Raymond. Raymond is daunting and sometimes overwhelming to cross even by adults, to say nothing about the extra challenges to kids. This part of Raymond (north of Energy Park Drive and the Transitway) has really only one delineated crossing, but actually several intersections where pedestrians regularly try to cross. Everyone wants Safe Routes to Schools. Yet, with the trucks and the high speeds that vehicles travel Raymond, many of the kids in our neighborhood simply have no safe route to school.

Lost Economic Opportunities Year Round

As you know, one of the three UM campuses is in the North SAP neighborhood. Many studies and news reports over the last several years have demonstrated that the college-age generation is demanding more biking and walking opportunities. Many fewer students bring a car to campus, than did students of earlier generations. Therefore, there is an immediate reservoir of demand to be able to bike along Raymond Ave. safely.

The combined student body of the UM Twin Cities campuses is well over 50,000. Most of those students take at least some of their classes on different campuses. Therefore, a large number of students will be in the North SAP neighborhood on one or more days per week, during any given semester. Yet, that population of students cannot easily traverse to South SAP, if they do not feel safe to bike Raymond Ave., because it is the only throughway option for bikes between North and South SAP (due to the railroad right-of-way). It becomes obvious that our businesses in South SAP are losing tremendous economic opportunities, if they cannot serve most of that student population.

Likewise, North SAP residents have the same special burden, in trying to access the South SAP businesses or to use the Green Line, because they do not feel safe enough to bike via Raymond Ave. The distance from North SAP to South SAP businesses and the Green Line is more than one mile away; a bit too far for most people to walk the entire distance (either because they don't have the time or are physically limited). Yet, it makes no sense to think you are reducing your carbon footprint by using the Green Line, if you have to drive very near to it

and then park. So the obvious solution is to have a bike route that feels safe for everyone (as they say, “8 to 80”).

Similarly, residents of South SAP do not feel safe enough to bike Raymond to access the businesses of North SAP. Think of all the lost business opportunities for our North SAP businesses, without being able to easily serve the South SAP residents. Those losses will even increase in the future, as the University Avenue revitalization continues along the Green Line.

Literally, St. Anthony Park is a very divided neighborhood, principally because there is no route that feels safe to bike or walk. A groundswell of desire is becoming apparent, to make our neighborhood more cohesive, and for businesses to capture more of these lost opportunities. This could be accomplished if trucks were banned the entire length of Raymond (except for local origin/delivery, of course); if the speed limit was reduced and enforced; and if significant traffic-calming measures are part of the upcoming reconstruction Phases 2 and 3.

Lost Economic Opportunities associated with the State Fair

The new Transitway entrance was opened this year at the State Fair. It proved to be a tremendous success for bringing fairgoers efficiently and safely to the fair by bus. I encourage the city of St. Paul to work with the State Fair Board and the UM, to re-route the hundreds of vehicle-and-animal trailer combos from Raymond Avenue to the Transitway. The obvious way to access the State Fair from the Green Line (LRT) is via Raymond Avenue. If Raymond felt safe to bike, think of the economic opportunities that would be available to Pedicabs, to Nice Ride, and similar small businesses. Once again, trucks, excessive speeds, and the vehicle-animal trailer combinations are the impediments to economic opportunity, via Raymond Avenue.

Also note that the intimidation of bicyclists and pedestrians from vehicle-animal trailer combos is not just limited to the 12 days of the State Fair. Many events occur on weekends throughout most of the year on the fairgrounds, such as at the Hippodrome and at other venues. So re-routing animal trailer systems to the Transitway will accrue safety and economic improvements to Raymond and to the community for well more than only 12 days a year.

How this Bike Plan Affects Climate Change and Disruptions

St. Anthony Park has begun to really make a name for itself as a leader in Minnesota, and actually even across America, for working on ways to meet the challenges, and build resilience, to climate change and/or potential crises from disruptive conditions. Examples of disruption could occur from attacks on the electrical grid, on the banking system, etc. such as from online computer hacking. One of the notable groups working on improving neighborhood resilience is the Transition Town group (formerly, called the Energy Resilience Group--ERG). St. Anthony Park residents literally cast their votes in favor of the work of this group, when they chose them to receive the 2014 SAP Foundation Special Grant award.

One of the top goals of the Transition Town group is for significant reductions of driving, replaced by biking and walking options available to citizens “8 to 80.” Thus, improving our biking and pedestrian route on Raymond is crucial to making our community more resilient. St. Paul’s Draft Bike Plan is yet another important part of meeting those future challenges. Therefore, it is crucial that one of the major portions of the Northern Grand Round, i.e., along Raymond Avenue, becomes much friendlier to bikes and pedestrians. The work of the Transition Town group will elevate the reputation of all of St. Paul as a leader in meeting the challenges of the future, and make St. Paul a truly outstanding city in America.

Summary

A plethora of problems could be resolved by the relatively simple act of administratively changing Raymond Avenue south of Como from a county highway to a city street; then by lowering the speed, and by banning trucks (except for local origin/destination) and animal trailers. Adding the traffic calming measures desired by the residents into the planning for the new reconstruction along Raymond over the next 2 years would induce much more consequential traffic calming, but only after the ownership and road rules have been changed. The change of the feel of the street will be dramatic, and residents will feel their tax dollars have really made a significant difference.

I anticipate there could be some voices from the trucking industry that would oppose these changes. However, trucks can easily use Highway 280, Transfer Road/Vandalia, or Snelling Avenue, rather than Raymond. Highway 280 is substantially less than a third of a mile to the west; Snelling is just 1 mile to the east, and Transfer/Vandalia is only about one-half mile to the east. In truth, truck traffic would endure a very small burden of additional mileage (if any) with this change. On balance, this change would resolve many long-standing issues: it would be good for neighborhood cohesion, it would make much safer routes to the school, it would allow SAP much greater access to the Green Line without driving, and it would significantly advance economic opportunities for both North and South SAP, yet it would have very few negative consequences. With the upcoming Phase 2 and 3 design and reconstruction projects on Raymond, it seems this is the “perfect storm”: the time is right to make the street swap.

Once again, let me congratulate you on your leadership to provide the city with a very farsighted plan that will be used by generations of bicyclists. I truly believe that if we work diligently on the portions, such as these few blocks along Raymond where there are vehicle-bicycle conflicts, that the Bike Plan will be seen as a landmark accomplishment for St. Paul.

Sincerely,
Betty Wheeler

Collins, Reuben (CI-StPaul)

From: Chandra Lalla <>
Sent: Monday, December 08, 2014 1:23 PM Collins,
To: Reuben (CI-StPaul)
Subject: Saint Paul Bicycle Plan Comment

Hi Reuben,

While, I don't live in St Paul I'm writing in support of the Bicycle Plan. It's vital to provide safe biking infrastructure and expand the areas people can ride. Over the summer, I was struck by all the people who ride on the sidewalks downtown. I'd like to see all these people comfortable riding in the street therefore it's so important that a safe plan is implemented. This encourages more people to bike and puts a priority in creating the right environment in which they can.

Thank you,
Chandra Lalla
Minneapolis Resident

Collins, Reuben (CI-StPaul)

From: Debbie Meister <>
Sent: Monday, December 08, 2014 10:44 AM
To: Collins, Reuben (CI-StPaul)
Cc: #CI-StPaul_Ward1; Stark, Russ (CI-StPaul); Hunt, Anne (CI-StPaul); *CI-StPaul_Mayor
Subject: Saint Paul Bike Plan

Dear Mr. Collins,

I am writing in strong support of the Saint Paul Bike Plan. It is essential to connect bike routes and make downtown Saint Paul bikeable. Although some businesses are concerned about loss of parking downtown, Jim Ivey, a Lowertown resident and business owner, summed up the need for biking as a vibrant, lively option: "We've had parking for decades. That didn't solve the problem (of a lack-luster downtown). Maybe we have to try something else."

We are seeing a sea change in transportation needs. Millennials (about 77 million Americans born between 1983 and 2000), as reported in the Star Tribune on November 30, 2014 "are decidedly lukewarm when it comes to Americans' century-long love affair with automobiles. They appear to prefer biking, walking, taking mass transit and sharing cars."

As a senior citizen, my major form of transportation is biking for seven-eight months of the year. What is most disconcerting to me is bike paths and lanes abruptly ending and not connecting to other bike routes. Downtown and north-south connections are especially lacking. The Saint Paul Bike Plan addresses these concerns. I look forward to its implementation.

Debbie Meister
Saint Paul, MN 55104

Collins, Reuben (CI-StPaul)

From: Drew Ross <>
Sent: Monday, December 08, 2014 2:58 PM Collins,
To: Reuben (CI-StPaul); #CI-StPaul_Ward4
Subject: Bikeways Plan comments

Dear Reuben and Russ,

The Desnoyer Park Improvement Association supports the Bikeways Plan. We earlier stated our support of the plan's design on Pelham Boulevard with on-street bike lanes and off-street bike path. This is not only for bikers. Pelham needs much improvement for pedestrians as well. Overall, we encourage an emphasis on safety. If bike numbers are to grow, it hinges on their real and perceived safety. Allow car drivers to know that on certain streets bikes have the priority.

We are, of course, very pleased to have made the short list on the Vitality Fund's improvements for an off-street trail. Our support comes from the neighborhood because of the concerns of traffic speeds, ignoring of signs, and poor road conditions. To do the off-street trail alone would not fulfill the idea of the Grand Round as a priority.

I submit the following [photo essay](#) with informative captions to illustrate the need for rebuilding Pelham Boulevard. As you will see, painting stripes over Pelham's problems will not resolve these issues.

Sincerely,

Drew Ross

Desnoyer Park Improvement Association

23 photos in this album



[View or comment on Drew Ross's album »](#)

Collins, Reuben (CI-StPaul)

From: Ed Lehr <>
Sent: Monday, December 08, 2014 3:51 PM
To: Lantry, Kathy (CI-StPaul)
Cc: Coleman, Chris (CI-StPaul); Biales, Ellen (CI-StPaul); Hunt, Anne (CI-StPaul); Collins, Reuben (CI-StPaul); St Martin, Paul (CI-StPaul); Andy Singer; Kayla Brinkman Theimer; stefan.pomrenke; Betsy Leach; Leslie McMurray; deanna@daytonsbluff.org; nicole@daytonsbluff.org
Subject: Please add East 7th Street

Overall, the proposed Saint Paul Bicycle Plan is masterful. Thank you, Reuben Collins and the Saint Paul Public Works, for crafting and improving this plan as you have moved forward.

A major gap still remains: Connecting downtown Saint Paul to the East Side with a quality, bikeable route. Not many opportunities exist.

One is East 7th Street. It is a highly visible road which would connect nicely to the downtown loop proposal, and travel at an achievable biking grade along a redeveloping backbone route for the East Side.

This makes sense for a walking connection between downtown and Metro State. A raised bike lane can connect directly with the new Lafayette bridge multimillion dollar bike lane, accessed from the north side of E. 7th.

East 7th Street is a direct straight line to the east-west Margaret Street bike route, a new long-range east-west route from downtown to 3M.

East 7th Street would be a northeast spoke from downtown complementary to northwest-heading Como Avenue. Equal treatment for the East Side is essential.

Several current options in the bicycle route plan make for difficult biking:

- Biking up a new Kellogg bridge bike lane from downtown is not easy (and won't happen until the bridge is rebuilt) for average bicyclists.
- Biking into a secluded, poorly lighted trench at the end of Prince Street, and up a steep bluff road to the top of Indian Mounds is not a pleasant, easy bike route.

In summary, the East Side would like a visible, well lighted, easy-to-bike route that would be suitable for Nice Ride to attract bikers from downtown and the East Side.

We need a little help from the city here.

Thanks.

Ed Lehr

Collins, Reuben (CI-StPaul)

From: Erin Stojan-Ruccolo <>
Sent: Monday, December 08, 2014 4:26 PM
To: Collins, Reuben (CI-StPaul)
Subject: St. Paul Bike Plan - comments

Dear Sir or Madam:

I am writing to submit my comments in support of the St. Paul Bike Plan.

I live in Frogtown and work downtown. I would like to bike to work more often but there are not currently especially safe routes downtown, which the proposed plan would begin to address.

I understand that there is some concern about the impact that the proposed plan might have on traffic and/or parking. I live along Charles Avenue, which has been designated as a bikeway. This has meant sacrificing some ease of access (e.g. turning left from northbound Lexington onto Charles Ave.) but it is a limitation I have accepted because I think the designation represents a net benefit for the neighborhood and city overall. Additionally, a stronger bike plan allows people in St. Paul's diverse neighborhoods more options to get around safely within the city.

I think the proposed bike plan represents a positive step forward for the City of St. Paul. As someone who both lives and works here in St. Paul, I greatly appreciate that it is being considered and strongly support its approval.

Sincerely,
Erin Stojan Ruccolo
St. Paul, MN 55104

Collins, Reuben (CI-StPaul)

From: Jesse Mortenson <> Monday, December 08,
Sent: 2014 3:14 PM
To: Collins, Reuben (CI-StPaul)
Subject: DT bike plan

To Whom it May Concern,

I want to write in supporting dedicated and robust biking infrastructure in downtown St. Paul. I live at 908 Hague, which means downtown is not far. But it is far enough to merit consideration before I just jump on a bike. I think about going down the busy/scary Kellogg Hill, down the v steep Ramsey Hill, or taking a long detour through the capitol area. I think about how it's not clear where to bike safely except for parts of Kellogg (at the river). About how that left turn off Kellogg to get up to the Depot/lowertown is always a little dicey.

In other words, the infrastructure matters in making choices to visit DT or not. I'm a regular biker but not hardcore. So I'm glad to see a plan that would improve access to DT. It will make a positive difference for me.

Sincerely,
Jesse Mortenson

Collins, Reuben (CI-StPaul)

From: John R. Rupp <>
Sent: Monday, December 08, 2014 4:18 PM
To: Collins, Reuben (CI-StPaul)
Subject: Bike Plan

Mr. Collins

Wabasha Street. I own the St. Paul Building. I support the bike plan but only if no street parking is removed. Wabasha must not lose its parking, which is critical to retain its street level businesses.

Marsha II. I own various businesses in the Cathedral Hill area and have lived there for over 40 years. Parking is in crisis. Marshall needs to have parking on both sides of street east of Western, like west of Western.. The bike plan west of Western allows it – so can Marshall east of Western

John Rupp

Collins, Reuben (CI-StPaul)

From: Josh Capistrant <>
Sent: Monday, December 08, 2014 12:58 PM
To: Collins, Reuben (CI-StPaul)
Cc: Julie Sivula Reiter; Laura.Capistrant
Subject: Thoughts on the Long Range Bike Plan

Hello Ruben, Thank you for your work on The Saint Paul Bike Plan.

I live on Fairview Avenue. I often office out of my home, which right in front of a large window onto a busy but narrow section of Fairview.

It's widely assumed by advocates of the bike plan that rather than deleting the right turn lane, I will lose the parking in front of my house to add bike lanes.

With a lot of students on my end of the block, parking can be contentious here. This problem is compounded for my family because we are on a small lot and have no possibility for parking on our own lot. The parking in front of our house is essential to the value and viability of our house. Houses like this on Fairview are few in this regard, but it would affect us disastrously.

All year round, people ride their bikes on Fairview. There are truly just a handful of these brave souls. Its clear to me that conditions aren't inherently safe on Fairview for a biker. I've ridden it myself on occasion and at necessity. Drivers crowd you to the curb; right-hand-turners don't expect you.

Fairview is very much a commuting route dominated by cars and trucks. Motorists coming home at the end-of-day drive all too fast and aggressively. If my car isn't parked in front of my house, cars ignore the lines put on the street designating parking and make the area against the boulevard all down the block their own extended right turn lane. (A favorite situation for me is when people expecting to turn right pull in behind my parked car, expecting to continue to drive ahead to use the right turn lane. Sorry, no, this is parking.) Will cars then also ignore the bike lanes for their convenience? I can only assume so. The parking in front of my home serves to keep that mad rush a little bit further from my front door. My car was hit this spring by a drunk driver. Without my car as a buffer, where does that drunk driver wind up?

Aside from my personal plight for parking, I think the bike plan is seriously flawed in expecting to make bike routes out of the busiest roadways in Saint Paul. I'm interested in making biking safer for everyone wherever they want to bike. (My brother owns a bike shop and has been making his living that way for 20 years.) I really want there to be visibility for bikers and awareness of their safety on all roadways. A number of my friends have been injured in biking commutes and even one killed by a motorist.

I'm concerned that the bike plan's choice of the major (and busiest) north-south routes only serves the urban warrior bikers. Only the most confident and capable bikers need apply. The option is that if you want to bike, the most dangerous routes of the city have been prepared for you. I think this bike plan needs to apply to all speeds of cyclist. Let's find a way to draw out the timid leisure riders and make them commuters! Safer routes will mean more people can use them.

An investment should be made in routes that more riders can feel confident about. We put such a glut of tax dollars toward making commutes faster/better for cars. (Secret: They will never be good enough, no amount of taxes will be good enough.) Bikes deserve similar infrastructure. Rather than be supplementary to bridges over I-94 and the railroad corridor, we should plan good routes that apply to more bicyclists that have their own bridges and calmer traffic.

Having a bike plan is going to be a good deal for Saint Paul. It is an essential part of the proclamation “The Most Livable City in America”. The charge in that is not for just a few people to feel like we are a livable city, but many. Please configure safer routes that will encourage bike ridership for many and serve as a lower risk entry point for bike commuting in the city.

Submitted as a biker, citizen, advocate and someone who will work with others,

Josh Capistrant
Saint Paul, MN 55104

Collins, Reuben (CI-StPaul)

From: Katy Lowery <>
Sent: Monday, December 08, 2014 3:50 PM
To: Collins, Reuben (CI-StPaul)
Subject: St Paul Bike Plan - voicing my strong support and thanks

Dear friends,

First off, thank you! I deeply appreciate the careful work and forward thinking that went into the plan. As you all understand, more and more people rely on bikes for transportation to work, school, completing errands and recreation.

I'm one of those people. I guess I would be classified as a confident biker. I bike for transportation on a regular basis spring through fall and only occasionally in the winter. But, confident though I am, I strongly dislike biking into, out of or around in Downtown St. Paul.

It's simply dangerous: narrow road, poor street conditions, dumpsters, construction and a culture of jaywalking all conspire to make it more dangerous. The Downtown loop will address this. The final routes selected for bike ways/routes are less important to me than a well connected network that is sufficient to the bike, car and pedestrian traffic.

thanks for this plan that will certainly help make St paul a safer, more accessible and more vibrant city.

