



Legislation Details (With Text)

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|-----------------------|---|----------------------|-----------|--------------------|--------------|
| File #: | RES 15-1455 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | Passed | In control: | City Council |
| | | Final action: | 8/12/2015 | | |
| Title: | 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 | | | | |
| Sponsors: | Chris Tolbert, Russ Stark | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 1. 7.13.15_Cleveland Ave Bike Lane Memo_FINAL (2) | | | | |

| Date | Ver. | Action By | Action | Result |
|-----------|------|----------------|--------|--------|
| 8/14/2015 | 1 | Mayor's Office | Signed | |
| 8/12/2015 | 1 | City Council | | |

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

WHEREAS, the City of Saint Paul Department of Public Works proposed that bicycle lanes be implemented on Cleveland Avenue between Summit Avenue and Eleanor Avenue, and shared lane markings be implemented between Eleanor Avenue and Highland Parkway; and

WHEREAS, the Council of the City of Saint Paul approved the Saint Paul Bicycle Plan (RES 15-476) on 3/18/2015; and

WHEREAS, the limited timeframe associated with the Ramsey County mill and overlay of Cleveland Avenue allowed for minimal public engagement with residents, businesses and other stakeholders; and

WHEREAS, a public open house was held on 4/29/2015 to present information and receive feedback on the Cleveland project as proposed; and

WHEREAS, an overwhelming number of submitted comments raised serious concerns about the impact parking loss would have on local businesses and residents and about the safety of adding bike lanes to a high traffic, narrow road; and

WHEREAS, City engineers have identified parking mitigation strategies that could make up for the proposed removal of street parking on Cleveland Avenue, and City engineers believe that bike lanes on Cleveland Avenue would be safe for pedestrians, bicyclists and drivers; and

WHEREAS, many public comments recommended Prior Avenue or Finn Street as alternatives; and

WHEREAS, the Saint Paul City Council passed a resolution on 6/17/2015 recommending that the implementation of bicycle facilities on Cleveland Avenue from Summit Avenue to Randolph Avenue be delayed until Saint Paul Public Works proposes a robust public engagement plan; and

WHEREAS, the City Council directed the public engagement plan to include study and conversation of implementing bicycle facilities on Cleveland Avenue, Finn Street or Prior Avenue; and

WHEREAS, the City Council directed the public engagement plan to include, but not be limited to, outreach to businesses on the corridors, residents on the corridors, residents in close proximity to the corridors, local universities, the district councils, and other affected and interested parties; and

WHEREAS, because Cleveland Avenue from Summit Avenue to University Avenue is also due for a pavement mill and overlay in the near future, the City Council asked that the public engagement plan consider a north-south bicycle route that would connect up to University Avenue and points north; and

WHEREAS, the Department of Public Works has met and worked with Council President Stark and Council Member Tolbert to draft a public engagement plan; and

THEREFORE BE IT RESOLVED that the attached public engagement plan shall be used to create a neighborhood-supported, proposed North-South bike route from Randolph Avenue to University Avenue between Fairview Avenue and Mississippi River Boulevard, with safe connections to Cleveland Avenue south of Randolph Avenue and to Prior Ave north of University Avenue; and

BE IT FURTHER RESOLVED that the taskforce created as part of the public engagement plan return to the City Council by December 1, 2015 with its proposed bike route and treatment(s).