

## **Saint Paul Citywide Bicycle Plan September 2011 Open House Summary**

The following is a summary of comments received from attendees of three Open House Meetings held in September 2011. Attendees were asked to respond to several written questions as well as correspond verbally with City staff.

The dates and locations of the three open houses were:

- Monday, September 12, 2011. 4-8pm. Wellstone Center for Community
- Thursday, September 22, 2011. 4-8pm. West Minnehaha Recreation Center
- Monday, September 26, 2011, 3-8pm Duluth and Case Recreation Center

### **A bikeway network is important because...**

- Everyone needs opportunities for cheaper, healthier transportation.
- Help the country's balance of payments by spending less on imported oil for gasoline.
- People need safe, efficient and accessible ways to bike and walk to stay healthy and use transit.
- Good for the earth.
- It's environmentally responsible, human paced (while biking one can actually observe the world around them), and builds community.
- I bike to be an ambassador for community health. Biking creates intergenerational wellness that shifts a person's world view, creating a vision of the local unencapsulated neighborhood, creating personal accountability for one's fitness, empowers one to know they have made a positive environmental impact and by one biker's presence you encourage other bikers to join this vocation as well. MD
- Is biking a safe option? Less risky than smoking, obesity, cancer, diabetes, heart disease. Bike crash deaths much less prevalent than death from other preventable causes.
- It's the right thing to do.
- Biking is a wonderful pastime that saves energy and improves public health. St. Paul needs to improve its system and link more closely to Minneapolis' system.
- Builds stronger communities.
- Reduces pollution.
- Gives people confidence that they can bicycle to their destination safely.
- More bicycle "density" which improves safety in terms of visibility and numbers.
- Mainstreams the concept of biking as transit/commute instead of just recreation.
- Establishes primary routes that are easier and more cost effective to keep clear in the winter.
- Offer a more \_\_\_\_\_ and enjoyable mode for short trips.
- Reduce travel cost.
- Make young people more independent travelers.
- Economic competitiveness urban form.
- Environment, health, to reduce stress. Easy parking.
- It gives people options to get to destinations otherwise could only be reached by motorized vehicles.
- It's environmental – the city must prepare to address peak oil, rising gas prices and global climate change.
- It's FUN! It's FRIENDLY. Get your friends together and go for a fun ride around St. Paul.
- Best way to provide transportation equity for low income people.
- I want to bike with my kids where I go in St. Paul, but I still want to be safe.
- I see things in my neighborhood that I wouldn't notice in my car.

- People use cycling as transportation and need to have access that is safe and gets them to where they are going – just like car drivers!

### **Barriers today for biking are...**

- Right turns – too many cars do not allow bicyclists to proceed straight ahead when a bike path parallels a road. Need special signs for these cases (for driver).
- Lights on bike paths – especially from Burns Ave. to Highway 61. Narrow sidewalks over bridges such as Lexington south of Energy Park Drive. And Robert Street on west side of Plato. Make 2<sup>nd</sup> Street 2 way for bikes to access downtown from Warner Road bike path.
- Biking in downtown is unsafe.
- Bikers don't know rules of road/drivers don't know rules of road for bikers.
- Mayor not seen biking (seriously) – Go for the money!! Visibility.
- Bike lanes dead-end at dangerous intersections (say north from Farmer's Market ends @ highway entrance ramp – inexcusable design. Need links.
- Try encouraging colleagues to bike commute with me but fear I'm putting them in danger with poor road design.
- City/state/federal buildings need visible bike racks (lighted at night).
- Bike routes to public transit. Bike racks to public transit.
- Colored bike lanes.
- There aren't nearly enough N/S routes in either of the Twin Cities.
- Glass on streets – flat tires.
- Market biking as an inter-generational in-expensive fitness alternative to expensive uni-generational gyms. Biking creates community in the side streets, encourages talking with neighbors, gets us out of the car-bubble of hostility. It can be marketed as a way to improve the local environment, decrease fumes. I would encourage the use of Margaret Street as an East/West bike route to then connect with the downhill portion of 6<sup>th</sup> Street west of Sacred Heart church thus avoiding the busy flat sections of 6<sup>th</sup> Street east of Sacred Heart and avoid busy downhill 7<sup>th</sup> Street west of Arcade. Another barrier is that the east side needs to be brought into further bike lane parity with the rest of St. Paul. Lack of ongoing statistics to monitor rates of bicycle involved accident and make these stats public to monitor ongoing safety improvements. Cyclists are responsible for 10% of car/bike crashes but get 100% of the blame. Motorists don't stop at trail crossings.
- Troutbrook needs to be finished in St. Paul through Trillium to the Central Corridor and Depot.
- Need to connect Midtown Greenway to St. Paul side of the river by converting existing trail bridge (ST. Paul/Mpls should work together).
- Repaint River Road so that cyclists don't have to stop at 3 way stop signs. Sign at this position is pointless for thru cycling.
- Connect to the entire Ramsey County bike and ped system.
- Planners need to think about all of the east side. Limited thinking is a barrier.
- Ped bridge over I-94 near Highway 61 is not accessible (lots of stairs).
- McKnight/I-94 underpass.
- Auto-oriented city plan for east side.
- People's attitudes.
- 35E is an obstacle getting to east side – finish PB-Phalen Boulevard connection – convert Pennsylvania.
- Put the bike facility on the west side of L'Orient south of Pennsylvania next to 35E.