Katy Lowery
St Paul MN 55107

--

Katy

Collins, Reuben (CI-StPaul)

From: Kirsten Fischer <>
Sent: Monday, December 08, 2014 3:02 PM Collins,
To: Reuben (CI-StPaul); #CI-StPaul_Ward4
Subject: PELHAM

Dear Councilmember Stark and Mr. Collins,

I live on Beverly Road just off Pelham in Desnoyer Park, and I bike to work every day (polar vortices permitting). Pelham is a scary road for bike riders. When I pedal up the hill from the Mississippi River Blvd, I have to cross traffic to turn left onto my street. It's always risky trying to share the road and dodge the cars coming up behind me and the traffic coming--so fast!--down the street. I have a ten-year-old daughter who loves to bike, but I never let her ride on Pelham.

Please help us get a safer neighborhood for bikers and walkers. We need a new street without potholes, and we also need to slow down traffic. Bikers should have a separate bike route (not "share the road"), and we need clearly demarcated places where pedestrians can safely cross the street.

Thanks for your efforts to make Desnoyer Park a safer place to walk and ride bike.

Sincerely,
Kirsten Fischer

Collins, Reuben (CI-StPaul)

From: Ruhl, Laura <>
Sent: Monday, December 08, 2014 4:13 PM
To: Collins, Reuben (CI-StPaul)
Subject: Bike Loop feedback

Hi Reuben. Thank you for accepting feedback on the bike loop topic.

I have both lived in and worked in downtown St. Paul (where I walk 6 blocks to work) now for 16 months and have two concerns about the bike loop. I really can't say that I understand the purpose here. I understand the want to bring people into downtown, but outside of "sporting events" what do they have to here come for? What is the draw? We have no real shopping; our skyway retail suites are at least 50% available, I can readily identify the vacant buildings on 7th St and residents really do have to leave the neighborhood to go shop at a Target or go to Grand Ave/Cathedral Hill for boutique type shopping. We have very few restaurants. Outside of our two parks, Science Museum, and hospitals, what else is there? Why would a person ride their bike down Jackson St.? Additionally, if I were riding my bike, I wouldn't be bringing any money into the neighborhood as I would only be able to buy what I could carry on my back.

My second concern is parking. Parking is already ridiculously bad. Yes, people can park at Union Depot or in parking structures for \$10 a day (also outrageous). There is vast parking available there. But the reality is that people don't want to come visit downtown residents when they have to park 4 or more blocks away. People don't like the inconvenience in the Summer and they like it even less in the Winter. The ballpark is an exciting addition but really, we can't expect that everyone will bike or take the lightrail. Because they won't. Adding bike loops is a lovely idea. Although I feel it is somewhat shortsighted. If we have bikes we simply MUST have parking. We must. Because if I can't drive my car, and my friends won't visit me, what is the point of my living downtown? I will move. And in talking to my friends that do live downtown, I'm sure that many people feel the same way.

We have higher priorities right now, that are much more important than bike loops. We need more than a farmer's market on the weekend. We need REAL shopping.

Thank you for hearing my voice.

Laura Ruhl

Administrative Assistant, Catalyst RMO

Collins, Reuben (CI-StPaul)

From: Maggie Johnson <>
Sent: Monday, December 08, 2014 3:13 PM
To: Collins, Reuben (CI-StPaul)
Subject: Fw: Draft Bike Plan

On Monday, December 8, 2014 3:07 PM, Maggie Johnson <> wrote:

Mr. Mayor and Reuben,

It is exciting to see the Draft of the St Paul Bike Plan. This is a major step towards safer biking throughout the twin cities. Thank you for your efforts in this initiative. Along with the opening of the Green Line, this plan is a great option for commuting, especially in the St Anthony Park neighborhood.

However, I think the Raymond Ave portion of the Grand Rounds is significantly problematic. Raymond Ave, as it exists currently is not safe as a bike route and future plans for changes to Raymond Ave indicate that safety, especially for the bicyclists is not a priority at all. The success of the Green Line is to be celebrated, but access by bike to and from it, as well as other area destinations, via Raymond Ave is woefully inadequate and even dangerous for bicyclists.

Substantial efforts towards traffic calming are called for when Phase 2 and 3 of the reconstruction of Raymond Ave is planned. One of the most challenging stretches of Raymond Ave is the area between Hampden Ave and Como Ave. Currently, that portion of Raymond Ave is open for all truck traffic. Local delivery trucks are not an issue, it is the many large, fast moving trucks that use the avenue as a "through" route north and south. That portion of Raymond Ave is currently designated as a CSAH. Extending the "no truck" designation that is already in place on the University Ave to Hampden Ave stretch of Raymond Ave all the way to Como Ave and even beyond to Larpenteur Ave only makes sense. There are several other options for large trucks that are more appropriate for trucks of that size, such as Snelling Ave and Hwy 280. It should be noted that the current 10 year D12 SAP Community Plan calls for a ban on truck traffic and the new D12 Plan being drafted calls for the same, so this is not a new issue, but merely one that is not being addressed.

Ultimately, the success of the Grand Rounds will be seriously impacted if Raymond Ave continues to be a dangerous and difficult area for bicyclists. The opportunity to provide a contiguous, safe bike route throughout the city is sorely needed. The traffic calming measures being considered for Phase 2 and 3 of Raymond Ave must include a ban on large truck traffic or this success will be greatly impacted.

Thank you again for your efforts in the Draft of the St Paul Bike Plan,
Maggie Johnson

Collins, Reuben (CI-StPaul)

From: Matthew Miller <>
Sent: Monday, December 08, 2014 10:02 AM Collins,
To: Reuben (CI-StPaul); #CI-StPaul_Ward4 Pelham
Subject: Boulevard Grand Rounds Bikeways Plan

I am a resident of the Desnoyer Park neighborhood in Saint Paul, residing at the intersection of Otis Avenue and Pelham Boulevard. I am writing to voice my support for a complete overhaul of Pelham Boulevard to incorporate traffic calming measures, a clear bike route and pedestrian safety features.

Pelham is a conduit for vehicles and pedestrians to reach Mississippi River Boulevard and it sees a ton of traffic, which has worn out the road and sidewalk significantly. Furthermore, living at the bottom of the hill, we see cars roll through the stop sign on Otis headed toward Mississippi River Boulevard or turning left toward Marshall Avenue every day, creating a safety issue. A boulevard median or other traffic calming device is sorely needed.

Lastly, we have a special neighborhood and the residents take great pride in cultivating a safe, friendly and beautiful place to live. Pelham Boulevard is the most visible and accessible connection point to this community. And it is in need of repair. The street is heaved, cracked, patched and operates as a highway for those speeding through the neighborhood.

I hope you can help restore Pelham Boulevard as a safe, well designed and well maintained corridor to a wonderful neighborhood in Saint Paul.

Sincerely
Matthew Miller

Collins, Reuben (CI-StPaul)

From: Oran Ener <>
Sent: Monday, December 08, 2014 11:39 AM
To: Collins, Reuben (CI-StPaul)
Subject: Support for plan to rebuild Pelham Boulevard in Desnoyer Park

Dear Mr. Collins,

Please accept this email indicating our support to rebuild Pelham Boulevard with a new street with traffic calming signs, a clear off street bike route, and safe pedestrian crossing features.

Respectfully,

Oran and Ruth Ener, Desnoyer Park
Marita Ener, Desnoyer Park

Collins, Reuben (CI-StPaul)

From: Rob Davis <>
Sent: Monday, December 08, 2014 1:37 PM
To: Collins, Reuben (CI-StPaul)
Subject: Yes, bike loop!

Hi,
I hope St. Paul moves forward aggressively on the bike loop and significant additional investments in bike infrastructure.

Regards,

Rob Davis
Worker in dt. St. Paul, commuting from Highland area

Collins, Reuben (CI-StPaul)

From: Ruth Markowitz <>
Sent: Monday, December 08, 2014 1:39 PM
To: Collins, Reuben (CI-StPaul)
Subject: Re: info about the biking project

I just read what Bill HOsko said about his concerns for the new proposal. I want to second what Bill says. I have observed I believe over the years that people don't listen well to Bill I personally think he cares deeply about our city, it incredibly generous in his time, fhought and effort and I think he is a very forward thinker. I have considered sending some of Bills thoughts under my name as I believe he gets discounted and it deeply disturbs me, because his ideas are good. He sometimes writes too long, but please listen to his ideas. They are substantive, he, cares, he is a year round bike rider. Do not, do not discount what he says. Thank you, Ruth markowitz

December 9, 2014

To: Rueben Collins, City of Saint Paul

From: Sarah Clark
Saint Paul, MN 55105

RE: Comments on Saint Paul Bike Plan

I applaud the City of Saint Paul's efforts to make it safer and easier for people to bike to destinations in the city. It will be better for residents, better for the economic vitality of the city, and serve to make it a place where people want to live, work and do business. At this moment, we are far behind Minneapolis and other cities – and it is terrific to see city leaders working to change that.

Though I am located just two miles from my workplace in Downtown Saint Paul, it is not safe to bike there – I tried it twice and after close calls on both trips decided it was not worth taking my life in my hands. If there were better facilities I would most certainly bike. My two teenagers have been able to bike to some destinations along Summit Avenue, but many motorists turn in front of them or otherwise make even this designated bike route a challenge.

My specific recommendations are to:

- Definitely move ahead on the Downtown Bike Loop – great that it will be a protected trail.
- Increase connections between city streets and our wonderful (and safe) off road trails, including the Bruce Vento Regional Trail, Sam Morgan Trail, and others. Improving these connections will make it easier for people to get around – and support local businesses that will benefit from recreational bicyclists coming off the trail and into the community.
- Identify and fill the obvious gaps – trails that end as they approach downtown, but also areas across the city where there are “trails to nowhere” and take the steps to create a seamless network.
- Collaborate with the city's efforts to make streets walkable as well as bikable – suitable for people from 8 to 80. B
- Use opportunities (such as the rail spur at the Ford Site and new bridge planning) to take a big leap forward on trails. The I-35 interchange at Cuyuga is an example of what NOT to do, and the Lafayette Bridge is deeply flawed. Let's make this an opportunity to do better in the future.

Again, kudos to Saint Paul for making biking a priority and creating a plan to thoughtfully improve the active transportation opportunities in our communities. It will make our city stronger, safer, and more vital.

Collins, Reuben (CI-StPaul)

From: S. Castle <>
Sent: Monday, December 08, 2014 3:56 PM
To: Collins, Reuben (CI-StPaul)
Subject: St. Paul Bicycle Plan

Mr. Collins and the St. Paul Planning Commission,

To the St. Paul Planning Commission:

My name is Sharon Castle, and I have been working in downtown St. Paul for the past 9-1/2 years. I live in Falcon Heights, just a few blocks from the border with St. Paul.

I am writing to urge you to support the Bike Plan that was discussed at the open hearing on Friday, December 5, 2014. I share some of the same concerns that I heard from others at the hearing (particularly regarding the lack of adequate bike parking), but overall, the plan shows considerable thought and is essential for St. Paul to become a desirable city that will attract workers who want to live in St. Paul.

I commute to work by car, bicycle and public transportation, spending a fair amount of time on St. Paul streets. I also ride recreationally year round on weekends with a group of friends; most routes also utilize St. Paul streets. These Saturday rides involve stops at area coffee shops, where we all make purchases of coffee and tasty treats. One can justify a few extra calories after a long ride. Very rarely do we venture into downtown St. Paul due to the lack of safe bicycle routes.

When I commute by bicycle, I am able to use quiet side streets and the bike lane on Como Avenue until I reach downtown St. Paul. I consider myself to be a confident, enthused rider on non-icy roads, but riding in downtown St. Paul is not for the faint of heart. Even using the bike lane on Jackson is nerve-wracking, as there are few barriers to protect bicycles from cars turning into parking garages on both sides of the street. When I go to the Y to shower, there is no bicycle parking adjacent to the Y, so I lock my bike to a signpost, making every effort not to obstruct the adjacent handicap parking space.

In addition to my desire for downtown St. Paul to be more attractive and bike-friendly, I do also want to support business in downtown St. Paul. It is a common lament among my coworkers that the dearth of amenities means that errands that could be completed during a lunch hour walk must wait until after working hours and the dollars spent elsewhere. When out of town consultants are in our office, we tell them that they should plan to eat lunch before 2:00 or there will be very few nearby quick food options available. They laugh until they realize we are serious.

One day, I was walking outside in downtown St. Paul, and a young woman stopped me to ask if there was a coffee shop nearby. I had to pause, because I wanted to be sure to direct her to a place that would be open at that hour. Again, not as easy as it sounds. I directed her to Black Dog Coffee and Wine Bar in Lowertown.

I do walk to downtown businesses and spend money there, frequently on Wabasha. I hope that the city can alleviate the concerns of these business owners who are concerned about loss of parking spaces. I do not drive to these businesses; I spend money there because it is convenient to walk. If there are areas of St. Paul that are more accommodating and pleasant to walk in, I will enjoy spending my money there.

Two of my children recently graduated from college, and so far, have not purchased cars. They have student loans to pay. My daughter chose to live in New York, where owning a car is not only unnecessary, but is a burden. We'd love to have her consider moving back at some point! My husband and I are at a point where we likely will downsize in the next few years, and a city that embraces the vision laid out in the plan as a desirable place to live and work would add that city to the list of options we consider. Please continue the progress that has been made with the bike boulevards such as Charles Avenue, barrier-breaking routes such as the Griggs Bikeway, and better public transportation.

Thank you for your time.

Sharon Castle

Falcon Heights, MN

Collins, Reuben (CI-StPaul)

From: Thomas Kottke <>
Sent: Monday, December 08, 2014 8:19 AM
To: Collins, Reuben (CI-StPaul)
Cc: Stark, Russ (CI-StPaul); Henningson, Samantha (CI-StPaul)
Subject: Rebuilding Pelham Boulevard to accomodate bicycles

Hello.

I have lived in Desnoyer Park for 10 years and my wife walks down Pelham Boulevard twice a day during the week, and I walk on the Boulevard twice a day on week-ends. Both of us observe the very fast traffic on Pelham, particularly south of the interstate. We also observe the terror that many bicyclists experience when riding down the hill next to the golf course. Although the new doppler sign has reduced the high speeds to some extent, I estimate that, at a minimum, 75% of cars are exceeding the speed limit. Now is the time to rebuild Pelham Boulevard with modern road design techniques.

Thank you for your consideration.

Thomas E. Kottke, MD
St. Paul, MN 55104



Collins, Reuben (CI-StPaul)

From: Tom Clasen <>
Sent: Monday, December 08, 2014 9:09 AM
To: Collins, Reuben (CI-StPaul)
Subject: Saint Paul Bicycle Plan: Letter of Strong Support

Dear Mr. Collins,

I am a long-time resident of St. Paul and currently reside in the Lowertown neighborhood. My wife and I are very strong supporters of the draft St. Paul Bicycle Plan, and we'd like to thank you for your excellent work in preparing the plan. I was in attendance at last Friday's (12-5) Planning Commission Public Hearing, and I was gratified to hear all of the public support for the plan. I'd like to add our voices to this support and ask that implementation of the Jackson Street phase move forward as fast as reasonably possible.

I do have one comment regarding the Jackson Street phase of the bicycle plan which I hope will be given strong consideration as the plan details are worked out. In addition to being avid bikers, my wife and I may very well be in the top 5% as far as pedestrian use of downtown St. Paul. We walk nearly everywhere and are very familiar with the sidewalks and streets of downtown and the surrounding areas. As you certainly know, where Jackson Street intersects with both E. 7th Street and with Kellogg Boulevard there are two instances of right-turn lanes that are made at a radius as opposed to the normal 90 degree turn of most downtown intersections. It is my experience that these "radius" turns are not amenable to both pedestrians and cyclists. First, they create confusion on the part of cyclists and motorists, typically when the cyclist is proceeding straight through the intersection and a car is turning right, thereby increasing the potential for a collision. Second, the normal 90 degree turns force cars to slow down much more before making the right hand turn. These radius turns allow cars to turn right through the intersection at a much higher speed, again increasing the potential for collision. I would ask that you give strong consideration to eliminating the current configuration of these two turns as the plan is solidified.

Since I don't know the technical term for this type of intersection I've copied the appropriate intersections from Google Maps below.

Thanks again for all your good work. When implemented, the St. Paul Bicycle Plan will have an enormous positive impact on the entire city!

Regards,

Tom Clasen & Wendy Wyatt
St. Paul, MN

Jackson and E 7th



Jackson and Kellogg



Collins, Reuben (CI-StPaul)

From: Tom Erickson <>
Sent: Monday, December 08, 2014 4:24 PM
To: Collins, Reuben (CI-StPaul)
Subject: Bike Path Comment

Comments for the Record, Bike Paths

- I am in favor of more safe and convenient bike paths for Saint Paul.
- I am against the removal a any parking in downtown Saint Paul to facilitate the construction of bike paths.

Tom Erickson
Downtown Saint Paul Building Owner and Resident

INDIVIDUAL STATEMENTS:
OPEN SAINT PAUL

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

All On Forum Statements sorted chronologically

As of December 9, 2014, 4:11 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.

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

As of December 9, 2014, 4:11 PM, this forum had:

Attendees:	291
On Forum Statements:	78
All Statements:	98
Hours of Public Comment:	4.9

This topic started on October 23, 2014, 9:26 AM.

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

Brad Davies more than 2 miles

December 8, 2014, 4:29 PM

I am not in favor of the proposed bike plan, as the vast majority of St Paul citizens is not in favor. Sadly, most people do not know this latest waste of taxes you are proposing otherwise most would be up in arms. As many have stated, give the small business a break. It is too tough to find parking now, and you want to make it even worse!

1 Supporter

Sierra Club North Star Chapter

December 8, 2014, 4:09 PM

The Sierra Club North Star Chapter appreciates the opportunity to comment on the St. Paul Bicycle Plan. We applaud city staff for a crafting a progressive, coordinated, and forward thinking bicycle plan. This plan is a critical step towards building a more viable network of bicycling facilities that will get more people riding bicycles to where they need to go. We are excited at the increased opportunities provided by the anticipated 127% increase in bicycle facilities!

We enthusiastically support adoption and implementation of this bicycle plan. The plan is instrumental to creating healthier, more livable communities in St. Paul. With the City's population aging and vehicle miles traveled (VMT) leveling off and decreasing, bikeable, walkable and transit oriented development is key for sustainable growth.

