

Community Open House: North South Bike Route Alignment

October 28, 2015

AGENDA

1. Welcome and introductions
2. Purpose and ground rules
3. Background on the challenge
4. Process for our conversations
5. Community conversations

Tonight's Purpose

- Learn together about the options for a North-South bicycle route in the neighborhood
- Continue to gather community input
- Engage in a conversation (con = **with!**)

TONIGHT IS NOT:

- A debate
- Intended to find consensus
- Designed or intended to make a recommendation

Ground Rules

- Honor the diversity of opinions in the room
- Respect one another by making sure only one person speaks at a time
- Seek to listen and understand even when you disagree
- Provide written feedback sharing your perspective

Useful Phrases

To Disagree . . .

- I see things a little differently . . .
- My reactions here may have a lot to do with my experience . . .
- I don't know whether you intended this, but I felt uncomfortable when ...
- I'm anxious about bringing this up, but at the same time, it's important to me that we talk about . . .
- The reason I'm passionate about this is . . .
- It sounds like you're really upset about this.
- This seems really important to you.

To Question . . .

- Can you say a little more about how you see things?
- What information might you have that I don't?
- How do you see it differently?
- Were you reacting to something I said?
- Say more about why this is important to you?
- What else?

Inappropriate Behavior

- Foul language
- Yelling
- Personal insults

**Everyone in this room
cares deeply about
the future of our
neighborhood and
city! That's why
we're here.**

Process Background: Bicycle Plan

Phase I (2011-2013)

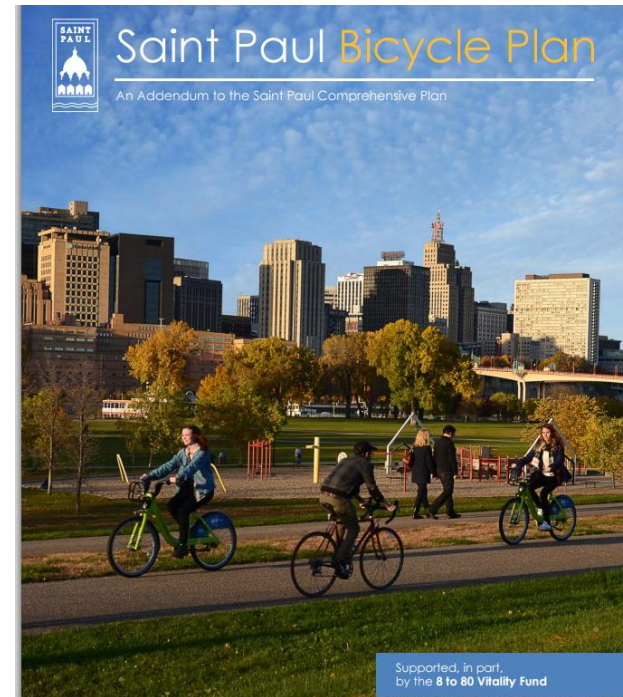
Phase I public involvement efforts began in 2011 with a concerted effort to understand how bicyclists were using the existing bicycle network and to gain a better understanding of what would encourage additional bicycle ridership.

Phase II (January – April 2014)

The draft plan was presented to the public in January 2014, and a deadline for receiving public comments on the plan was established for April 30 2014. Throughout these four months, city staff met with a number of neighborhood groups, advocacy groups, business groups and other organizations to gather feedback on the draft plan. A particular focus of Phase II was raising general awareness of the plan.

Phase III (May 2014 – Adoption)

Phase III planning efforts centered on responding to comments received during Phase II and revising the plan to incorporate recommended improvements. City staff reviewed all comments received on the January 2014 draft of the plan and made substantial revisions to the plan as a result. A revised draft of the plan was presented to the public in October 2014.



Legend

Facility Type Group

- Off-Street Path
- In-Street Separated Lane
- Bicycle Boulevard
- Enhanced Shared Lane
- Corridor for Additional Study
- Corridor for Additional Study of Enhanced Shared Lanes
- Area for Additional Study
- Freight Railroad

- 1 Ford Site** - Bicycle facilities are to be planned in conjunction with other site planning related to anticipated redevelopment. A plan for bikeways through the site should be complete in 2016.
- 2 Downtown Loop** - The Bicycle Plan recommends a "loop and spur" bicycle network throughout the downtown area. One portion of the "loop" will be located on Jackson Street. A study is underway to refine the appropriate alignments for other portions of the loop and connections to existing and planned bikeways outside of downtown. The alignment is anticipated to be finalized by the end of 2015.

Facility Type Group Descriptions

Off-Street Path - These are typically shared-use bicycle and pedestrian trails.

In-Street Separated Lane - These are in-street facilities where exclusive space for bicycles is provided in the roadway such as bike lanes, buffered bike lanes, one-way cycle tracks, or two-way cycle tracks.

Bicycle Boulevard - These are low-volume, low-speed roadways that are optimized for bicycles and pedestrians. Through motor vehicle travel is discouraged.

Enhanced Shared Lane - A combination of pavement markings such as "sharrows" or signage is used to highlight the presence of bicycles on the roadway. The markings and signage encourage bicycles and motorists to share travel lanes on the roadway.

**Figure 4
Planned Bicycle Network
Facility Type Group**

Process Background: Cleveland Ave.