- Safety issues around Cherokee Park down Hwy 13 to 35 paths. There are no bike pathways, bikers still ride on Hwy 13, but it is not safe.
- Bicyclists use Ohio in groups but there is no designated paths and is unsafe.
- Signage!
- Showers at work.
- Trails are shoveled on a timely basis after snowstorms.
- Signage! (both directions and identification of destinations like commercial bike shops)
- Bike racks at public destinations and schools.
- Intersection of Ohio and Winifred is very dangerous.
- Downtown has no clear bike lanes/routes that are safe and sidewalks are not a refuge.
- Raymond Avenue bridge near Energy Park Drive is not bike friendly.
- Snelling is a poor N-S route between Raymond and Lexington (also has no bike lanes).
- Link to Franklin Ave. from Pelham is missing.
- Child/teen/adult safety initiatives – visibility and awareness (head phone use).
- Ride (bike) education at school is poor.
- Winter maintenance.
- Connection into downtown from Sam Morgan Trail – very dangerous – no one uses the marked crossing because it is so inconvenient.
- Need more bike-activated signals – especially on marked bikeways.
- Think about enormous opportunity to convert existing RR into Ford plant into greenway when new development takes shape.
- Possible to add NR signs at busy intersections when station is not very visible?
- Work very hard to lower speed limit on residential streets; this is already possible where bike lanes exist.
- More enforcement of all road users.
- Are pedicabs able to be licensed in St. P? Would be great to have this option/visibility esp. at major events.
- Bike parking at Farmer's Market downtown.
- Winter! Winter! What about even committing to curb to curb plowing on all bikeways through December? Assess usage to help champion more extensive plow commitment throughout winter.
- Can we resurrect Safe Routes to School in St. Paul.
- Attitudes of current legislators to progressive, alternative transportation options is the will of citizenry to insist on it.
- In Frogtown in general: street maintenance, lack of bike infrastructure/signage. A N-S connection is very much needed. E-W – Charles, hopefully.
- Lack of bike lanes that are separate from lanes of traffic.
- Scary bridge on Hamline Ave. over Ayd Mill Road.
- Lots of maintenance issues where existing bike lanes are cited. Como, Raymond, etc.
- Uplift on trails because of tree roots on trail make it unpleasant enough to cause me to switch to the street. (Trail along Water Street).
- I find St. Clair much better for commuting than Jefferson going east.
- Snelling Avenue over Pierce Butler/RR tracks – fix curb cuts to improve sight lines and stripe curb lane.
- Reduce speed limit to 30 mph.
- Plow the bicycle lanes. Quit installing center raised medians, they are unsafe for cyclists and do little to improve pedestrian safety. Marshall is dangerous because large trucks and buses cannot legally pass

bicyclists because there is not enough room for required 3 foot clearance! Rip the medians out and paint medians at-grade like on Selby east of Lexington.