The Sierra Club actively works to promote multiuse development and multimodal transportation to reduce vehicle emissions and build strong communities. By prioritizing connections, not only will the plan strengthen the bicycle network, but also further bridge gaps between communities.

We note in Figure 4 the designation of the rail spurs serving the Ford Plant for future offstreet bicycle trails. We understand the TIGER Grant which is funding this particular component is scheduled in 2016, after Ramsey County Regional Rail Authority's Riverview Corridor transit study is well in hand. We also understand that any planned bicycle trails using the Ford Plant rail spurs will be planned from the start with possible collocation as the outcome, should those spurs be chosen as part of a preferred alternative for transit. The preliminary review indicates there is enough width in the rail spur right-of-way to permit collocation of transit and bicycle trails. We strongly urge that every effort be made to collaborate with Ramsey County Regional Rail to support high capacity regional transit in the Riverview Corridor, including planning and implementing bicycling facilities around transit, rather than the reverse.

The Sierra Club also works to promote transportation equity and balance. We strongly endorse equity as a measure in project selection. We are concerned that focusing on projects with the greatest impact on bicycle usage may divert funding from some communities. Case in point, separated on-street lanes thin out in the Frogtown and East Side neighborhoods despite being dense in Highland and St Anthony Park. In 2012 we highlighted this issue in our 17th Annual Sierra Club Bike Tour. In determining the route for this 20 mile "conference on wheels," we found St. Paul's East Side lacking many bicycle facilities and worked with local community leaders to advocate for the Margaret Street Bike Boulevard.

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

This draft of the bicycle plan does an excellent job in identifying opportunities to include all users. We support the focus on bicyclists of all skills for network planning. We advocate for improving connectivity of routes such as the Grand Rounds that can improve both commuter and recreational bicycle use. We also support the proposed downtown loop on a separated bikeway, with connections to routes outside of downtown.

Designing the network with “interested but concerned” users in mind will help to engage populations underrepresented on bicycles today—women, minorities, and families. We are concerned that the use of shared lane roadways is often not appropriate in addressing these bicyclists. The language is unclear regarding the difference between these shared lanes and “other streets that permit bicycle use.” Other low-cost designs that improve comfort for these users should be considered.

A dense network will support getting more interested bicyclists to safe, protected routes. We support the new functional classification for bicycle routes and good bicycle wayfinding signage; these routes do not necessarily match their vehicle counterparts. However, the plan doesn’t address the need for a couple of the critical essential elements (“Five E’s”) of a bicycle friendly community: Encouragement and Education. To become a world class bicycling city, St. Paul will need to not only build safe infrastructure, but promote the benefits of bicycling, support local education efforts, and encourage behavior change from the interested but concerned audience the plan targets.

The City should consider more aggressive leveraging and partnering with community-based group events like the Sierra Club, St. Paul Women on Bikes, Cycles for Change and the Saint Paul Bicycle Coalition. Utilizing community resources for more effective outreach and authentic public engagement is needed to ensure the bicycle network is fully utilized.

We agree with St. Paul Women on Bikes: “we are concerned about recommendation 7.1.1, which would restrict bicycle parking on specific objects. Many areas of the city don’t have adequate bike parking and it is going to take a huge effort to correct the situation. Regulations making it illegal to lock bicycles to specific objects will only increase the barriers people experience to using a bike and undermine the intent of this plan. A proactive approach to increasing the amount of bike parking available around the city will lead to fewer bikes in the public right of way.”

The bold bicycle network proposed in the City’s plan provides a broad, flexible range of projects for the next five years. However, regular evaluation and written commitment to projects or mileage would provide a basis to track progress toward the City’s 2025 Comprehensive Plan goals.

We recognize this plan as key to St. Paul becoming a world class bicycling city. Full implementation of the plan will require engagement by both the City and community-based groups. The Sierra Club hopes to be a partner as St. Paul continues to develop its bicycle network.

The Sierra Club recommends this plan be adopted, and commends the City for this impressive step forward towards implementing a viable network of bicycling facilities that will get more people riding bicycles to where they need to go.

Thank you for your attention,

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

Alex Tsatsoulis
Chair, Land Use and Transportation
Sierra Club North Star Chapter

3 Supporters

Stefan Theimer more than 2 miles

December 8, 2014, 3:55 PM

I support the fine work that the City of St Paul has put into this plan- thanks for taking the time to craft a plan that will truly stand out across the nation for bikeable cities. Specifically, I love the plans for a Johnson/Wheelock tie-in to Como and the River Trail plans. Great!

As a resident of the east side, I agree with others (Ed Lehr) on the forum who have suggested improvements and additional attention to connections from the east side. Kellogg/3rd, East 7th, Phalen/University... all of these connections are terrible and we need something if my neighbors and I are going to be able to equitably participate in the St. Paul bike system. Please address connections to the east side and this plan will have my complete support.

2 Supporters

Rachel Wiken more than 2 miles

December 8, 2014, 3:43 PM

I support the Bike plan and hope Saint Paul will move forward with improvements to our bike network, improving safety and access for all levels of bikers.

I bike commute into downtown St Paul. I fully support the improvements to bike infrastructure in downtown St Paul, which are long overdue. Biking downtown feels unsafe and I would avoid if not for work location. The current southbound bike lane on Jackson is poorly connected and feels unsafe because of turning traffic at 7th. And a northbound bike connection out of Downtown is needed ASAP. There is no way to get out of downtown to the north in a safe manner. I end up taking the lane on Robert or Minnesota, while dealing with parked cars on both sides. Not 8-80 friendly. Also, the current connection to the Sam Morgan Trail at Jackson / Sibley is terribly unsafe, and been the location of several near collisions for me. Please improve connections and signage here.

A few other suggestions/ comments

Prioritize plowing on Bike Routes.

The bike detectors at signals on bike routes are very helpful and should be continued city wide on bike routes.

Do not prohibit bike locking to trees and signs until safe bike parking is widely available in the city. Do not make biking any more difficult. Require bike parking as part of sidewalk projects and establish bike parking minimums, just like car parking minimums, for new businesses.

Improvements are needed to off trail lighting, especially along the Sam Morgan trail. Existing lighting is not adequate for safety.

Education, for both drivers and cyclists, is needed to promote new bike initiatives and for safe navigation of new widespread infrastructure. Resources for education should be mentioned in plan.

2 Supporters

Jen H

December 8, 2014, 3:39 PM

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

Hello. Please consider other options to the proposed St Paul Bike plan that seeks to remove curbed street parking: Examples include, (borrowed from a forwarded email!)

- 1) Install white bike pavement-markers on outside traffic lanes along the proposed Bike Loop (three per block would be great) - Jackson, Fourth, Wabasha and Tenth Streets. Drivers do understand their proven message, 'Share the Road'!
- 2) Let's take it further and add white vehicle symbols as well and paint the full-width background of these traffic lanes green. The effect can be dramatic and we can really drive home the point - this is a shared traffic and bicycle lane. It appears no other city has so cost effectively done this.
- 3) Lastly, while still having millions of dollars left from the Jackson Street bike path plan and the year-round revenue from 46 saved metered parking spaces, let's take the ribbon-of-green concept to even more downtown streets and set aside a fund to ensure they are properly maintained for years to come.

It is hard enough to get people to come and enjoy all that is great about St Paul with the parking situation as is. If we lose parking around the area will that deter people further? I am not sure but it seems like there are other options available before we invest significantly in these dedicated trails.
Thank you.

1 Supporter

Stephanie Weir more than 2 miles

December 8, 2014, 3:25 PM

St. Paul Bicycle Plan Feedback from St. Paul Women on Bikes, a program of St. Paul Smart Trips

Key Recommendations

- 1) Adopt the St. Paul Bicycle Plan. A connected system is the most important first step. The St. Paul Bicycle Plan is a vital step toward becoming a world class bicycling city. There are some improvements that can be made, but passage now is crucial for forward progress.
- 2) Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly. Protected bikeways and infrastructure on arterials will be necessary to increase mode share and meet the needs of women, families, and other people who are interested but concerned about riding a bike.
- 3) Allocate resources for promotion, education and encouragement. The plan doesn't address the need for promotion, education, and encouragement. To become a world class bicycling city, St. Paul will need to not only build safe infrastructure, but promote the benefits of bicycling, support local education efforts, and encourage behavior change from the interested but concerned audience the plan targets.
- 4) Leverage relationships with community-based groups for public engagement. We encourage the City of St. Paul to utilize community-based groups like St. Paul Women on Bikes as resources for outreach to do more authentic public engagement.

What We're Excited About:

With the release of the latest draft of the St. Paul Bicycle Plan, the city has demonstrated a firm commitment to becoming a world class bicycling city. An implemented plan will support a healthy community and environment,

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

as well as boost economic development and vitality in our city. St. Paul Women on Bikes appreciates that the plan was written with the “interested but concerned” bicyclist in mind. Many women and families that we consider our constituents fall into this category of rider.

We commend the city on expanding the scope of the plan to also include end of trip facilities, bike counts, wayfinding/mapping, lighting, signal detection, and more. While we believe a connected system is the most important first step, we also know that these additional elements help make the healthy choice – bicycling – the easy choice.

While we believe the city did a good job identifying both major and minor bikeways, we think in the future flexibility will be key. Therefore, we appreciate that the inclusion of certain streets as bike corridors in the plan isn't to be interpreted as a recommendation against including other routes in the future. This piece of the plan ensures local communities have the ability to determine additional needs for safe routes to popular destinations like community centers, schools, parks, libraries, and more.

We are excited that the city has chosen to prioritize the Downtown Loop and Spur Network and the completion of the Grand Round. We encourage the city to prioritize sections of the Grand Round that are usable by transportation bicyclists. Regarding the Loop and Spur Network, the spurs are as important as the loop; they act as a bridge across the downtown area and ensure access to the city center. As the final route is determined, we hope the city will utilize St. Paul Women on Bikes and other community-based stakeholders to ensure the process is accessible to all of the diverse communities around the city.

Suggested Changes:

Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly:

We continue to be concerned about the use of Enhanced Shared Lanes in the Bicycle Plan, especially in downtown St. Paul and on streets like Ford Parkway that have high volumes of traffic. Enhanced Shared Lanes don't meet the needs of many current cyclists or people who are interested but concerned. The Enhanced Shared Lane facility type should be designated as a short-term, temporary treatment type and used accordingly.

Protected bike lanes have proven to be safer and result in increased numbers of people who feel comfortable riding bikes. If the City of St. Paul is serious about meeting the needs of women, families, and other people who are interested but concerned about riding a bike, opportunities to implement protected bike lanes should be prioritized on all high volume roads.

Enforce the laws:

The Bicycle Plan makes no mention of the role of the Police Department in supporting bicycling in St. Paul. Police play a key role in enforcement of laws related to bicycling. Regular riders, especially women, often experience harassment from drivers of cars. Many members of the general public are not aware that bicyclists are given the same rights and responsibilities as any other vehicle driver. On the other hand, some bicyclists choose not to follow regular traffic laws (e.g. running red lights) or bike in ways that can be perceived as unsafe. Education and enforcement by police officers will help support more respectful relationships between bicyclists and drivers. We believe the existing laws should be enforced equally and safety should be emphasized.

Consider bicycle counts as one tool, not the answer:

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

Bicycle counts and other data related to bicycling should be collected strategically. We are glad that the city is considering new ways to evaluate the use of our streets, and we hope these efforts will take an innovative, future-focused approach. For example, in Copenhagen they measure the amount of time people dwell in a space as an indicator of livability. However, we caution against using counts as a major factor in determining where to place bike infrastructure. We are reminded of Gil Penalosa's point that we don't determine whether or not we need a bridge by how many people are swimming across the river. Instead, counts should be used as one of many evaluation tools as the bike plan is implemented. We know where people want to bike – in commercial areas, to school, and between neighborhoods. These factors should play a larger role in determining infrastructure needs.

Increase bike parking, don't restrict it:

As discussed, there is a need for end of trip accommodations like adequate bike parking. While we agree with many of the action items in this section that will lead to systematic integration of bike parking, we are concerned about recommendation 7.1.1, which would restrict bicycle parking on specific objects. Many areas of the city don't have adequate bike parking and it is going to take a huge effort to correct the situation. Regulations making it illegal to lock bicycles to specific objects will only increase the barriers people experience to using a bike and undermine the intent of this plan. A proactive approach to increasing the amount of bike parking available around the city will lead to fewer bikes in the public right of way.

Fund Nice Ride Minnesota:

While we agree that the city continue to work with Nice Ride and support bike share, we know it isn't feasible for Nice Ride to expand unless ridership increases. The bike plan discusses the fact that there are no Nice Ride stations on the east side of St. Paul. We agree that this is unfortunate and would love to see station expansion. However, until there are safe places to bike on the east side and other areas not currently served by Nice Ride, the demand for bike share won't be present. Therefore, we think the approach from the city should be twofold. The best thing to encourage increased ridership and demand is to implement the bike plan quickly and to prioritize areas currently underserved by bike infrastructure. At the same time, the city should consider ways to make investments in and/or facilitate funding opportunities for station expansion.

Add more clarity and context to the budget:

The budget included in the Bicycle Plan is misleading and could contribute to resistance to plan implementation. More context and information about the cost savings related to implementation during mill and overlay projects should be provided. It would also be helpful to include the cost of road construction serving motor vehicles. The best approach in this case would be to provide an estimated range of costs.

Suggested Additions:

Action Item: Explore how to allocate resources for promotion, education, and encouragement:

We appreciate the expanded scope of the St. Paul Bicycle Plan. Bike parking, access to accurate maps, and adequate lighting are all necessary components that make it safer and easier to ride a bike. However, the plan doesn't address the need for promotion, education, and encouragement. To really make the most of this infrastructure investment, the city should consider various ways to integrate these components into the plan. In order to reach the goal set in the Comprehensive plan of a 5 percent bicycle mode share by 2025, the city will need to not only build safe infrastructure, but promote the benefits of bicycling, support education efforts that teach riders both safety and confidence, and encourage behavior change from the interested but concerned audience the plan targets.

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

One way to reach this goal is by thinking of wayfinding and mapping as benefits beyond finding your way from point A to B. Visible signs that alert people to safe routes, artistic elements that utilize local artists like Paint the Pavement, and other creative approaches to helping people navigate the city can support promotion, education, and encouragement. In addition, an innovative approach to wayfinding can help create a sense of place, highlighting the unique character of different parts of our great city.

We encourage the City of St. Paul to leverage relationships with groups like St. Paul Women on Bikes, the Friendly Streets Initiative, and the Nice Ride Neighborhood's Program for promotion, education, and encouragement. In addition, we would like to challenge the city to utilize these groups as resources for reaching beyond the usual suspects to do more authentic public engagement. We recognize that the public engagement process related to the bike plan went above and beyond what the city requires. However, with support from local advocates, St. Paul could do a better job reaching people who wouldn't otherwise show up to a public meeting.

Action Item: Find ways to leverage Safe Routes to School and public health funding:

The public health benefits of regular physical activity, such as bicycling, cannot be denied for a city and its residents. Safe Routes Minnesota provides funding to community and school groups to make improvements to the routes children use to walk and bike to school and get the exercise they need. The city should consider how to coordinate with the St. Paul Public School system to champion Safe Routes efforts. Not only is it crucial for making progress on bike plan implementation, but additional funding opportunities through the Statewide Health Improvement Program may be available. The intersections between the St. Paul Bicycle Plan and public health should be explored and integrated into the plan.

Action Item: Expand suggested routes:

Make Concordia and St. Anthony a complete street and add protected bikeways

The I-94 corridor through St. Paul is a challenge for bicyclists (and pedestrians), not only because it creates an unnatural division between the communities north and south, but also because the roads in the immediate corridor are incomplete and unsafe. Now that the Green Line is up and running, safe bicycle and pedestrian facilities in this corridor are vital. The one-way streets that run alongside the highway – Concordia & St. Anthony – are unsafe for all users. The lack of striping leaves it unclear where and whether there are single or multiple lanes, and drivers entering or exiting the freeway use these streets as mini-highways. The design of these roadways must be improved for local users and pedestrians/bicyclists trying to cross at the various bridges to access services and transit. A one-way protected bikeway on both of these streets would increase safety for all users. In addition, this treatment would help reconnect the divided neighborhood that has resulted from I-94 since the completion of the highway. Special attention would need to be paid to the intersections but it is possible.

Increase the amount of safe infrastructure on arterials:

The addition of more arterials as bicycle routes into the plan should be considered. Ideally, bicyclists could go wherever they needed without ever travelling on an arterial road or state highway, but this is not possible in St. Paul. Safe arterial routes provide access to shops, restaurants, grocery stores, and other places people want to frequent. Not only do bicyclists benefit from arterial routes, but local business does too. We are concerned about the lack of safe facilities on several of St. Paul's arterial streets.

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For this plan to be effective city staff must advocate for state and county adherence to City of St. Paul plans when reconstructing roads. The majority of arterial streets in St. Paul are controlled by outside agencies with design standards substantially lower than what is called for in this and other plans. Staff are doing good, important work with the city's Complete Streets policy and the Bicycle Plan, and the standards set forth in both plans need to be applied consistently throughout the city.

In our view, Seventh Street is an arterial that particularly needs safe bike infrastructure. Seventh, from White Bear Avenue to Fort Snelling, is a key corridor into and out of downtown, but has very few direct, parallel routes for people riding bikes to access many of the residential and commercial nodes. With the new Mississippi Market, Metropolitan State University, and more development likely to follow, especially in the Beacon Bluffs site, an in-street separated lane on East Seventh is necessary and would address ongoing issues of transportation equity on the east side of St. Paul.

The section west of downtown isn't any better. It is currently unsafe to access the local businesses on West Seventh Street by bike. We've already seen a great deal of development on this section of Seventh Street, but there are many more opportunities along this corridor. An in-street separated lane on West Seventh Street would encourage more bicyclists to use the street, benefitting businesses and residents.

In addition to Seventh Street, we are concerned about the suggested Enhanced Shared Lane on University between Aldine and Transfer Road. We recommend a protected bikeway on this stretch because of the lack of safe, alternative routes.

Add short-term facilities in challenging areas:

The seven barrier crossings over freeways, railroads, and other physical obstructions will be expensive and time-intensive but are critical for a connected network. In the interim, we suggest prioritizing wayfinding, maps, and signs in these areas that alert people to safe, parallel routes as alternatives.

Additionally, it is incredibly difficult to get into and out of downtown St. Paul. In particular, Kellogg Boulevard from Summit into the city center is critical. We are excited the city is committed to the Loop and Spur Network and believe the timeline for completion is realistic. In the interim we suggest the city implement temporary infrastructure to ensure access to downtown is quickly improved.

