

Email and U.S. Mail Public Comment Received – Package 1

February 2, 2024 Planning Commission Public Hearing
Saint Paul Bicycle Plan Update

The pages in this document represent all public comment received as of 1:00 PM Wednesday Jan 31, 2024.

Comments received between 1:00 PM on Jan 31, 2024 and 4:30 PM on February 5, 2024 will be sent to Planning Commission as an additional package.

This package was assembled on January 31, 2024 by:

Jimmy Shoemaker, Saint Paul Bicycle Plan project manager

Transportation Planner

Pronouns: he/him

Department of Public Works

800 City Hall Annex

25 West Fourth Street

Saint Paul, MN 55102

P: 651.266.6204

jimmy.shoemaker@ci.stpaul.mn.us

As a homeowner in St. Paul I would like to add the following comments to your public engagement:

1. I think there is too much emphasis on promoting and expanding biking as shown in your documents. I believe we have adequate biking availability right now with the existing system. No more improvement is needed other than to maintain what we have.
2. I especially object to the plans for Summit Avenue. This is state/national treasure that serves many purposes. I believe the biking plans represent a hostile take-over to benefit only an affluent minority (bikers) at the expense of the rest of us. I especially resent the desire to hook up with regional plans. This street is already burdened by special events such as the marathon and other special bike days. This plan makes such special occasions a daily permanent scar on the avenue. I think planners are remiss in not seeing this as primarily a street with local use with a secondary use as a state attraction. More bikes interfere with both these primary uses. The status quo is excellent except that the darn street needs to be fixed as do all in the city. (I don't live on Summit)
3. I think we are distracted by the tree argument. I think utilities can be put down the middle of the street to avoid cutting down trees. This is an idea you should embrace in fixing the underlying utilities.
4. I don't know if our church is going to speak up as they are mightily distracted by other things. But at House of Hope at 797 Summit we need on street parking as we are likely to sell one of our existing parking lots-the one on Summit- to help pay for the church's HVAC project. This will mean more need for our on-street parking on Sunday and Wednesday and for our events. The church has plans to become more event oriented.
5. I think we are distracted by the environmental arguments. The move to e-cars will have such a massive positive impact on the environment that arguing for more bikes is silly as it will have a negligible impact. Take that out of your presentations and arguments.
6. I wonder if our city planning office is too committed to social engineering and has too many bikers dominating its thinking-a good subject for your next office retreat. Know your own prejudices.
7. Most people i know are against this. Our neighbors bike to work every day and they are against the Summit plan. They think things are reasonably good now.

Please focus on fixing the streets and quit trying to promote biking. Get over it-more people do not want to bike.

Thank you, Chris McHugh 443 Dayton Avenue

Saint Paul Planning Commission, c/o Jimmy Shoemaker;
800 City Hall Annex; 25 West Fourth Street; Saint Paul, MN 5510

Dear Mr. Shoemaker and the Saint Paul Planning Commission,

I am writing in fervent support of the Saint Paul Draft Bicycle Plan as updated and published for review.

For many years, I have ridden bikes, and even lived car-free at times, not always by choice. From this, I quickly learned that not all bike routes are created equal. I was unknowingly blessed with a bike commute that largely followed the Midtown Greenway in Minneapolis, but ended abruptly at the river, suddenly being less comfortable and safe-feeling going east into St. Paul, despite a "bike lane" continuing on. If I hadn't tried the Greenway, I'm fairly convinced I wouldn't have become a bicycle commuter in the following years.

I am asking that as many corridors in Saint Paul strive to emulate the transformative exemplar of the Midtown Greenway. Thankfully, after carefully reviewing the latest version of the draft Bike Plan, I am pleasantly relieved to learn that the city staff for Saint Paul seems to share my lived experience and seems to have incorporated practical wisdom in this draft plan. In short, I'm impressed.

My kids enjoy being carried by e-bike to school--even in January. Studded tires are the best! We have a cargo bike with wind protection for them, which was surprisingly affordable. The kids are happier and more active when they ride vs. driving to school. However, we as a city could do a lot more. Many trips that would take the family by bike are simply today too dangerous, too bumpy, too dimly lit, or simply too full of fast moving cars. Midway Target, for example, is completely inaccessible by our family on bike today. Separated bike facilities in our case would meaningfully increase our actual mode share of bike trips instead of short, awkward car trips. We drive too, but we think cars can be slowed and parking can be scarcer, and that is just fine.

In conclusion, our family of four collectively support the draft bicycle plan, and we hope to see it implemented as soon as possible. I want my kids to be able to enjoy it in their formative years as we grow deeper roots in this great city.