- Make Fairview one lane for cars northbound from Marshall to University.
- Do not install median on Jefferson and Cleveland. Use a 4-way stop, it's cheaper or an on-demand signal.
- The railroad tracks north of Pierce Butler as well as north of Energy Park Drive. There are NO connections over both tracks that are adequate for bikes over both tracks. At some point, getting on a street lane outside of a door zone would be great. There are many places where removing parking is necessary for bike treatments, outside of door zones, parking spaces should not trump equity for cyclists – this is a top down leadership issue the district councils do not have the political will to take such necessary bold steps.
- Lack of realization that bike lanes and associated improvements can improve a neighborhood and property values. Suggestion: public presentation by homeowners who live along upgraded bike routes in other cities, like Portland.
- Riding with traffic is intimidating, especially for new riders. Any plans for separated bikeways in the works? Maybe a network of “arterial” separated bikeways? Also, an Ambassador Program, identifying experienced cyclists who could ride along with new riders and assist them to use their bikes for transportation might get more new riders out.
- Broken pavement can make an otherwise pleasant route a scary route. Can the bikeways, particularly the sections of the roads – the sides – that bicycles are on, be given priority for patching and resurfacing?
- Aggressive and hostile drivers are scary. How about some marketing to teach drivers/change attitudes about cyclists place on the roads?
- Distracted drivers – how about banning using cell phones while driving? Many cities have done this.
- Our daughter got hit by a car that had a red light while she was riding her bike to school two days ago. Education of drivers about biker's rights and dangers of distracted driving.
- Sand and broken glass/trash on bike lanes (especially in spring) and potholes.
- Connect Hamline Avenue north of Energy Park Drive so it's continuous over RR tracks.
- Education for drivers so that they know cyclists are also allowed on the road, 3 foot passing distance. Watching before you open a car door (maybe signs on streets with a bike lane especially, as bike lane is directly in line of fire for car doors swinging open).
- Street lights that don't change for bikes.
- Bike lanes often not plowed in winter. Hard to turn left on Pierce Butler from Fairview. A traffic signal would help to prevent long waits during rush hour.
- Connection into downtown from Summit/Grand/Snelling area – gets really dangerous to fight with traffic.

### **Other Thoughts or Ideas?**

- Connection from Gateway to Wheelock Parkway.
- A key for me is N-S connections in the city. If I were planning I would make these connections a high priority. With that in mind, I have concerns about what will happen to bike connections across University after light rail is implemented. Will bicyclists have at least a few priority connections?
- Yes, getting across Energy Park Drive on Snelling is a nightmare, and there aren't any nearby alternatives.
- Make signage for 35E bike trail more obvious – it's sometimes tricky to follow. And connect it at the south end to Shepard Road trails. This is a great, largely unknown bike trail.

- Interested to know what is projected plan, if any, for connection from University (once I-35/Cayuga project adds the Gateway Trail extension) to Depot by bike. It seems to me that a connection off of Bruce Vento Trail would be more accessible but it doesn't appear that there is a good connection from the Gateway to Bruce Vento at this time.
- Bikers must learn to obey all traffic laws if we, as bikers, are ever to get the consideration and respect of drivers.
- Need a bike lane on all of Raymond Avenue, (N-S route Univ-Como). Add a full bike lane on Fairview (N-S route River-Pierce Butler) to add north to south access across the city. Cretin/Vandalia would also be a good north/south route.
- Connect from Sam Morgan into downtown.
- Have you looked at what Minneapolis has done at Cedar and the River-Lakes Bikeway?
- Over or under – connect Langford to Transitway.
- There is nothing around Cherokee Park.
- Ohio hill is well-ridden.
- State Fair/Saints link.
- Pierce Butler Route – make more bike friendly.
- Wayfinding
- Griggs and Marshall – safety on bridges.
- Prince preferred over 5<sup>th</sup> Street with redevelopment of LRT terminal.
- Winifred and Ohio unsafe.
- Connect Phalen Blvd. and Edgerton.
- Central High School – Marshall Ave.
- Margaret Street
- Put bicycles and parking on University. Take away one car lane.
- Connect to Mid-Town Greenway.
- Please make signal at Pascal and University change for bikes.
- Mississippi River Blvd. & Ford Pkwy – Improve connections.
- Pierce Butler & Fairview – Traffic signal needed, it is difficult to turn left here.
- Finish signs and re-stripe Prior.
- Connect Hamline north of Energy Park.
- Snelling – or parallel route to Snelling.
- Make Fairview only one lane northbound.
- Connect Pascal to Ayd Mill Road.
- University Avenue – make sure we can cross.
- Hamline & Ayd Mill – replace/repair/expand this bridge – scary bridge for bikes.
- Take a lane of Ayd Mill
- Improve side path and stripe 1 lane going up and down Elway.
- Bridge – Pierce Butler and Lexington.
- Exit ramp to connect Pierce Butler to Lexington.
- Como and Dale – It was funded, fix this intersection.
- Margaret or 3<sup>rd</sup> – bike blvd.
- Gap on McKnight at I-94 needs fixing. Trail on east side ends but no controlled crossing.
- Develop Troutbrook through Trillium Park to Central Corridor.
- McKnight Road Trail interrupted under I-94.
- Old Hudson doesn't work.

- Add wheel channels to stairs.
- Margaret would be a better route than Minnehaha.
- CIB proposed Prince/Willius. D17, D4 and Lower Phalen Creek support Met Council providing land; 2.6 M cost estimate for project.
- Lexington is bad.
- Central HS not served well by current 4 lane system!
- Hampden? Need bridge over railroad tracks.
- 6<sup>th</sup> Street – slower and possibly preferred route as 6<sup>th</sup> west of Arcade has speed control islands.