Conclusion:

The St. Paul Bicycle Plan is a vital step toward becoming a world class bicycling city. We applaud the City of St. Paul for their efforts thus far. Though there are some improvements that can be made, passage of the plan now is vital for forward progress. Any changes or additions at this point should not delay formal adoption of the plan.

The plan suggests regular reviews and updates every five-to-seven years. In the near term, this is insufficient. We suggest an initial annual review period for the first five years after the plan's passage to ensure early implementation of the plan is going smoothly. We suggest the city's Transportation Committee take on this responsibility and a regular schedule of review be established. An assessment annually within the first five years of passage will allow the Transportation Committee to monitor progress on action items included in the plan and consider other potential additions/revisions.

We agree that the downtown bicycle network and Grand Round are the top priorities. However, prioritizing other

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bikeways, as the plan highlights, will be challenging. The Transportation Committee should also be the entity responsible for ranking the principles by which new projects are selected. The principles for ranking projects listed within the plan – connectivity, safety, usage, equity, and cost effectiveness – are thorough, but there is no guidance on which of those principles takes precedence. St. Paul Women on Bikes believes the principle of equity should be the first criterion considered for every project.

Once the principles have been ranked and the process for selecting projects has been established, we believe a schedule of projects should be created for the next five years. Already major investment is being made in this plan and without quick implementation of several new projects to provide access to those infrastructural investments, the substantial resources being spent now may be for naught. The initial projects selected should not just be easy wins, they should be thoroughly vetted by how well they fit the principles established and should have major impacts on people riding bikes in St. Paul.

5 Supporters

Ed Lehr more than 2 miles

December 8, 2014, 3:19 PM

Overall, the proposed Saint Paul Bicycle Plan is masterful. Thank you, Reuben Collins and the Saint Paul Public Works, for crafting and improving this plan as you have moved forward.

A major gap still remains: Connecting downtown Saint Paul to the East Side with a quality, bikeable route. Not many opportunities exist.

One is East 7th Street. It is a highly visible road which would connect nicely to the downtown loop proposal, and travel at an achievable biking grade along a redeveloping backbone route for the East Side.

This makes sense for a walking connection between downtown and Metro State.

A raised bike lane can connect directly with the new Lafayette bridge multimillion dollar bike lane, accessed from the north side of E. 7th.

East 7th Street is a direct straight line to the east-west Margaret Street bike route, a new long-range east-west route from downtown to 3M.

East 7th Street would be a northeast spoke from downtown complementary to northwest-heading Como Avenue. Equal treatment for the East Side is essential.

Several current options in the bicycle route plan make for difficult biking:

- Biking up a new Kellogg bridge bike lane from downtown is not easy (and won't happen until the bridge is rebuilt) for average bicyclists.
- Biking into a secluded, poorly lighted trench at the end of Prince Street, and up a steep bluff road to the top of Indian Mounds is not a pleasant, easy bike route.

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In summary, the East Side would like a visible, well lighted, easy-to-bike route that would be suitable for Nice Ride to attract bikers from downtown and the East Side.

We need a little help from the city here.

Thanks.

3 Supporters

James Lockwood more than 2 miles

December 8, 2014, 2:44 PM

My name is James Lockwood and I live on Montana Ave. E. I support the city's efforts to put in place a plan that expands our cycling infrastructure and gives residents a safe and feasible transportation alternative on our roadways. As both a city resident and employee at a downtown business, I see this as much as an economic justice issue as anything else. Biking to work at least four times a week has allowed me to realize a budgetary shift of \$200-\$250 per month away from my vehicle (gas, oil, and parking fees). That is money I have been able to reallocate to dining and entertainment, especially in my neighborhood of Payne-Phalen.

My concern about the plan actually is its vision for the East Side. As currently conceived, it does little to put in infrastructure that invites or promotes cycling as a transportation alternative. While understanding the desire to separate cycling from motorized traffic, that takes the routes away from main commercial, employment, and education corridors such as E. 7th Street, Payne Ave., Maryland, and White Bear Ave. Destinations ranging from Flat Earth Brewing, Metro State, and Dancing Goat, to Golden Harvest, Ward 6, and Minnesota Music Cafe would benefit by giving residents better access to these places using their bikes.

Additionally, current routes do not connect East Side neighborhoods to downtown, with the trail on Phalen Blvd ending at Olive Street and the Gateway Trail terminating well short of downtown. Regarding the Gateway, it currently operates as a pass-thru trail, with no infrastructure or traffic calming measures that makes accessing it along Arlington Ave. inviting, no access at all from Wheelock or Larpenteur, and no connections to Phalen Blvd/Pennsylvania Ave. The hidden nature of the Bruce Vento Trail with hidden access points from Payne Ave. also makes this an uninviting alternative, especially at night. These examples beg for on-street infrastructure that makes cycling to these trails safer and convenient.

Finally, echoing many at the public hearing, the proposed ordinance that would prohibit locking bikes to parking meters and trees ignores the fact that there is not enough bike infrastructure in place to support those who do bike around the city. From Senor Sol on Payne Ave. to Tin Whiskers in downtown to Swede Hollow on 7th Street to even The Liffey, Burger Moes, or the Farmers Market, there are few if any racks available for those who bike to these destinations. Even with a few bike hitch racks available at places like Ward 6, it only takes two bikes to use up a hitch rack. This ordinance would do little to promote cycling and, in fact, be counterproductive to the reason the city is adopting the bicycle plan in the first place.

I applaud the city's work on this. In time, I see this plan bringing us up to the standard which great cities elsewhere have established. I just advocate that the plan be equitable for all residents, no matter their income

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levels and residential location.

1 Supporter

Ben Shardlow

December 8, 2014, 2:36 PM

My wife and I bought a house in Saint Paul three years ago, and our son just turned one year old last week. I can tell you that implementing this bike plan would transform the experience of being a young family in Saint Paul.

For the whole span of time between when our son learns to ride a bike but before we're comfortable letting him explore on his own, the Grand Round would mean we could choose to bike to many more destinations we love in the city - Como Park, Zoo, and Pool, libraries, parks, restaurants, etc. A strong Downtown Bike Loop in tandem with the Green Line opens up possibilities to bike as a family to the Children's Museum, Science Museum, Saints stadium, Lowertown Farmer's Market, etc.

In contrast, without the Grand Round or the Downtown Bike Loop, it's not an exaggeration to say that it might be 8-10 more years before we feel comfortable biking as a family the mile up to University Avenue. It's currently a hostile, intimidating experience. The new facilities contemplated in the draft plan would transform the geography of the city for us and thousands of other families in the city.

Photo

<script async src="//cdn.embedly.com/widgets/platform.js" charset="UTF-8"></script>

3 Supporters

venita warnke more than 2 miles

December 8, 2014, 2:22 PM

Venita Warnke

I have been a downtown resident for almost 30 years and I have heard many complaints from people who drive in about the lack of on street parking. Ramps are expensive for people who only want to park for a brief time. I think shopping at the Farmer's Market and Lund's would be difficult on a bicycle.

The managers of my apartment building--Mears Park Place are no longer offering guest parking cards because so many residents have cars.

Everyone please think carefully before approving any plan that would mean more lost on the street parking.

3 Supporters

Tyler Teggatz ½ to 1 mile

December 8, 2014, 1:47 PM

Bicycling is growing as a means of transportation in Saint Paul. It is important to have a plan in place so that over the next several decades we are making decisions regarding infrastructure in a comprehensive manner. A

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guided vision for future development is essential to success in urban planning.

Michael Kimball more than 2 miles

December 8, 2014, 1:25 PM

I live on the West Side and bike fairly frequently through downtown St. Paul. Currently, downtown essentially acts as a barrier that separates my neighborhood from the rest of the city when trying to bike to other neighborhoods. In order to get to existing high quality bike routes (for example: Summit, Como, or the River Roads) it is necessary to pass through a downtown that currently can only be described as hostile to cyclists. I have often felt unsafe biking through downtown due to both the lack of bike lanes and the prevalence of so much dangerous, fast moving car traffic. For this reason I think a downtown bike loop and a greater focus on building more bicycle infrastructure throughout the city is essential to Saint Paul's future and growth.

1 Supporter

Christopher Moseng more than 2 miles

December 8, 2014, 1:19 PM

I work in Downtown St. Paul. I commute by bike to Downtown St. Paul regularly. I support the need for the proposed Downtown Trail Loop, and for all separate bike facilities to the extent possible.

The Downtown Trail Loop will make commuting by bike more attractive, which will reduce infrastructure maintenance expenses, and will promote access to local business. The City should not use its right of way to prioritize and subsidize short term private vehicle storage over responsible travel. Bicycle transportation improves neighborhood livability and provides positive economic impact.

I would also like to see greater emphasis on connecting bike facilities into and out of downtown, and a commitment toward separating bike traffic and car traffic either through same-ROW cycletracks or designated bike thoroughfares.

Finally, bicycle parking must be a priority for the city. Bike parking takes a fraction of the space of car parking, and is necessary to meaningfully support bicycling as a feasible mode of transportation. Where the city does not require bicycle parking as a permit condition for commercial development, the City should commit to providing public bicycle parking. Without places to end a bike ride, St. Paul provides significant disincentive to cyclists to stop or patronize its businesses.

3 Supporters

Sandy Boss Febbo ½ to 1 mile

December 8, 2014, 1:18 PM

As long time Saint Paul residents and now small business owners (Bang Brewing) Jay and I enthusiastically support this bike plan. We encourage its passing, funding and swift implementation.

We truly desire a bike network that would enable us to safely ride on connected paths throughout the entirety of our city. Saint Paul severely lags behind our sister city and cities like NYC and Indianapolis that have seen the

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systems they have provided be well adopted in use with neighborhoods and businesses thriving as a result. Transportation habits are changing and many people that would like to ride are hesitant to do so with our current infrastructure – it's time to catch up with the trend and get a system in place that people are want to use.

While we anxiously anticipate a more connected biking system - we are especially excited about the prospect of the downtown loop (!) and a path connecting Capp Road beneath the Raymond Avenue bridge to the transit way. Huge thanks to Reuben and all that have worked to develop this plan, a work in progress since 2011 it's time to implement and ride!

2 Supporters

Ellen Palmer more than 2 miles

December 8, 2014, 1:09 PM

I work downtown St. Paul near Rice Park. I often commute from Minneapolis to work by bicycle. I have always felt extremely unsafe while biking downtown St. Paul. I feel so unsafe that I go through the hassle of putting my bike on a bus to take me out of the downtown zone because I don't feel like putting my life on the line to navigate it by bike. So, my first comment is that there are unlimited possibilities to create a more bike-friendly downtown zone--please, please make it safer to get in and out of downtown. My second comment would be to link the Rice Park area with Lowertown--if there was a safe dedicated bike lane linking the two I would actually go to Lowertown [and places along the way]. I'm fond of several restaurants and businesses down there, but again, I don't feel like risking my life to get there. My third comment would be that St. Paul should make bicycling infrastructure more of a priority because being so close to Minneapolis, you're constantly being compared on this front with the major talking point being "St. Paul is awful." There is proof that people in the Twin Cities love to bike, why not meet the needs of your people--it builds community, improves health, and is fun! Thanks for listening and taking action!

1 Supporter

Alex Cecchini more than 2 miles

December 8, 2014, 1:07 PM

A downtown bike loop for St Paul is critical to achieving many city- and region-wide goals. High quality, safe, visible cycle facilities as proposed allow people of all ages to use downtown by bicycle. I am a frequent bicycle commuter from a neighborhood in S Minneapolis to downtown St paul. Most of my journey is extremely pleasant (the Midtown Greenway) to fairly nice (Summit Ave). However, when I reach downtown, I (as a 29 year old white male who is a fairly confident cyclist in decent physical condition) am absolutely terrified. One-way streets with wide lanes encourage speeding and unpredictable lane changes by drivers. Cars entering parking lots or making turning movements ignore the presence of cyclists. This is to say nothing of directly breathing in exhaust fumes from being so close to these vehicles.

If St Paul wants to be a city that can see mode share increases in walking, biking, and transit (as a total yearly split), helping reduce the need for subsidized parking (city-owned garages, under-taxed private ramps, and under-priced on-street spaces), encourage active lifestyles, activate street-level building frontages, and reduce CO2 emissions from the transportation sector, the downtown loop is a critical component. Safe, effective connections to regional trails and improved on-street facilities are also a must, as is calming streets that don't

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have the loop to help cyclists safely complete the last 1/4 mile of their journey.

Businesses worried about parking should read the literature showing how much cyclists spend compared to drivers and how retail improves with the addition of quality cycling facilities, in addition to checking out how under-utilized local ramps are at many times of the day. The network effects and pedestrian improvements that will come from the loop will also make living (and shopping, daily!) downtown more attractive.

Please construct this loop. Thank you.

2 Supporters

Josh Capistrant more than 2 miles

December 8, 2014, 1:05 PM

I live on Fairview Avenue. I often office out of my home, which right in front of a large window onto a busy but narrow section of Fairview.

It's widely assumed by advocates of the bike plan that rather than deleting the right turn lane, I will lose the parking in front of my house to add bike lanes.

With a lot of students on my end of the block, parking can be contentious here. This problem is compounded for my family because we are on a small lot and have no possibility for parking on our own lot. The parking in front of our house is essential to the value and viability of our house. Houses like this on Fairview are few in this regard, but it would affect us disastrously.

All year round, people ride their bikes on Fairview. There are truly just a handful of these brave souls. Its clear to me that conditions aren't inherently safe on Fairview for a biker. I've ridden it myself on occasion and at necessity. Drivers crowd you to the curb; right-hand-turners don't expect you.

Fairview is very much a commuting route dominated by cars and trucks. Motorists coming home at the end-of-day drive all too fast and aggressively. If my car isn't parked in front of my house, cars ignore the lines put on the street designating parking and make the area against the boulevard all down the block their own extended right turn lane. (A favorite situation for me is when people expecting to turn right pull in behind my parked car, expecting to continue to drive ahead to use the right turn lane. Sorry, no, this is parking.) Will cars then also ignore the bike lanes for their convenience? I can only assume so. The parking in front of my home serves to keep that mad rush a little bit further from my front door. My car was hit this spring by a drunk driver. Without my car as a buffer, where does that drunk driver wind up?

Aside from my personal plight for parking, I think the bike plan is seriously flawed in expecting to make bike routes out of the busiest roadways in Saint Paul. I'm interested in making biking safer for everyone wherever they want to bike. (My brother owns a bike shop and has been making his living that way for 20 years.) I really want there to be visibility for bikers and awareness of their safety on all roadways. A number of my friends have been injured in biking commutes and even one killed by a motorist.

I'm concerned that the bike plan's choice of the major (and busiest) north-south routes only serves the urban warrior bikers. Only the most confident and capable bikers need apply. The option is that if you want to bike, the most dangerous routes of the city have been prepared for you. I think this bike plan needs to apply to all speeds of cyclist. Let's find a way to draw out the timid leisure riders and make them commuters! Safer routes will mean more people can use them.

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An investment should be made in routes that more riders can feel confident about. We put such a glut of tax dollars toward making commutes faster/better for cars. (Secret: They will never be good enough, no amount of taxes will be good enough.) Bikes deserve similar infrastructure. Rather than be supplementary to bridges over I-94 and the railroad corridor, we should plan good routes that apply to more bicyclists that have their own bridges and calmer traffic.

Having a bike plan is going to be a good deal for Saint Paul. It is an essential part of the proclamation "The Most Livable City in America". The charge in that is not for just a few people to feel like we are a livable city, but many. Please configure safer routes that will encourage bike ridership for many and serve as a lower risk entry point for bike commuting in the city.

Joseph Bloedoorn

December 8, 2014, 1:02 PM

I am a year-round, "all weather" cyclist who directly experiences the results of this sort of planning while using bikes for transportation, recreation, and long-distance touring. That said, I think the first priority of any plan has to be broadening access; next has to be actively, effectively promoting use of the existing non-motorized infrastructure; and finally communicating the value of alternatives to motor vehicle use. These messages should project an inclusive ideal, reaching out to every age, community, and condition, reinforcing the idea that all of us benefit (including and perhaps especially motorists).

Matt Privratsky 1 to 2 miles

December 8, 2014, 12:49 PM

A downtown bike loop is important not only for the businesses and residents that work and live there, but also for the city as a whole. In order for commuting and traveling via bicycle to be even remotely feasible for the average resident, new and improved connections need to be provided to existing bike infrastructure. A downtown bike loop would make me more likely to bike to events, purchase a condo near/in downtown, and generally spend time and money downtown.

1 Supporter

Sarah Perdue

December 8, 2014, 12:33 PM

I moved to Saint Paul in January of this year and have been primarily bike commuting to my job at the U's Saint Paul campus ever since. I also bike for travel and recreation around the Twin Cities metro area (I also own and use a car and sometimes take Metro Transit). I love how bike-friendly the Twin Cities are! But I have to say, Minneapolis is much easier to travel through/to by bike than Saint Paul, and I would love nothing more than for Saint Paul to gain the reputation and ease and frequency of bike use that its twin has. The bike plan is a hugely important step in the right direction. To be fair, Saint Paul is one of the safest biking cities I've lived in though I suspect it benefits from the overall biking culture brought to the metro area by Minneapolis. Still, I get at least one inappropriate comment yelled out a car window at me a week, if not more. We need to do everything we can do make cycling safer and accessible. This includes many items in the draft plan and the plan should be applauded. The more we get people out on bikes, the safer it becomes. The more we get people out on bikes,

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the more drivers realize that cyclists are allowed on nearly all roads and need to be treated as cars. The more we get easy, safe travel routes, the more people will get out on bikes. (Take, for example, my commute from Merriam Park to the Saint Paul campus of the U: I have to choose either Snelling Ave from Marshall to Como (ugh, nope -- did it once and got multiple honks plus it was so scary) or go out of my way to Raymond, either biking on University where, despite signage, I get most of the inappropriate yelling, or though truck-heavy, poorly-cleared-in-winter roads in the industrial area to the north of University and the east of Raymond. If I were new to bike commuting, all these factors would easily intimidate me, so I can see why people choose not to bike in this city.) The more we make it reduce barriers to cycling, the more people we'll get on bikes. The health and traffic benefits to increased cycling are well-documented and should be encouraged when possible. I whole-heartedly applaud the City's bike plan and look forward to its implementation and making the city a better place for cycling, in its many many forms.