April 2015

Saint Paul Public Works, with participation from Ramsey County, proposes to implement bicycle facilities on Cleveland Avenue between Highland Parkway and Summit Avenue as a component of Ramsey County's scheduled 2015 resurfacing of Cleveland Avenue between Randolph Avenue and Summit Avenue.

April 29, 2015

A public open house was held to present information and receive feedback on the proposal for bicycle facilities on Cleveland Avenue. Feedback was also received online on Open Saint Paul and via email to the City and County project contacts.

June 17, 2015

The proposal for bicycle facilities on Cleveland Avenue was presented to the Saint Paul City Council. Following a public hearing, the City Council voted to delay the implementation of bicycle facilities on Cleveland Avenue to allow for further community engagement and study of routing options.

August 4, 2015

The Ramsey County Board of Commissioners approves Resolution B2015-258 to complete mill and overlay work on Cleveland Avenue as part of the 2015 pavement preservation program and apply pavement markings as are currently configured. The resolution further specifies that should the City's more comprehensive evaluation of north-south routes between Fairview and Mississippi River Boulevard result in resumed call for bike facilities on Cleveland, the County will revisit updated information and City recommendations.

August 12, 2015

Saint Paul City Council adopts RES 15-1455, approving a public process to create a neighborhood supported, north-south bike route that runs from Randolph Avenue to University Avenue between Fairview Avenue and Mississippi River Boulevard.

September 14, 2015 /October 3, 2015/October 14

Community Working Group Meetings

Community Working Group

- Launched by the City Council in August, 2015
- Representative make up of interests and concerns
- Supported by City staff, Riverfront Corporation and Eric Molho
- Makes a recommendation to the City by December

Name**Representing**

Bill Lindeke	PC Transportation Committee
Leo Viktora	Macalester Groveland Community Council
Adam Backstrom	Macalester Groveland Community Council
Dave Pasiuk (chair)	MGCC Transportation Committee
Matt Wille	Union Park District Council
Nate Kellar-Long	Union Park District Council
Anne White	Union Park Land Use Committee
Angel Chandler	Business Owners (Randolph/Cleveland)
Bob Stupka	Business Owners (Grand/Cleveland)
Dick Trotter	Business Owners (Marshall/Cleveland)
Mark Johnson	St. Catherine University
Amy Gage	University of St. Thomas
Michael Sonn	Saint Paul Bike Coalition
Amy Schwarz	Women on Bikes/Smart Trips

Online Resources

- <http://www.stpaul.gov/>
- <http://www.stpaul.gov/index.aspx?nid=5690>
(Cleveland project)
- <http://www.stpaul.gov/index.aspx?nid=4604>
(Bike Plan)



The Challenge

We seek to create a livable, vibrant city that supports multiple modes of transit and encourages safe, healthy access to our neighborhoods and businesses.

Yet we have existing infrastructure that is not always conducive to these goals and have competing values about how we make this vision come to life.

Two Options Remain

CLEVELAND AVENUE

- Direct route
- Dedicated bike lane
- Parking challenges
- Safety fears; safety gains

PRIOR AVENUE

- Indirect route
- Bicycle boulevard
- No parking challenges
- Questions of neighborhood impact

The Community Working Group also explored Finn Avenue as an option, but unanimously voted that Finn was not a strong option and so is no longer being considered.

Criteria for Framing the Conversation

- Safety
- Connectivity
- Parking
- Neighborhood Impact

Safety Issues

- Cleveland is a busier street (average daily traffic of 7,475 - 9,725 vehicles) which feels unsafe to some riders
- Dedicated bike lanes improve safety
- Prior is less busy, but has potential safety challenges at Randolph/Jefferson and at the Summit crossing (Prior is not aligned at Summit)

Connectivity Issues

- A terminus at the South end of Prior is not clear—Jefferson? Randolph? How do people access this?
- Cleveland is the most direct North-South route and runs all the way between Highland Parkway and University Avenue as well as providing access to Cleveland businesses

Parking Issues

- Cleveland has parking impacts. Parking would be removed on one side of the roadway from Summit to University and from the west side of the roadway from James to Grand, and on the east side between James and Randolph. (There is no parking on the east side of Cleveland between James and Grand.)
- Existing parking bays would be retained at Grand and St. Clair
- There is no parking impact on Prior

Neighborhood Issues

- Much of Prior between Randolph and Marshall Avenue is residential, with frequent stop signs at intersections. Keeping all the existing stop signs in place would make the route less desirable for bicycle traffic.
- Modifications to stop signs and intersection crossing treatments (such as traffic circles) would require further analysis, elongate the implementation timeline, and incur additional project cost.
- Modifications to stop signs and intersection crossing treatments could impact residents.
- A Cleveland bike lane would encourage more bicycles on Cleveland

Discussion process

1. Take a few moments to complete individual worksheet on your own. Please include your name and address. Drop off at the door
2. Visit each station and provide comment cards at each station. Hosts will help explain visuals and questions for consideration.
3. Listen and talk with neighbors about ideas, suggestions and solutions
4. Continue to fill out your own personal sheet as the night progresses based on what you see and hear
5. Manage your time. There are 8 stations. Last worksheets will be collected at 7:30; we will not reconvene as a large group