Amy Schwarz ½ to 1 mile

December 8, 2014, 12:19 PM

I strongly support the St. Paul bike plan. As a Saint Paul resident who uses multiple modes of transportation, I think it is extremely important that the City of St. Paul move this plan forward. I believe having a comprehensive bike plan, with the support of the City will promote economic development in the city for a number of reasons. First, many residents use their bikes for transportation and recreation. Having good bike access and parking near local businesses is crucial. In the warm months, I bike to restaurants, concerts, festivals, etc. The vast majority of the time I find myself biking to Minneapolis because it is easier and safer to travel by bike. St. Paul businesses are losing out on income because of this. I do not feel safe biking on many of the roads in St. Paul and there are not good routes to get around, especially not to travel north south in the City. I have never biked from my home in Highland Park to Lake Como for example, but I often bike to Lake Harriet in Minneapolis. I do not feel safe biking or navigating St. Paul by bike and I am a fairly confident biker.

Second, the bike plan and the infrastructure that will result will help to attract and retain residents in St. Paul. Many people in my generation are looking for bikable and walkable neighborhoods. Studies show that younger generations use more modes of transportation. We're less likely to own two or three cars like our parents do. On any given day, you can find me on my bike, the bus, lightrail or my car to get to work or around the city. If St. Paul wants to attract and retain young residents, bikeability in the city must be improved. The bike plan takes that first step.

I strongly support the comments put forward by St. Paul Women on Bikes, including the following: Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly; Enforce the current laws; Consider bicycle counts as one tool, not the answer; Increase bike parking, don't restrict it; Fund Nice Ride Minnesota; Add more clarity and context to the budget.

In terms of priorities, I recommend the following: the downtown loop and creating safe routes into town; north south routes that are safe and protected from traffic and connecting existing bike infrastructure.

Last, I strongly encourage the city to consider a turning the CP rail spur off of the Ford Plant into a bike path similar to the greenway in Minneapolis. This would move the city into a first class biking city, create a legacy and safe and healthy bike infrastructure for generations to come and provide a safe route for travel from the river to downtown St. Paul. Also, the city the opportunity to install or at least influence bike infrastructure during the development of the Ford Plant. This should be a priority for the City and Councilmember Tolbert. In conclusion, I strongly support the St. Paul bike plan and hope that the entire City Council does too.

2 Supporters

Lars Christiansen more than 2 miles

December 8, 2014, 11:46 AM

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I am writing to support the bikeways plan. The time for Saint Paul to develop a bicycle system and network is now. A great deal of hard work by both community members and City workers is already invested in improvements to transit, walking and bicycling. Lets keep up the momentum for a more equitable and healthier Saint Paul.

3 Supporters

Joel Clemmer 1 to 2 miles

December 8, 2014, 11:06 AM

I am very enthused that Saint Paul is taking bicycle planning so seriously. Full speed ahead!!

The timing is apropos in that many new legislators evidently refuse to recognize the need for mass transit. The lower capitalization of bicycle projects may make it our best option until that situation is straightened out.

I just returned from Manhattan where some streets have been changed to the pattern of sidewalk--bike lane--parking lane. The concept of a protected lane for bikes seems to work very well both for them and for pedestrians.

My experience of city-led public meetings on proposed bike boulevards and lanes shows much need for improvement. Throwing an idea for change out there and standing back, waiting for public response, is just another way of handing the topic over to nay-sayers. Some way must be found to explain the positive aspects of proposed projects without compromising the City's need to avoid accusation of being overbearing.

I would love to have a dedicated route across the river to Minneapolis, such as the infamous Soo Line bridge, that directly links to their wonderful Greenway. An extension paralleling the tracks on our side would be great.

Study and improvement of access routes to the new Green Line stations would be welcome and encourage use of more aspects of the system. Some of the direct access routes feel life-threatening on a bike.

Thanks for your work on this!

Joel Clemmer
Ward 4

Daniel Choma more than 2 miles

December 8, 2014, 10:49 AM

As a 7 year resident of Saint Paul and a recently married millennial, I could not be more in favor of this Bicycle plan. I have minor adjustments that I would suggest in my neighborhood such as making Case into a bicycle blvd, but I will hold off on these for now as I believe this plan is in good hands with Rueben and other folks have given great suggestions for improving this plan already.

I will say several things regarding the importance of this plan. When I first moved to Saint Paul in 2007, the city was struggling. There was a distinct two tiered system in downtown between folks that used the skyway system and the rest of the city trying to traverse downtown on the streets. Pedestrians were almost nowhere to be

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found and it felt in many ways that I was going to school downtown in a ghost town with a sole few businesses squirrelled away in the skyway in fear bunkering down for some kind of natural disaster.

Lucky for myself and my family, this is not the case today. The city has invested into its cultural infrastructure while trying to find modern ways to increase its physical infrastructure. As I can already hear cries that things like "bike lanes" and "8 to 80" proposals are for a "niche" demographic of pedestrians, let me be clear pedestrian infrastructure (which is utilized by everyone) is incredibly important for not just the health of the city's people, but for its tax base as well.

Things like parking, public parking lots, and meters are incredibly expensive for the city to build and maintain. Frankly, maintaining a profitable parking infrastructure is not a core skill of the city. (It is not a core skill of most cities actually) Cities that have realized this and put their money into pedestrian infrastructure have been reaping the economic benefit of their wise decision. Those who drive are likely to go to the suburbs to spend money. Those who walk are likely to stay in the city to spend their money. It is truly that simple. Besides, in Minnesota, 40% of people don't drive. Being a pedestrian, however, is a pretty universal activity.

The cities that have embraced pedestrian infrastructure will evolve to be the kind of city that millennials want to stay in, create businesses, and foster a healthy tax base for the city. Let's pass this bike plan, guys. Let's make our city more economically viable. Let's make this a place we will be proud to offer our children.

3 Supporters

Tom Reynen more than 2 miles

December 8, 2014, 10:37 AM

As a Lowertown business owner, we cannot afford to lose the parking spaces on Jackson Street when parking is at such a premium already in downtown. The bike loop should go down Kellogg and then turn north by the Lafayette Bridge and go behind the new ballpark for a more scenic ride.

Pat Mehigan more than 2 miles

December 8, 2014, 10:25 AM

There is no need for a landscaped bike path in the downtown loop. The U of M installed green painted bike lanes in very heavily used streets around and within its Mpls. East Campus. Traffic incidents have decreased sharply and the behavior of cyclists and car drivers has improved significantly. All this was done w/o impacting parking spaces or businesses. We do not need to "prettify" our bike loop at the cost of parking space and the small businesses affected.

1 Supporter

Danette Allrich more than 2 miles

December 8, 2014, 10:21 AM

My name is Danette Allrich, I live in St Paul and I am a casual bike rider. I like this plan and will always support ways to make this city more bike-friendly. In my neighborhood specifically, the entry ways to the Gateway Trail

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were removed due to the expansion of 35E near Phalen Boulevard. While I am sure that will make it easier for commuters coming into the city from other areas, it really took a lot away from us. I will support anything that brings back the ability to bike safely in my community. Our future depends on it, really.

1 Supporter

Sam Howell more than 2 miles

December 8, 2014, 10:10 AM

I began bike commuting several days each week from Bloomington to downtown Saint Paul about five years ago. I am very much in support of the bike loop proposal and increased infrastructure for biking in downtown Saint Paul. The downtown portion of my commute has always been the most hazardous. In fact the one serious biking incident I have experienced occurred as I traveled on East on West Seventh Street approaching Kellogg Boulevard. A car attempted to pass me without switching lanes and forced me into the curb. I crashed and went headfirst into a sign post splitting my helmet in two. Clearly marked bike lanes and a protected bike loop would greatly increase my safety while in Downtown Saint Paul. Please move forward with this plan as soon as possible.

Lindsey Johnston more than 2 miles

December 8, 2014, 9:54 AM

As a Saint Paul resident and year-round biker, I fully support moving forward with this bike plan. Yes, there are changes I would make due to my personal preferences and the areas I most frequent (one of which is listed below), but overall this is an incredibly solid plan that I thoroughly stand behind.

I try my best to understand why some people are against this plan. I understand (but don't agree with) the parking concerns, but we must acknowledge that our transportation is changing! The trends cannot be ignored-- US citizens 16-34 (yes, Millennials) are driving less, using transportation alternatives more, and avoiding/postponing buying cars more than other generations. You might need a car in the suburbs (thanks, urban sprawl), but SAINT PAUL IS A CITY. By not embracing the evolution in transportation and adopting this bike plan, the city would be putting itself further and further behind the times. Planning for Saint Paul's future shouldn't be overridden by economic concerns over the loss of some parking spots. (Especially when several studies have shown bicycle infrastructure to greatly strengthen local economies, particularly in downtown areas).

I live on the Eastside in the Payne-Phalen neighborhood in Ward 6. Unfortunately, I've read in interviews that my City Council representative does not believe the people in his Ward ride bikes. I sure wish Mr. Bostrom would get out in the streets more because I bike every single day, and I see other cyclists on almost every trip, even on the coldest, snowiest days. This is largely because there are lots of Eastside residents who bike not by choice but out of necessity. We mustn't forget that not everyone can afford to own a car or even to regularly take public transportation. This is not exclusive to my neighborhood, but it's what I see every day. Resident cyclists are forced onto the sidewalks of Maryland, Payne, and Arcade. And, even when on lower-traffic streets (Rose, Geranium, Cook, Case) cyclists are often yelled at and threatened. The Eastside needs to have better, safer routes within the neighborhood, connections to other neighborhoods, and safer access to Downtown, and the bike plan will help accomplish that.

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As far as the Eastside is concerned, there is one improvement I would like to see. In an earlier version of the plan, there were bikeways suggested on Case and Jessamine, but it appears that they have been replaced with a bikeway on Lawson. I feel bikeways on Case and Jessamine were a much better solution. As a previous commenter mentioned, Case and Jessamine have more space than Lawson, and Case comes equipped with traffic lights, which is HUGELY important for crossing at both Arcade Street and Payne Avenue.

In closing, thank you so much to the thoughtful, capable, informed individuals who have made this Bicycle Plan what it is today. This plan is good for Saint Paul as a whole, not just its cyclists. Let's do this!

3 Supporters

Sarah McGee more than 2 miles

December 8, 2014, 9:46 AM

I attended the December 5 hearing, but was unable to make it in time to speak. I fully support adoption of the St. Paul bike plan, and wish to express a few comments about areas of interest to me.

I purchased my condo in St. Paul in 2004, because it was important to me to be within a half-mile of a bike path. I live near the Westgate station on the Greenline in St. Paul and work downtown St. Paul. I cycle for recreation several times a week May-October. However, I now find myself doing most of my recreational cycling in Minneapolis and greater Hennepin County, as their trail system has made vast improvements over the last 10 years and St. Paul has not kept up. A connected system will make St. Paul more desirable overall.

Several times over the last decade, I have tried to commute by bicycle, but I am stymied by the gap in safe routes between the Minneapolis border and the Charles Ave bikeway/Minnehaha Ave. I am either forced to negotiate back roads with lots of morning semi traffic on Territorial Road and the Pierce Butler route, or I have to go nearly two miles out of my way in each direction to Como Ave or down to Summit. A safe East-West route north of 94 between 280 and Snelling should be a high priority, to allow connections to Minneapolis and the University transitway. A safe route into and out of downtown is also essential.

I am an annual NiceRide subscriber and like to use the NiceRide bicycles to expand my lunch options downtown St. Paul and to run short errands during the workday, but feel I very threatened on the roads without marked bicycle lanes, even during midday when traffic in St. Paul is fairly light. While I am comfortable riding in some traffic, I would encourage using protected bike lanes wherever possible. Protected bike lanes would make this an option for a much wider audience. Continued funding and expansion of the NiceRide program in St. Paul is important for our vitality.

Finally, I strongly believe there should be no additional restrictions placed on bicycle parking at this time. I am lucky that my work building provides a secure, indoor location for bicycles. If it were not for that, there are few options for secure bicycle parking downtown.

1 Supporter

Carol Hunn-Gregory more than 2 miles

December 8, 2014, 8:26 AM

Hello. My name is Carol Hunn-Gregory and I am the owner of Keys Robert Street Cafe On Tenth and Robert. In

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the Rossmor Building alone there are 7 businesses that are street front. The building has 129 units and The Penfield has 129 units. There is no parking for guests behind the building and the Penfield has no parking for guests. We have no skyway access so people will not park in a ramp and walk up this way. The ramp on 7th has no re entry door from the back side and the 9th street ramp is around the corner and does not get seen. We have 40 metered spots for 7 businesses in our building that seat 600 people total. If you take away 16 spots that leaves us with 24. Now I do not have to do a parking study to tell you that is not enough. I have been here 26 years and every year St. Paul makes it harder for small business to do business. I support biking but the businesses are the tax base. Who is going to pay for all these lovely bike paths if there is no business?
Thank You Carol Hunn Gregory

3 Supporters

Andrew Singer 1 to 2 miles

December 8, 2014, 12:54 AM

I support the draft bikeways plan. It's crazy to me that Saint Paul is only now getting a plan done when Minneapolis and most cities our size have had bike plans for many years. I also find it crazy that the most important part of the plan-- the connection from Summit Avenue and John Ireland into downtown-- has not been decided, and is being left for future study. Of the future study options, I support putting a 2-way, off-street facility on Kellogg, from John Ireland into downtown and around to Union Depot and the 3rd/Kellogg bridge to the East Side. I think this facility should be kept on the same side of Kellogg for the entire way, preferably the south side, to minimize the number of major intersection crossings that riders have to make to reach downtown. I also support this alignment because it's out in the open, on a major, well lit street, requires the least parking removal and fewest political conflicts and it is very direct.

As for the rest of the plan, it's a decent plan and I urge the Planning Commission and city to approve it ...but here are a few ways that it could be improved:

1. Restore shared or on-street bike lanes on Snelling Avenue from Selby to St. Anthony as per the recommendations of MnDOT's Snelling Avenue Multi-Modal Study. See plan sets at--
<http://www.dot.state.mn.us/metro/projects/snellingstudy/>

As it stands now, the Saratoga Street Bikeway will end at Selby, with no way for riders to get to Marshall and Pascal. The best way to continue the Saratoga Bikeway would be to have it cross Selby (with a traffic light), turn west on the stub end of Dayton and then north on Snelling via the in-street lanes recommended in the aforementioned study. This will provide riders with multiple ways to reach Pascal-- via Marshall, Iglehart, Carroll or via the new development being proposed between Snelling and Pascal on St. Anthony (the old Bus Garage site).

At minimum, this is a necessary "interim" facility that should be listed in section 6.10 of the plan because the Saint Paul Greenway Extension (along CP rail), which Saratoga Bikeway might otherwise connect to, won't be built for decades, if ever, because there is no possibility of adverse condemnation of any railroad land. (It is forbidden by Federal Statutes). So even though The Greenway Extension is marked on this plan, the chances of this section of it being constructed in the next 20 years is slim to none. Without it, cyclists need some way to cross CP Rail on Snelling to get to Pascal.

2. In this same "interim" Section 6.10 category, The Prior Avenue Bicycle Boulevard should be extended south

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of Summit to Randolph and a short stretch of on-street bike lane should be added to Randolph between Fairview and Cleveland to help Prior Avenue riders access both streets. (Note that Randolph may be wide enough at this point to stripe bike lanes without taking parking). You should extend Prior and add the lanes on Randolph because completing the proposed on-street bike lanes on Cleveland north of Randolph and Fairview north of Summit will require substantial taking of parking which is going to be very politically difficult if not impossible in the short term. Using Prior in the meantime provides a viable alternative.

3. The Saint Paul Avenue bike lanes arbitrarily end at West 7th, at an extremely dangerous intersection where at least 5 people have been hit and One person killed by cars in the last 10 years. The plan should connect these bike lanes to either Alton Street or (better yet) South Madison Street and improve this intersection for both cyclists and pedestrians.

4. Ford Parkway needs an up-hill Climbing bike lane, similar to what exists on Marshall east of the Lake Street Bridge, at least from the Ford Parkway Bridge to Cretin Avenue. There is currently an un-used parking lane that could be converted to this purpose. Bicycles going uphill can't keep up with traffic, so having only a shared lane going up-hill is a recipe for bike/automobile conflicts.

5. Because of its heavy bike use and high motor vehicle volumes and speeds, the north end of the Smith Avenue Bridge should have in-street bike lanes from the Bridge, along Smith to Kellogg, rather than just sharrows.

6. I'd like to see a discussion of snow and how different bicycle facility designs are positively or negatively impacted by winter weather and which facilities (if any) we plan to maintain year round. Do we plan to maintain off-street facilities in and around downtown during the winter? If so, will the Parks Department do this? (They do a good job on most of their current off street trails). Or will downtown businesses be saddled with the responsibility? They have trouble even plowing and maintaining their existing sidewalks so having them maintain the downtown loop bikeways seems problematic, especially because they often cross freeways or other "no-man's land" areas not in front of businesses. I hope the city will maintain the downtown facilities and at least some of the other facilities during the winter and think that it should have the Parks Department do the work because they do it well and this will guarantee that curbs and curb-cuts get plowed and the facilities remain usable in the winter. Also facility designs should be chosen, in part for their ease of winter maintenance. If we have learned anything from Marshall Avenue, it's that the current design is not maintainable during the winter. Perhaps protected bike lanes would work better? This discussion could be put in section 8.0 "Bicycle Programs and Other Topics" and you could look at what Finland, Copenhagen, and other winter cities do. The only mention of snow in the plan is a brief mention in "Maintenance costs."

That's it. I urge everyone involved to pass and implement this plan ...and I hope you'll consider adding some (or all) of these suggestions.

5 Supporters

Jean Schroepfer more than 2 miles

December 7, 2014, 11:24 PM

In Saint Paul, Concordia and St. Anthony from John Ireland east to at least Snelling should both have a bicycle lane adjacent to I-94.

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1 Supporter

Les Everett more than 2 miles

December 7, 2014, 9:27 PM

As a long term St. Paul resident and now a "senior" biker, I strongly support this bike plan. If carried out it will overcome many current barriers that we in the northwest corner of the city have experienced, providing more north-south and east-west access. Although the plan indicates that it addresses policy and infrastructure, there is one more policy area that needs to be addressed: We need the ability to hold the owner of a vehicle legally accountable when that vehicle itself is used to assault bikers, or when the driver or a passenger assaults bikers with thrown objects. I have been hit with objects thrown from cars in both St. Paul and Minneapolis, in all cases when either in a bike lane or well to the side of the road. I was able to report the license plate number of the vehicle in Minneapolis, however the police said that nothing could be done if I could not identify the individual in the vehicle who threw the object. That is obviously impossible. We need a law that protects us, even if it is a city ordinance.

1 Supporter

Dan Sagisser more than 2 miles

December 7, 2014, 7:50 PM

As life long St. Paul resident, and someone who's always loved to casually bike around the city, I'm incredibly excited about this plan! To be able to bike through the city on these off street paths will be amazing for leisure, but it will also just be fun to get around to see friends and neighbors. Can't wait for it!

Marlene Hockbein more than 2 miles

December 7, 2014, 3:07 PM

I don't think we need more bike paths. We can't even get our streets repaired, much less plowed, even though we pay a yearly ROW fee, which goes up each year and used to part of our property taxes. When you can handle the necessary infrastructure repairs and maintenance, then maybe we can talk about the "nice to haves" for the niche groups. It is paramount that we differentiate between needs for all citizens and wants for some citizen groups.

1 Supporter

Rebecca Airmet more than 2 miles

December 7, 2014, 12:00 PM

I want to thank the City of Saint Paul, and specifically the people in charge of bringing together the Bike Plan, for all their hard work. The Plan is an amazing step toward a more equitable city. The availability of safe, convenient cycling as a mode of transportation is at the heart of housing, schooling, and employment choices for many of the thousands of Saint Paul residents who do not own a car or choose to minimize car use.

First of all, please consider changing speed limit regulations on our roads. It is the single, cheapest, most effective thing that can be done to improve the safety of all road users. In neighborhoods 20 mph is fast enough, along with 25 mph on most through-streets, particularly ones with bike facilities. If someone,

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pedestrian or cyclist, IS hit, you have only a 15% chance of surviving at 40 mph, while that quadruples to 65% survival rate at 30 mph and 95% at 20 mph. No mutli-use surface streets in our city should have speed limits of 40 mph.

Thank you for including end-of-trip facilities in the bike plan. Sufficient bike racks in secure places, good lighting, and way-finding signage are necessary for safe cycling. Having said that, please do not regulate locking of bikes to signs, parking meters, trees, etc. There is not enough bike parking as it is.

Please be sure to include an educational component in the bike plan. Education, particularly education of drivers regarding cycling and cyclists' rights, is an important part of improving safety. A percentage of transportation infrastructure funds should be set aside for public education, outreach, and enforcement.

Thank you for prioritizing the downtown loop. This is the "hub" of the bike plan and will allow the "spokes" to be built out as connections to and between communities. Please include schools, community centers, libraries, and other vital community-oriented assets when prioritizing additional streets for cycling treatments.

I'm a resident, mom, worker, and consumer in St Paul. I look forward to all the great benefits that I believe will grow out of better bike infrastructure and safer streets for everyone. Thank you!

Derek Ellis ½ to 1 mile

December 7, 2014, 10:38 AM

I support the St. Paul bike plan. I commute by bike from Highland Park to Downtown and the improvements on Jefferson are a good start (thank you!).

For the downtown loop alignment, I would advocate for the 11th St., and Wabasha options. 11th and Cedar is a less complicated intersection than at 10th and Cedar. The offset nature of 10th at Cedar coupled with the difficult sight lines due to the LRT station make 10th and Cedar an already difficult section, and I question the amount of space available for safe bicycling facilities at 10th.

I prefer Wabasha over St. Peter due to the nature of the storefronts on Wabasha. If I'm commuting or running errands by bike, I'm much more likely to be going to stores such as Walgreens, Candyland, or grabbing a quick bite at Erbert's and Gerbert's, Dunn Bros., or Bruegger's during lunch.

Chris Tibbetts more than 2 miles

December 7, 2014, 10:37 AM

The draft bike plan seems to cover the most important areas--especially the implementation of off-street bike paths throughout downtown saint paul. That would be a huge win! It However, its not clear who/how you would make SURE that bike path priorities are implemented as part of other ongoing or planned projects--such as the Gateway BRT project , the reconstruction of the kellogg stret bridge, or the proposed light trail spur that would connect surburban light rail to downtown saint paul by DE-IMPLEMENTING existing bike trails through swede hollow park,even though this forms a key connection in the bike plan you outline. Please make sure if you recommend that the bike network is built as part of other road projects that that you implement a legally binding

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process to ensure that this really DOES happen. Currently it often seems that the MNDOT, Feds and city planners do not collaborate on projects. Thanks for your work on this--please help make sure processes are in place to make it a reality. You have an opportunity NOW to implement a better bikeway on Mounds BLVD near I-94 as part of the Gateway BRT project. Please do so!

Ray Bryan more than 2 miles

December 7, 2014, 9:33 AM

I think it is very important to keep in mind that the Minneapolis Grand Round has been in design and deployment for over 100 years (and the final leg is pending - the St. Paul proposal does nothing to assist closing their last leg). That said I support this sort of long term planning that may not be completed in my lifetime. I think also that there needs to be a cooperative effort to align bike trails and corridors between St. Paul and Minneapolis. Like the proposed link between Midtown Greenway and potential rails-to-trails corridor through the West Midway along the old Soo Line road bed (which is still active today but may in future change status), and the University's Transitway to Dinkytown Greenway could link to an East/West corridor along Kasota/Energy Park in St. Paul or connect directly to the Charles or Pierce Butler on-street corridors. A new North/South connection somewhere between Pelham/Raymond area of St. Paul and 33rd/29th St. SE in Mpls would benefit both cities. An on ramp East of Pelham to the proposed Midtown Greenway connection will be necessary when/if there is such connection.

I do recall biking through St. Paul on University Ave. over 50 years ago as risky adventure. Car drivers then had even less respect for cyclists in the street than drivers now. And at the time there were parking lanes on nearly all of University. We have just lately begun seeing the effects to merchants of lost parking on "the avenue"; let's not make the same mistakes by rushing to remove parking from merchants in downtown, while cars are the main delivery source of retail customers. Society's attitude toward car travel is changing but doing so at the pace of snails not bicycles.

2 Supporters

Roger Meyer more than 2 miles

December 7, 2014, 6:35 AM

I strongly support the adoption of a Saint Paul Bicycle Plan, and would suggest the following changes to the document. The stated goal of the plan is to increase bicycle mode share to 5% by 2025. Most of the changes below go to making sure that the city is able to measure their progress on the plan and ensure that adequate political will and resources are dedicated to the implementation.

Suggested improvements:

Strengthen the language in section 8.0 to make it clear that the City will continue and improve on existing data collection efforts. We will need timely and accurate bicycle mode share data if we are to stay on task to increase that share to 5% by 2025. In a few places in the document, it references using crash and near-miss data - we need to make sure we are collecting that information in order to use it.

I would also add incremental annual targets for bicycle mode share. i.e. 2% by 2018, 3% by 2020, 4% by 2022.

I would suggest creating a website specifically for the reporting of data to keep citizens engaged and elected

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officials and city staff accountable to our goals.

In section 9.0 I would ask that the plan specifically call for dedicated funding from the Public Works budget for implementation and maintenance of Bikeways. Bikeways are transportation infrastructure and should be treated as such in how they are funded and maintained.

I would suggest that the prioritization section be revamped to articulate that prioritization will be given to investments that move the city towards its stated goals (increased bicycle mode share, increase bicycle commuting, other goals from the plan). I would suggest that the prioritization section follow the Hennepin County Plan's model that will allow for a more data driven prioritization.

Vanessa Vogl more than 2 miles

December 6, 2014, 7:41 PM

I support the St. Paul Bicycle Plan as a good first step in making St. Paul more bicycle-friendly.

As a proud, third-generation St. Paulite, I am encouraged by the increase in bikers in the city both in winter and summer months. I want to preserve our great city (and world) for the next generation, and in order to do that, we need transportation options that contribute to environmental and financial sustainability. Biking is certainly integral to that.

Additionally, if this plan is going to work, education about and promotion of biking have to occur in tandem with the implementation of the plan. Not only education about bike safety among bikers, drivers, and law enforcement, but also education about and promotion of biking as a viable transportation option among residents, business owners, and employers in St. Paul. This is particularly important to me as a frequent bike commuter to my office building in downtown St. Paul. I would like to see resources dedicated to such an effort.

A couple of people have mentioned the bike structure in Copenhagen. I think this is an excellent goal to strive for, and I support the St. Paul bike plan is a path toward such a goal.

Thank you to everyone who has been at the forefront of making this Plan happen!
Vanessa Vogl

John Hesterberg

December 6, 2014, 6:05 PM

I support the proposed Saint Paul Bicycle Plan. I am especially excited by the improved connections into downtown, for several reasons.

First, personally, I am now commuting by bike to downtown Saint Paul. I have a mostly wonderful route from Mac/Groveland down Jefferson Ave, and then along the river. It is a beautiful ride, and I look forward to it every day. Unfortunately, getting from the river to my office in Cray Plaza is hazardous. I am a dedicated and confident bike rider, but the stretch up Sibley Street into downtown has proven too dangerous even for me. Within a few months I had 3 very close calls with a truck, school bus, and SUV nearly running me over—when I was in the bike lane! I now feel compelled to ride on the sidewalk, which makes me feel sad and guilty. I don't

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want to ride on the sidewalk. However, if I have an accident with a pedestrian, we may get hurt, but nothing like if I get run over by a vehicle, which could literally kill me.

Second, when I talk about bike commuting to people at work, many are interested, but are too scared by riding downtown to consider it. I work with smart people!

Finally, my wife is also an eager bike rider, and uses her bike around our Mac/Groveland neighborhood, but will not go near downtown.

I think these are common experiences. We need better bicycle access to downtown!!! Improved and SAFE bike access to downtown will be a great thing for our city, bringing more people downtown with less traffic.

Thank you.

Cindy Zerger ¼ to ½ mile

December 6, 2014, 6:00 PM

A monumental kudos to Reuben and the City of Saint Paul staff for all the work on this plan. It has come a long way since the first draft and I am excited about the inclusion of elements like end of trip facilities, lighting, and wayfinding. These are important – if not critical – elements to increase ridership, especially by those who don't typically ride. Well done. (Aside: layout is substantially improved, too!). As it says in the plan – this document is a framework that will allow Saint Paul to accomplish goals relative to ridership, and start to develop a network of bikeways throughout the city. As the first one of its kind here, we cannot wait for 5-7 years before it is updated. It should be reviewed in the next one to two years to assess implementation and incorporate additional work on prioritization of corridors. I appreciate the initial prioritization of the Downtown Loop and Grand Round, and hope the city continues to develop a way to prioritize implementation of the many segments included in the plan. This will help the public to understand how the plan will be phased in and keep the city accountable for doing so.

Additional comments:

In-street separated lanes should be protected bikeways where possible. I am a pretty comfortable rider in all situations, yet I am also a mom who rides with her toddler only where I feel absolutely safe, and a daughter of a mom who 76 and loves to ride yet is cautious. I want to enjoy a connected network not just for my personal weekend road rides or my commute to work, but also for the rides with my family. I also want to feel confident my mom will be safe on her own when riding in Saint Paul, and that my son will be safe when he is old enough to ride on his own. I encourage the city to keep in mind its interest in creating a city that accommodates everyone and its vision of an 8-80 city as it considers bikeway implementation, and operations/maintenance. If this is truly at the heart of Saint Paul, we will develop a network of bikeways and maintenance strategies that are the safest they can possibly be given the context.

Additionally, as a resident who wants to commute to child care and then to work via bike but doesn't feel safe enough to ride during the winter when there are snowy on-street bikeways, I would like to see the city commit to maintaining bikeways to the extent that they do automobile travel lanes. Let's find a way to start to include the funds in annual maintenance budgets – maintaining bikeways (5' min or more like 8' when protected) is relatively small when we think about the funds required to maintain 11' to 13' travel lanes. I hope this bike plan

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sets the stage for the city to allocate funding to bicycling infrastructure, programs, and maintenance as the legitimate mode of transportation that it is.

Again, a huge thank you from my family to city staff for this huge step toward making Saint Paul more bikeable!

1 Supporter

Gena Berglund 1 to 2 miles

December 6, 2014, 4:48 PM

I support adopting the St. Paul Bicycle Plan so that we can move toward becoming a world class bicycling city. To increase users (especially women, children and those interested in more safety), please prioritize Protected Bikeways on high volume roads. The Enhanced Shared Lanes do not really improve things very much for most riders. Can you include some language about lighting & bike parking? Can the City support Nice Ride Minnesota and their bike sharing program? Let's set aside some resources to promote, encourage and educate. And let me just say that I support enforcing the laws. I am thrilled that the Downtown Loop and Spur Network and the completion of the Grand Round are at the top of the city's list! Biking is good for roads and good for people and business and communities and the environment: there are so many reasons to make the investment in safe, world-class bike infrastructure! Go Saint Paul.

1 Supporter

Patrick McGuire more than 2 miles

December 6, 2014, 1:39 PM

I am a huge supporter of the bike plan, but one piece that I want to make sure gets funded immediately as part of the bike plan is the Farrington street tunnel, under the BNSF railroad tracks. This is located in the North End neighborhood. This proposed tunnel is at a very busy, illegal crossing of the railroad tracks, and was brought to the attention of many two summers ago, when an 8 year old boy lost his legs at this crossing. It has been documented by neighbors that between 50 and 100 people illegally cross the tracks here to more easily access public transportation and to have easier access to their homes. This tunnel is vitally important to connecting the North End neighborhood, that is divided by the railroad tracks.

Peter Breyfogle more than 2 miles

December 6, 2014, 11:01 AM

As a fairly frequent visitor to downtown by bicycle, I support any improvement. The plan needs to provide for routes both north/south and east/west to get into an out of downtown. Downtown is actually pretty easy to ride in outside of rush hour. However, getting in and out is a real challenge.

1 Supporter

Paul Ogren ½ to 1 mile

December 6, 2014, 10:57 AM

I am in favor of the bikeplan because it will make it safer to ride through and into downtown St. Paul. I want to have safe connections between all the bike routes that converge on the area. To name a few: Gateway, Sam

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Morgan, Bruce Vento, Lafayette Bridge connection to Lillydale, Summit Ave.

Scott Beutel more than 2 miles

December 6, 2014, 10:49 AM

In general, I am strongly supportive of the bike plan. St. Paul needs multi-modal transportation options to continue to grow and thrive as a city. We all benefit from a more complete and accessible transportation infrastructure, even if we personally don't use all the available options.

I do have a few concerns about this plan:

- 1) The idea of a Downtown Loop as the top priority strikes me as a lot of resources for minimal gains. Bike lanes instead of separated cycle tracks could be sufficient, and more cost-effective. I also wonder about how well these cycle tracks would work with pedestrians and for snow removal. If these are build there needs to be a commitment to snow removal and outreach to keep them from just becoming an extended sidewalk.
- 2) We need to design and support bike infrastructure that is useable 365 days a year. Right now bike lanes often aren't plowed and parked cars encroach on bike lanes as winter goes on. Better plowing and more aggressive enforcement of cars parked in bike lanes is needed. Given the difficulties of snow removal I have concerns about cycle track type bike infrastructure being kept clear. I hope that this type of infrastructure is build with a commitment to be kept clear, similar to the Midtown Greenway in Minneapolis.
- 3) Connectivity needs to be a priority, filling in missing links is key to making existing disconnected lanes and paths work for transportation uses. I'm glad that some of this is contained in the plan. A good mix of new projects and connectivity enhancement are important. Right now, too many good bike routes simply cease to exist at a certain point (Ex. Marshall Ave. east of Lexington).

Finally, I'm excited about this plan. As a bike commuter, and a car owner, I believe that a more bikeable city is better for all of us. It helps to build strong neighborhoods and support businesses in our community. I hope this plan will be approved and form the basis for a long term commitment to make St. Paul bikeable for all residents, all year round. Thank you to everyone that has working on this plan.

Sincerely,
Scott Beutel
St. Paul, MN

Fred Clayton more than 2 miles

December 6, 2014, 8:39 AM

This plan demonstrates Saint Paul's commitment to providing improved all age access to the downtown core with connections to the popular trails and bike lanes though out the city.

Rashelle Brown more than 2 miles

December 6, 2014, 7:33 AM

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

While the plan is definitely a huge improvement over the current situation for cyclists, I don't feel that it addresses the safety issue adequately. Simply putting up more signs or pavement markings on existing roadways without widening roadways and/or changing the on-street parking infrastructure leaves cyclists squeezed up next to motorists, many of whom drive distracted, and a few who really dislike cyclists. Please consider more dedicated bike lanes, and especially look at what Copenhagen has done - putting the bike lanes on the other side of the parked cars (see link from documentary "Urbanized" <https://www.youtube.com/watch?v=F5-ruK7Oagg>).

2 Supporters

Melissa Wenzel more than 2 miles

December 5, 2014, 5:33 PM

I live in downtown St Paul and work 1 mile NE of downtown and I support this bike plan. Having access to safe bike ways is critical for those who work, live, and recreate in St Paul. I support the downtown loop, which from my perspective is 10th Street, 4th Street, Jackson Street and Wabasha Street. Be sure to make clear, easy to find (with signs) connections to the loop to get people to/from downtown to the rest of St. Paul.

I became car-free when I moved to downtown St Paul in 2007 and appreciate all of the ways that the city supports my car-free lifestyle. For more seasonal or recreational bicyclists, having appropriate signage, education, and enforcement (of both auto-drivers and bicyclists but specifically bicyclists) is key for respect, and more importantly, safety for everyone on the roads. Be sure to recognize that if you have more bicyclists in St. Paul, you need more bike parking in key places.

Finally, continue to support and fund organizations like Nice Ride. Your partners are your allies. Be sure to bring more context, clarity and timelines to the timeline (even if it's to say you hope to accomplish X% within X years).

My grateful thanks to everyone involved in the St Paul Bike Plan. It's great work!

Paul Beck more than 2 miles

December 5, 2014, 2:27 PM

In August, Mayor Coleman said St Paul had a \$9.6 million budget shortfall. He raised city taxes and fees, cut the budget in other areas and now wants to spend \$8 million for JUST ONE of four legs of a bike path.

The first leg of this plan also calls for eliminating 45-50 parking meters on Jackson Street. This will also eliminate almost \$250,000 a year income to the city in metered parking fees.

Additionally, the elimination of these parking spaces is on top of the 130 parking spaces eliminated when light rail came into St Paul and 300 parking spaces that were eliminated for the Saints ball park.

As a frequent visitor to downtown St Paul, I am OPPOSED to the bike path.

2 Supporters

Paul Nelson more than 2 miles

December 5, 2014, 2:04 PM

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

I am overall very supportive of the 2014 draft Saint Paul Bicycle Plan. I see this as a necessary transportation direction that we must take. The process and effort to make the bicycle a safe and viable transportation option for everyone, and make our streets safe for human beings everywhere is crucial. We should have been forming a bicycle plan and network many years ago. Currently there are an increasing number of American cities that are well ahead of Saint Paul in moving toward a more balanced transportation system, and those cities are attracting a skilled increasing population. These cities are becoming better places to live. Indianapolis IN, New York City, and Portland, OR are just a few cities, and Copenhagen, Denmark and The Netherlands are leading the world.

Moving forward I am supportive of reclassifying and lowering the speed limits of our street system. For example, 20mph on our residential streets, and 25mph on our collector streets. In addition, the other main roads like I94, I35E, 280, 36 and Ayd Mill Road all should have safe parallel and equivalent right of way for walk and bike. These roads should have been built that way to begin with, and we should be talking about this now. We need to accommodate human beings safely within our public space and redesign our streets. I am very supportive of the draft Saint Paul Bicycle Plan. Thank you.

Paul Nelson
Ward 4
Hamline Midway

3 Supporters

Paul Berowski 1 to 2 miles

December 5, 2014, 2:03 PM

I love the plan, anything to get more bikers in their saddles.

joan pasiuk ½ to 1 mile

December 5, 2014, 12:31 PM

I have been a vulnerable road user -- a bicyclist and pedestrian -- on St Paul streets for more than 3 decades. I am enthusiastic about the bicycle plan; it interprets bicycle travel as holistic, inter-modal, and systematic. The plan is perhaps transformative.

I support prioritization of projects where bicycle facilities have most lagged in the city -- East Side especially. East 7th Street is a critical network link and should have interim bicycle facilities even as longer-term transit plans evolve for that corridor.

I offer strong words of two actions we must take for the outcomes of the plan to be successful.

1. reduce speed

Speed of motor vehicles is an enormous, perhaps the most pressing, barrier to safe bicycle transportation. There are road designs in the plan that help buffer bicyclists from motor traffic. But there is something we can do inexpensively and readily even as infrastructure takes shape. Lower the speed limit. MN statutes 160.263 allows local jurisdictions to reduce speed to 25 mph on streets with bicycle lanes. Do this now. And then do more. Jurisdictions across MN should have the ability to reduce speed on all local streets to 20 mph, or even lower. You see small campaigns in neighborhoods -- "20 is plenty" "Drive 20 -- we live here." St. Paul should work with other jurisdictions to gain this authority. Neighborhoods and advocates would create a groundswell of

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

support. NYC, for example, just implemented a city-wide speed reduction as part of "Vision Zero," an effort to reduce traffic fatalities for all road users that will also create a more welcoming environment for bicyclists. Chicago is implementing a shared street with a 10 mph speed limit.

2. take the lead

It would be great if bicyclists could get wherever they needed to go without ever travelling on an arterial road or state highway. Not possible. For this plan to be effective -- for bicycling to function as viable transportation -- St Paul must take the interjurisdictional lead. We all know the case-by-case saga of MnDOT and Ramsey Co road projects. The struggles will only continue until the outcome is clear -- streets in St Paul commit to safety and access for all road users. In the process of adoption, this plan should be brought to state and county elected officials and operational leaders. MnDOT and Ramsey Co should sign off on the plan -- or tell us why they can't commit to complete streets implementation. That is what the residents of St Paul deserve.

6 Supporters

Stacey Marmolejo more than 2 miles

December 5, 2014, 11:54 AM

IF we can create a bike plan WITHOUT eliminating any more parking spaces in St Paul I would support this. HOWEVER, it is my understanding this plan will eliminate about 150 parking spaces. This is on top of 250 parking spaces lost to the new ball park and 130 parking spaces lost to light rail. That's over 500 lost parking spaces.

As a small business owner in Lowertown, I have felt the negative effect of the reduced number of parking places. I have lost significant business and when surveyed as to why, my past customers specifically stated the lack of parking as one of the top three reasons they have opted to do business elsewhere. (Other reasons had to do with problems caused by the new stadium -- which I expect will be eliminated once the stadium is completed.)

Therefore, based on the current plan, I am opposed to the bike path plan. Jackson Street, which is part of this plan is 0.3 miles from my business (contrary to the auto-locator on this site which suggests I am "more than 2 miles" away)

Stacey Marmolejo

1 Supporter

Michael Mason more than 2 miles

December 5, 2014, 9:48 AM

As a father, year-round bicycle commuter and resident, I encourage the adoption of the bike plan. A connected system is the most important first step in planning infrastructure.

Key points:

1. Protected bikeways are important on high-volume roads in order for me to feel safe cycling with my family in the city. This is particularly true in Downtown Saint Paul, where it is currently difficult to manage with my family, as well as on major streets in the city.

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

2. Please allocate resources toward promotion, education and encouragement
3. Leverage existing relationships with community organizations for public engagement (Saint Paul Women on Bikes, Friendly Streets Initiative, Nice Ride's Neighborhood's Program, for example)

Some things that should be considered as follows:

1. Increase bike parking. Section 7.1.1 restricts bicycle parking on specific objects. This creates a barrier to cycling as parking is often difficult to come by for many. I recommend a proactive approach, and groups like Dero Racks are available to help businesses find solutions to help increase business by providing appropriate bike parking for their space.
2. Safe Routes to School and public health funding: This is particularly something I'd like to see added. Safe Routes Minnesota provides funding to community and schools to make improvements to routes for walking and biking to school. The city should be championing the effort with Saint Paul Public Schools. In addition, additional funding opportunities exist with the Statewide Health Improvement Program. This is particularly a concern as arterial roads like 7th Street, Snelling Avenue, Dale Street, Ford Parkway and White Bear Avenue continue to be a deterrent for children to make their way to school safely. A holistic approach towards these roads (4-3 road diets, cross walk improvements, medians, lowering speed limits) will all help to this effort.
3. Lastly, I would increase the frequency of review. Cycling has grown considerably in the last 5 years, and the 5-7 year cycle will not account for the needs that are growing for this in our community.

I encourage the passing of this plan, and would welcome you to contact me if you have any questions.

Michael Mason
Como Neighborhood
Saint Paul, MN 55117

2 Supporters

Mimi Jennings more than 2 miles

December 4, 2014, 11:05 PM

Do these plans stop at the river? I need a safe route from the U of MN Transitway after crossing the Franklin Ave bridge. Turning left (south) is always dangerous and impossible in winter. Also, is there any will/support for extending the very successful Mpls Midtown Greenway over the existing, though closed, rail bridge into 55108?

1 Supporter

Nicole Jones more than 2 miles

December 4, 2014, 9:23 PM

I'm writing in overall support of the St. Paul Bicycle Plan. St. Paul needs integrated bicycle infrastructure throughout the city, and this plan is a great start.

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

I would urge the city to prioritize projects with an eye towards equitable access. Areas, neighborhoods, destinations, and populations where there is a greater need for access to transportation that does not rely upon car ownership should be given priority.

I would also suggest that more thought, planning, and funding be designated for education. Drivers, bicyclists, pedestrians, and law-enforcement all need additional support in learning about how we can safely integrate bicyclists (and pedestrians) into our roadways.

I'm a resident of downtown Saint Paul, and I'm very much in favor of the Downtown Loop and Spur network. I would like to see the Loop include 4th St as a 2-way, bicycle-only road.

I'm a business owner along Transfer Road, and I strongly support a bicycle bridge as a part of a safe connection between Aldine and Transfer Road. I would also LOVE to see Transfer/Pierce Butler Route converted to one lane in either direction with a left turn lane in the middle and a protected bike lane at the outside edge of either side of the road (and a reduced speed limit).

Thanks to all the citizens, law-makers, and city employees for all their hard work on this Plan,

Nicki Jones

3 Supporters

Mark Sutherland

December 4, 2014, 7:18 PM

Like the bike plan and hope it is adopted. We are getting to be a world class biking city and this plan will facilitate this.

1 Supporter

Nice Ride Minnesota more than 2 miles

December 4, 2014, 2:16 PM

Nice Ride Minnesota enthusiastically supports the Saint Paul Bicycle Plan. Cities that provide for safe transportation by bike attract talented new employees, increased development, new businesses, residents, and tourists. Bike share both supports and is supported by this growth. Adoption of the bike plan is critical to the progress and growth of the City of Saint Paul.

In particular, the Downtown Loop, demonstrates a transformative vision for a vibrant downtown Saint Paul. This loop is based on the Indianapolis Cultural Trail, which is a very successful off-street bike and pedestrian path that includes green spaces and public art to connect the city's major cultural destinations like museums, theaters and markets. The economic and social impacts reach far beyond bicyclists as people of all ages use this safe, beautiful space to explore the city and frequent the new businesses that continue to grow. National attention on the project is spurring that growth as well:

<http://www.streetfilms.org/the-indianapolis-cultural-trail/>

http://www.nytimes.com/2014/03/09/travel/in-indianapolis-a-bike-path-to-progress.html?_r=0

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

This is a proven model that is right for Saint Paul. It will connect Saint Paul's cultural institutions, including the Science Museum, the Farmer's Market, and the History Center. Together with the new baseball stadium, it will make Saint Paul a Saturday afternoon destination. This is the kind of welcoming pedestrian-oriented infrastructure that convention planners are seeking out as well as a place where talented people want to live and work.

We strongly recommend that the bike plan be approved.

6 Supporters

Frank Jossi ¼ to ½ mile

December 3, 2014, 10:56 AM

St. Paul is entering a new age of multi-modal transportation that must include making bicycling safer for both riders and drivers.

The plan is a thoughtful approach, creating accessibility in every neighborhood and offering creative approaches to connecting the northern and southern sections of the city, which has been an exceptional challenge in the past.

Improved bicycling options can improve health, decrease obesity, reduce carbon and increase a sense of self sufficiency among residents.

It helps attract and retain residents while creating more pedestrian friendly neighborhoods with greater connectivity to and from major sites in the city.

There will be individual battles over some of the routes but the city promises to take into account overall neighborhood sentiment. I think overall the plan is a great start to making St. Paul one of America's most bike-friendly cities.

1 Supporter

Christina Porter more than 2 miles

December 3, 2014, 10:47 AM

I am fully in favor of the proposed Saint Paul Bicycle Plan, and urge the city to adopt it in its entirety.

Christina L. Porter

146 Farrington St, Saint Paul MN 55102

Patrick Driscoll more than 2 miles

December 3, 2014, 12:41 AM

I do not live in downtown Saint Paul, and I do not use a bicycle. I am handicapped and need my car. This statement is not just my circumstance. There are others that do live in downtown Saint Paul, that are also handicapped and need a car, and with the bicycle loop plan taking out more parking places that these people need, all I can read in the supporting opinions is that the bike riders can think of nothing but the convenience a

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

bike loop that is in place all year, would afford them about 6 months of biking that would still have them alongside of traffic that they are so afraid of.

2 Supporters

Ken Avidor more than 2 miles

December 2, 2014, 9:45 PM

I'm in favor of more bike infrastructure in downtown Saint Paul and the draft bike plan is a good start. I would particularly like to see East 4th become a bike route. I would also like to see bike lanes on Wabash. I am a resident of Lowertown and I bike, walk and use transit. I do not own a car.

2 Supporters

Ricky Holzer

December 1, 2014, 4:33 PM

I am very excited to see this plan come to existence. It addresses many needed changes. As someone who attempted commuting between Northeast Minneapolis and St Paul, I am glad there will be new ways to avoid cycling on University Ave. I am a bit concerned about the enhanced shared lane on University though - there is too much traffic and the light rail makes turns difficult. The existing "share the road" signs there do little to encourage drivers to respect cyclists. Anything short of a bike lane on University or an alternate route parallel would be very unsafe.

Eric Saathoff more than 2 miles

December 1, 2014, 4:29 PM

I support this plan and hope that the city makes rapid progress in implementation.

On the new draft I think the idea of a city ordinance against improvised bicycle parking is really inappropriate without a robust and immediate program of bicycle parking improvements. Seriously, I could see an ordinance (free) going into effect far faster than the bike racks (\$\$\$) meant to legally be used and then we would have many locations with no legal space to park. This seems like a way to kill bicycling in St. Paul.

On the East Side I noticed that the Case Ave and Jessamine Bikeways were replaced with Lawson. I think the Case and Jessamine bikeways should be brought back instead of Lawson. Yes, Lawson already has a connection to the Bruce Vento Trail, but the connections for these other streets would be rather small and easy. Case and Jessamine provide better spacing, and Case is a main road with traffic lights. It's important that some bikeways have safe crossings for places like Arcade and Payne.

There is a section in the new draft about crossing barriers, but there is not a lot of discussion about the barriers of regular arterial streets. Perhaps it will be in the Streets Design Manual, but it seems very relevant as some of these proposed bikeways will cross major streets and this needs to be addressed if I'm planning to bike with my 5 year old.

I like the prioritization of the downtown loop and the grand rounds

3 Supporters

Thomas Rubbelke 1 to 2 miles

December 1, 2014, 4:22 PM

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

I am a seventy year old city resident that does not bicycle. I continue to be angered and confused by what I deem to be an "Over the top" effort to force bicycles onto our roadways. If you look at Mpls you will see a system that manages to keep bicycles away from automobiles and the appropriateness of this effort is shown in the fact that Mpls does not have near the number of bicycle/automobile accidents that St.P. has. I strongly support a bicyclist funded effort to build pathways that keep those that choose to bicycle a safe distance from automobiles. Remember,"Bicycles don't do well in fender-benders with automobiles".

1 Supporter

Tom Basgen 1 to 2 miles

December 1, 2014, 10:37 AM

Hello!

I'm a Highland Parker and a bike commuter into downtown.

More paths, lanes, and accessibility are a big deal and an awesome addition to our wonderful city. One big issue I see is bike parking; not seeing a lot of racks in this town. Don't get me wrong they're there, but unless this plan comes with a whole truckload of new bike racks we should probably let our cyclists keep hitching their noble steeds to whatever signs pipes and benches that we've bolted to the ground.

Oh and that Shepard Road bike trail needs to be repaved, those tree roots have turned it into a BMX stunt path.

Thanks,
Tom

Roxanne Young more than 2 miles

November 30, 2014, 8:41 PM

I live in the West Side neighborhood and wholeheartedly support the bicycle plan. I think there are ideas that are exciting for Saint Paul and that the vision in the plan will make Saint Paul more welcoming and amenable to bikers.

I think a top priority needs to be the downtown loop, and I support the recommendation to move the Kellogg portion of the loop to Fourth Street. I think that creating a bike or pedestrian focused Fourth Street would create an important connection between Lowertown and the cultural district around Rice Park. As someone that regularly bikes in downtown, I also think Fourth Street is simply a more pleasant place to bike. It's scary to cross Wabasha and Robert Streets on Kellogg because of the franticness of bridge traffic and the extreme width and turn lanes of Kellogg - it would be better and safer to encourage bikers to simply go forward to Fourth Street rather than try to turn left or right onto Kellogg.

An additional priority I encourage is looking at ways to connect the Highway 52 bike lane to Concord Street's bike lane and the South Saint Paul trail system, potentially by using the road that runs along the airport.

I'm really excited for this plan to be implemented and hope that it's a key priority for Saint Paul moving forward.

2 Supporters

George Hamm more than 2 miles

November 26, 2014, 8:17 AM

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

The St Paul Bike Plan concept is excellent, with a vision that nobody would be very far from a bike friendly route. 2 comments: Downtown loop still has gap from the west, and this is probably the most trafficked direction (the one that I take). Very important to get plan confirmed on how to connect Summit/Selby area. Second, the bike system is only as good as snow and ice removal is for 1/2 the year. Plan has got to make a priority of clearing the bike lanes and bike infrastructure so that folks can bike more safely and comfortably year round. Ongoing funding for winter mtnce has to be put into place.

3 Supporters

Mark Schreifels more than 2 miles

November 26, 2014, 7:47 AM

I think you should prioritize this as you would a transit system. Before spending single dollar on a bicycle tune-up station, look at obvious gaps and barriers in making St. Paul/Minneapolis a single, connected system.

1. Midtown Greenway Extension – What does it say about bicycling in St. Paul, when the nationally-recognized, flagship Minneapolis bike trail ends at the border? This is obviously not as easy as painting a stencil on a road, or putting up a sign, but it should be priority number one in my mind.

2. Grand Rounds - Prior/Transfer Rd. Barrier to East/West Traffic North of University. Between Energy Park Drive and University is a dead-zone for East/West bicycling. No easy access to Raymond area, Urban Growler/Bang Brewing (and other things popping up in this development area), U of M trails, etc.

Overall, great Job.

6 Supporters

Jim Buscher more than 2 miles

November 22, 2014, 7:47 PM

I'm very excited at the prospect for the downtown loop. I too support turning 4th Street into a true greenway street. I would also recommend using 11th and St. Peter as the other streets to complete the loop. We should make the route as long as possible. Others have suggested Wabasha instead of St. Peter and there's merit in that. I would like to see some bike lane striping on Wabasha to complement an 11th/St. Peter route.

5 Supporters

Gary Fifield 1 to 2 miles

November 20, 2014, 5:28 PM

I am very excited about and supportive of the bicycle plan. The general vision of the plan is excellent. I do have this concern however. The plan scope and use section indicates that the designated corridors have been generally identified as potential bike routes and that those not so designated could still be included as the plan is further refined.

I believe that there are some streets which are designated to be bike routes which are clearly wholly inappropriate and unsafe for general cycling traffic and unlikely to be changed in any foreseeable future. One such example is Cleveland Ave between Randolph and University Ave. While it is used by some cyclists it

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

really is too narrow to be safe in this stretch. On the other hand, just east of Cleveland, Prior Ave is a designated route until it reaches Summit, where it ends. This should be corrected so that the bike route continues on Prior to Randolph and then jogs 2 blocks west to Cleveland to go south, all the way to the Mississippi River Blvd. The stretch of Cleveland south of Randolph is much wider and can safely accommodate cyclists even with parking on both sides of the street. The bottom line is: remove Cleveland from the plan in the unsafe, narrow section north of Randolph and extend the bike route on Prior south beyond Summit to Randolph.

2 Supporters

Jeff Zaayer ¼ to ½ mile

November 18, 2014, 11:04 AM

The vision of the draft plan is excellent and exactly what this city needs, a well connected safe and coherent bicycling network. The plan itself has several glaring gaps, and omissions that should be included on any final plan prior to adoption.

Edgumbe Rd. should include an off street trail between Sheridan Ave and Jefferson Ave. As part of the cities grand rounds this section of parkway should be included for two reasons, 1) it helps meet much needed sidewalk infill along Edgumbe leading to Highland Park High School and Middle School as well as the section going up the hill from St. Paul Ave and Fairview Ave. The second of which there can be no dedicated bike lanes without some sort of off street trail or sidewalk for pedestrians. 2) It helps meet the goal in the comp plan of the parks department to connect the entire city and meet sections PR 1.15, PR 1.16, PR 1.20, PR 2.16, PR 6.4, PR 6.6, PR 6.7, PR 6.12, PR 6.13, PR 6.14

Th 35E Parkway has a rather large 2 block gap at the south end that needs to be included, this can easily be done utilizing the stop light at Albion Ave and then adding an off street trail connection through the St. Paul Housing authority property and connecting to the existing off street trail at Elway which connects to the River. The Saratoga St Bike Blvd does not show any connection where it intersects with Ayd Mill Rd there needs to be a connection to the Route on Pascal North of Marshall Ave.

There needs to be some sort of facility on the section of Cretin Ave for the block section between Mississippi River Blvd and Summit Ave. This section of Cretin sees a lot of use by cyclists traversing between the river and points East. Some sort of enhanced shared lane treatment would be beneficial and provide some legitimacy to an already well used, albeit treacherous connection. Not engineering it doesn't mean it won't get used.

The two areas for additional study on the plan are too ambiguous and need to have some direct explicit goals. The Ford plant site could have an explicit goal to connect the Montreal and CP rail Trails to the river and to Ford Parkway. and leave it at that allowing for alignment to be determined through the planning process. The Downtown plan needs to have explicit goals of having a complete downtown loop as well as spurs that connect to the Mississippi River, Daytons Bluff, The North End, Capitol Grounds, John Ireland Blvd/Cathedral, and 35E Trail. Rather than leaving it for future study where spur segments can be whittled away.

The policy section has no guidance for crash data reporting and collection monitoring. This is extremely important in the implementation section so that effectiveness of new routes can be quantified and also so that new routes can be prioritized where there is greater conflict/more crashes.

Do not use the bike plan to restrict bicycle parking! At many destinations around town there are rarely bike racks available to lock to, leaving gas meters, stop signs, and trees. Action item 7.1.1 is the wrong approach, people lock to these things because that is all that is available to lock to. The city has a long way to go before there is ample bike parking, and parking improvisation is no longer necessary.

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

All in all the plan just needs a few simple tweaks that will help close gaps in the system. And make a few minor policy and implementation improvements and the plan will be much much better.

I would also like to add that the downtown bike loop is the greatest idea the city has ever had (except for that time a bunch of pretend airplanes jumped into the river) I cannot wait until I can head downtown on my bike (safely I might add) and take a couple loop laps and support the businesses along it.

3 Supporters

Mark Bayuk more than 2 miles

November 18, 2014, 7:18 AM

I live in Lowertown. I wholeheartedly support the Saint Paul Inner Loop Bicycle Plan! Now I read with great interest that the plan is also supported by the major property owners in downtown St Paul; BOMA and Wabasha Partners!

I very greatly support the BOMA initiative to seek not only a bike and pedestrian corridor in its proposal to move this south segment from Kellogg to 4th St, but moreover to make 4th St a complete Greenway area, somewhat like Nicollet Mall! This is a fantastic suggestion! I will be in favor of this change only if the full Greenway aspect is fully adopted. If it is just a shift from Kellogg to 4th St without the full Greenway, then I am happy to accept and support the original proposal by the City of St Paul for Kellogg Blvd for the south segment of our inner city loop trail.

In addition Wabasha Partners has proposed moving the west segment of the loop from St Peter to Wabasha. I accept and support both options but I think the change to Wabasha will certainly enhance the opportunity to fulfill a century old plan to create a grand Wabasha gateway street from the State Capitol to the Mississippi River. The change from St Peter to Wabasha could be the start of development of St Paul's Pennsylvania Ave! In closing, although I strongly support the St Paul Bike Plan in its original form, I also see very, very great merit in the BOMA and Wabasha Partners proposed changes!

I support their initiative to ask for these changes if they are fully implemented with full Greenway for 4th St, and a plan for the full implementation to make Wabasha the grand Pennsylvania Ave of St Paul from the The Capitol to the The River!

3 Supporters

Roberta Avidor more than 2 miles

October 23, 2014, 9:26 AM

I live in Lowertown. It is very important to me that 4th Street between Minnesota Street east to Wacouta Street is made into a 2-way bikeway without car/truck traffic. Coming back from the central area of downtown, there is no low-traffic route to bike east on south of 10th Street. Since there is little vehicle traffic on that stretch of 4th Street, it would make an ideal bikeway. There would be no need to move the entrance/exit of the parking ramp on the NW corner of Sibley and 4th if a bollard was placed in the middle of 4th to prohibit vehicles from turning right while exiting the ramp. That would be the only area (of just a few feet) that vehicles would be permitted to use).

It would be preferable to do both 4th St. AND Kellogg as bikeways, but if you can only do one, do 4th Street.

4 Supporters

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

All Off Forum Statements sorted chronologically

As of December 9, 2014, 4:15 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.

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

As of December 9, 2014, 4:15 PM, this forum had:

Attendees:	292
Off Forum Statements:	20
All Statements:	98
Hours of Public Comment:	4.9

This topic started on October 23, 2014, 9:26 AM.

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

Name not available (unclaimed)

December 8, 2014, 4:24 PM

Raymond Avenue must be a bicycle route.

Raymond Avenue is a main bicycle route from Como Avenue to University Avenue across the railroad tracks. No other way exists in St. Paul to the west of Raymond Avenue, and not for a mile to the east until Snelling Avenue which is not friendly to bicycles.

I often bicycle across the railroads on Raymond, but I am an experienced bicyclist. Improvements are needed.

1. The way under the railroad north of Energy Park Drive needs improvement. For example, the bike lane south of Energy Park Drive could veer onto a separated path at the height of the current sidewalk going north under the railroad. Likewise in the southward direction.
2. The median just south of Como makes the lanes too narrow for drivers' comfort in passing a bicycle there.
3. The vehicle speed limit on Raymond should be lower. Trucks should be prohibited from Larpentour to University Ave. If County Road designation doesn't allow these changes, then Raymond Avenue should become a city road; the city has precedents for making such designation change happen.

Tim Wulling

1495 Raymond Ave, St. Paul

Name not available (unclaimed)

December 8, 2014, 4:07 PM

I support the expansion of St. Paul's bicycle network and the Complete Streets framework for implementing it. I believe that more needs to be done on establishing short-term bicycle parking in front of commercial establishments. I have found that to be a problem as someone who likes to cycle to businesses. Emphasizing an ordinance over where not to lock one's bicycle as this plan seems to do is the wrong approach if you want people to cycle to businesses. Instead, establishing ordinances to ensure bicycle parking will accomplish the goal.

Thank you!

Name not available (unclaimed)

December 8, 2014, 1:46 PM

I have been a downtown resident for almost 30 years and I have heard many people who drive in to downtown St. Paul complain about the lack of on street parking. Shopping at Lund's and the Farmer's Market could be difficult for someone on a bicycle.

The managers of Mears Park Place apts are no longer selling guest parking cards because so many residents have cars.

Therefore, I urge everyone to please give a great deal of thought to any plan that would eliminate more parking spots.

Name not available (unclaimed)

December 8, 2014, 12:12 PM

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

I attended the meeting on December 2 and voted to table this plan until further studies are completed. I recently moved into Lowertown and soon found out that friends do not visit me very often because of the parking hassle. I have given up my car and now use public transportation or walk. I find walking in the downtown area to be convenient - however I have to pay attention to the cars, buses, LRT and bicyclists. I also gave up my bicycle several years ago and do not plan to get another one any time soon. While at the Farmer's Market, I hear people talking about the parking challenge. And while volunteering at the Saint Paul Art Crawl, I heard people again talking (complaining) about the lack of parking. I am not in favor of moving forward in any way on this project at this time. I am 64 years old and remember shopping at Dayton's, Bockstruck, Gokey, Field Schlick, Sonne's, Frank Murphy, Applebaum's and so much more. While I love the improvements to Lowertown it is the Mellenials who travel to the big box stores to shop. It would be nice to bring in some businesses for those of us who do not shop these stores. I am in a group that attends productions at Park Square Theatre and I am certain not one of them is going to ride a bike downtown to attend. Any my hockey friends will not be riding bikes to attend Wild games. Please, please wait to see how the Saints Stadium works out with no parking for the fans.
Thank you.

Name not available (unclaimed)

December 8, 2014, 8:51 AM

I don't support the bike plan as it currently stands. My issue is with costs. As a taxpayer already concerned about the high taxes that we pay for the privilege, I cannot get over the \$18 million for a 1.7 mile loop that will take away parking even for the winter, when there are few bicyclists around. I have not seen anything that would allow for winter/summer schedules - that might make some of the planned routes a little easier to accept. Sharing means taking the needs of others and different uses into consideration. The bike plan seems single-minded aiming to put more bike lanes without considering the impacts to the general population.

Name not available (unclaimed)

December 7, 2014, 11:13 AM

The Bicycle plan is a progressive effort to start to embrace new modes of transportation in an urban environment. When the plan involves the reduction in on street parking building and business owners should have final say. In Saint Paul's present situation all plans should be put on hold until the true impact of the parking spaces removed for both the Saints Stadium and the 6th street side walk expansion have been realized.

Name not available (unclaimed)

December 6, 2014, 7:46 PM

I am not sure I read the map correctly, but it looks like you might be planning on putting an off street path on Como between Snelling Ave and Raymond. I love the idea if this is the case. It makes it much safer for the many commuters from St. Paul to Minneapolis. But even more important, it would provide a safe route for children that live in the Como neighborhood that want to ride their bikes to school at either Saint Anthony Park Elementary or Murray Junior High.

Name not available (unclaimed)

December 6, 2014, 1:06 PM

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

I support creating opportunity and incentives for more cycling and walking in St Paul. Comprehensive approach is appreciated. So, I support this Plan. Probably already thought of in the background, but it makes sense to have build outs done at same time as other development and redevelopment work. For example, is there cycle plan for the Snelling 94 bridge rebuild? Have you considered the Belgian/Dutch system of signage + mapping? See <http://www.fietsroute.org/Cycle-Networks.php>

Name not available (unclaimed)

December 6, 2014, 12:18 PM

I attended the recent Capitol River Council Parking Committee Meeting and concluded that the bike path plan for downtown St. Paul is a win-lose proposal. A win for a yet to be determined, probably small number of bikers and a big lose for downtown residents, employers, and employees. There are, I believe, still at least two ongoing studies by outside consultants that have not finished or provided the information to be learned yet. It is a total waste of tax money, at this point to start spending 8+ million on tearing up and changing Jackson St. The whole plan estimated at 16 million, is too much money for this project that does more to interfere with city business and residential growth.

A suggestion. To provide a safer street ride and walking for

bikers and everyone, and start spending the tax money on road and sidewalk repairs, post and enforce a 25 MPH speed limit make St. Paul a safe city for all to negotiate moving around the through the city. Buses could have more bike racks and bikers have a new opportunity to put their bikes on the light rail green line that runs through and around the city.

The bike path plan for downtown St. Paul is a pipe dream at best, in my opinion. First things first, safety on the streets for all. Thank you for this opportunity. Karen Riesett, downtown resident.

Name not available (unclaimed)

December 6, 2014, 10:12 AM

I support efforts to get cyclists off sidewalks that are used by pedestrians, as the cyclists are often not respectful of pedestrians, especially those walking dogs.

Name not available (unclaimed)

December 6, 2014, 8:57 AM

I think the route downtown should be moved one block north to 11th Street. Take a look at 11th Street; riding there would be like a great path in Paris with a trail between two rows of mature trees. Since Lund's bike racks are inside the parking ramp off Minnesota, you would be just as close to the bike racks from either 10th or 11th. Plus, 11th Street would take in the credit union, Penfield, the state human services building, and the Green Line station.

Name not available (unclaimed)

December 5, 2014, 2:25 PM

In August, Mayor Coleman said St Paul had a \$9.6 million budget shortfall. He raised city taxes and fees, cut

October 2014 Draft of Bike Plan

What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

the budget in other areas and now wants to spend \$8 million for JUST ONE of four legs of a bike path.

The first leg of this plan also calls for eliminating 45-50 parking meters on Jackson Street. This will also eliminate almost \$250,000 a year income to the city in metered parking fees.

Additionally, the elimination of these parking spaces is on top of the 130 parking spaces eliminated when light rail came into St Paul and 300 parking spaces that were eliminated for the Saints ball park.

As a frequent visitor to downtown St Paul, I am OPPOSED to the bike path.

Name not available (unclaimed)

December 4, 2014, 10:45 PM

As an "enthused and confident" bicyclist I am very pleased with what I have seen of the bike plan, though I'm not sure I have much to add that hasn't already been considered. I am the kind of bicyclist who does not feel intimidated riding in moderate traffic, so I often don't notice areas considered problems by more timid riders.

However, I would like to say that good road surface maintenance is critical to a safe and pleasant riding experience. Spring 2014 was brutal because of the proliferation of potholes. The worst places I frequently ride were on Raymond underneath the railroad/University of Minnesota Transitway bridge north of Energy Park Drive, and at the bottom of Pelham Hill where the road is of concrete, which sometimes form linear cracks parallel to a bicycle tire and just the right size to catch one.

Another suggestion to improve bicycling is to put up more of those signs letting bicyclists know that it is okay for them to take the middle of the lane, such as the signs under the railroad bridge on University near Menards. Taking the middle of the lane is how I feel safe going under the railroad/U of M bridge on Raymond and other such places, yet many of my friends are intimidated by that one, and don't believe me when I say it okay to take the middle of the lane. Perhaps signs would convince them--and also let motorists know that we are within our rights doing so, which would help lessen motorist antagonism towards bicyclists.

Name not available (unclaimed)

December 4, 2014, 3:17 PM

I support this plan fully, with one caveat:

It should not be made illegal to lock bikes to trees, stop signs, etc.

Those represent critical locations for bike locking, and making this illegal would do much to discourage biking in St. Paul.

Name not available (unclaimed)

December 4, 2014, 2:41 PM

I live in Minneapolis and bike to work in Downtown St. Paul following East River Road to Summit or Marshall

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What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

everyday with a total trip of approx. 12 each way.

1) It's really hard and often times dangerous to get in and out of Downtown St. Paul and connect with facilities on Marshall and Summit. Going into work I usually go down Ramsey Hill to Exchange St and then up the tunnel into Downtown. Where I get stuck on the median at Kellogg and Washington St. waiting for the light to change so I can get to my employer near Rice Park. Going home, I usually go up Kellogg to the Cathedral. Past Smith I ride on the sidewalk due to heavy traffic and take a box turn at John Ireland Blvd.

I'm starting to use a shortcut taking W. Irving Ave from Summit to Chestnut to Exchange. But, this isn't ideal. Similarly, I've found out the safest way to get to the Cathedral is to cut through the History Center from 10th St.

As you can tell most options are dangerous and full of traffic. I see a lot of people biking to work during good weather on Summit. A safe way to get into Downtown and through Downtown would really increase the number of people riding to work.

2) It would be great if St. Paul had a protected or bike path going from the Mississippi to Downtown St. Paul. Even with bike lanes on Summit and Marshall it doesn't feel safe often. I saw a proposed path on plan using Ayd Mill Road and also seperated lanes on Summit, both would be good. A path in the middle of the grassy area in the middle of Summit done in a respectful way to runners with bridges or roads like Snelling and Lexington would likely increase the number of runners and bikers and allow for removal of bike lanes. Additionally, Portland could be a great Bike Blvd, I already use it as such when Summit isn't cleared well of snow. I rather be away from the cars entirely than be on the bike lane.

Bottomline, St. Paul is very segrated with the river, railroad yards, freeways and bluffs. This makes it quite hard to navigate on a bicycle, especially East to West.

Name not available (unclaimed)

December 3, 2014, 10:22 PM

As a resident of St. Paul's Cathedral Hill area and an employee of one of its restaurants. I'm strongly opposed to a bike path along Western Ave. Especially if it will render this area with even less parking than we already have. With the Salt Cellar moving in to this neighborhood, the proposed bike path cannot sacrifice even one parking spot. Thank you.

Name not available (unclaimed)

December 3, 2014, 5:11 PM

I was very pleased to see some of mechanics of biking with traffic addressed in this plan, but I think more needs to be addressed. It would be great if traffic signals recognized the presence of bikes at every intersection, but I don't think that will happen anytime soon. Sometimes there are significant physical barriers to reaching the button to request a walk signal. Getting out of the street to signal also makes it less obvious to turning traffic that you are intending to cross when the light changes. On one-way streets this is especially dangerous because drivers often do not look right when turning right.

I also want to emphasize that when bike paths are not maintained or cleaned, it not only makes biking less

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What are your opinions regarding the October 2014 draft of the Saint Paul Bicycle Plan?

pleasant. The punctured tires and falls they cause need to be considered. When streets are cleaned irregularly, or the procedure is to sweep debris into bike lanes, more bikers will have accidents.

Name not available (unclaimed)

December 1, 2014, 4:07 PM

A am 70 years old and a lifetime city resident. "I do not bicycle!". I am angered and confused by this "over-the-top" concentrated effort to force bicycles onto our inner-city roadways. Look at Mpls and you will see a system where the bicycles are placed on "Off Road" pathways. Mpls does not have the frequency of auto/bicycle accidents like St.P. For bicycle enthusiasts to enjoy their activity, they need to help fund a separate system of roadways that keeps them a safe distance from automobiles.

Name not available (unclaimed)

November 24, 2014, 1:52 PM

I live and work in Minneapolis and rarely venture to St. Paul due to the lack of bike infrastructure. I am, therefore, very excited about this plan. There is so much to see and do in St. Paul that I miss out on because it is inconvenient or unsafe to get there via bike (my main mode of transportation). Please keep in mind how connections are made to Minneapolis, so that we Minneapolitans can start spending more time in our fair sister city! I am sure that those who live in St. Paul and work in, or visit, Minneapolis would also appreciate easy, safe, and intuitive connections across the river. Winter maintenance is important to include in planning for new bike infrastructure, as the winter biking population continues to grow. By maintaining bicycle facilities, people who want to continue to bike through the winter will be able to do so, reducing traffic congestion and wear and tear on roads.

Name not available (unclaimed)

November 6, 2014, 5:02 PM

The link on the previous page to actually see the bike plan doesn't work.