Regards,

Scott Berger
1452 Ashland Avenue
Saint Paul, MN 55104

Hello,

I am a Minnesotan living in New York while attending graduate school. This is my comment on the bicycle plan:

Please build as many separated bicycle paths as possible. We need to prioritize bicycles, pedestrians and safety over cars! This can be accomplished through narrower streets, protected bicycle lanes, and more speeding enforcement.

Thank you,

Ben Werner

431 Classon Ave #1c, Brooklyn, NY 11238

Hello,

Name: Caleb Weber

Address: 1475 Almond Ave, St Paul 55108

Comment: I am grateful for the effort put into this bike plan. I am grateful for the infrastructure that currently exists. And I am grateful for the winter plowing. I bike to work 10 miles away 1 time per week all year. I logged 1100 miles last year commuting to work. And it would not be possible without the winter plowing. I ride along Como Ave, Wheelock, and the Gateway Trail. Only 3 miles of the route is not on separate bike path---a residential portion of Arcade Street and Labour Road in Little Canada both of which are relatively low traffic, have large shoulders, and feel very safe to bike. I believe biking is an important tool in the toolbox to reduce our energy consumption. But I would bike anyways for the physical and mental health benefits, the time outdoors, and feeling connected to the community and being able to say "hi" to people you pass by. My personal health has improved measurably since bike commuting and it is a habit I hope to continue the rest of my life as possible. I wonder how much money our community would save on long term health care costs if 10% more people biked to work once or twice per week. Will St Paul ever obtain the bicycling status of other model European cities? Almost certainly not. But we'll never know until the infrastructure and maintenance is there — and I appreciate this plan and the work done to date. Thank you!

Caleb Weber

Dear Planning Commission,

Please know of my support for the Saint Paul Bicycle Plan. Of particular note, I want to emphasize the importance of separated bikeways and the need for continued traffic calming.

One suggestion for the commission is to elevate the necessity of traffic calming across the whole city for both cyclists and pedestrian traffic with the various political stakeholders and agencies within Ramsey County and the City of Saint Paul. While not flashy as infrastructure plans, intentional political and policy changes to mitigate and reduce speeding and other vehicle dangers may increase the overall use and appreciation for cycling and walking in Saint Paul. In turn, it may generate greater support and focus for infrastructure improvements.

Creating the conditions for a more walkable and bikeable city is, in part, dependent upon strategic interventions in slowing the speed of vehicles, minimizing distracted driving, and demonstrating the seriousness of vehicular dangers through better enforcement.

Beyond campaigns, signage, and other traffic calming measures, I would encourage the use of speed camera enforcement on the major corridors. We must leverage technology to assist with other enforcement and public awareness campaigns to mitigate and change poor driving habits to improve the quality of life.

Thank you for your work, time, and consideration on this bike plan.

Andy Dirksen
2182 Stanford Ave
Saint Paul, Minnesota 551015

Dear members of the Planning Commission,

I am writing in support of the adoption of the revised St. Paul Bicycle Plan. As an avid year-round utility cyclist, I am 100% in agreement with the rationale behind the city's commitment to reducing vehicle emissions, its goal to appeal to a wider range of cycling skill sets, and a re-emphasis on the safety for pedestrians and cyclists. The rapid expansion in the sales of e bikes has yet to fully translate into a dramatic mode shift away from combustion-driven vehicles towards bicycle and other micro-mobility vehicles. Apparently, people are reluctant to ride their bikes in "riskier" settings, and face heavy traffic, busy intersections, and close proximity to vehicles. This revised plan doubles down on those separated bike lanes that, I believe, will encourage more people to make that cognitive shift towards bikes-as-transportation. I like that the plan acknowledges that short-term solutions like bongles and jersey barriers may be necessary to create safer bikeways, while the network is being built out over time.

There are specific routes identified that I have a hard time imagining coming to fruition, and there are gaps in the plan I find disappointing.

- Smith Avenue is an arterial road connecting the West Side, West St. Paul, Mendota Heights, and Eagan to downtown. The revised bike plan adds a separated lane between the High Bridge and Grand Avenue, but then stops. It re-routes cyclists to an on-street bike lane on Manomin on the West Side, one block to the east. Fair enough. But it misses an opportunity to connect cyclists to 10th Street, the Capital City Bikeway, and the Green Line platform. From Smith and Grand (across from the entrance to United Hospital), it is a straight shot to Dorothy Day Place and to 10th Street, crossing several busy intersections in the process. At the very least, making these few blocks into a bicycle boulevard could make those barrier crossings more palatable for cyclists.
- Marshall Avenue should have treatment that favors cyclists. This should be a more pleasant bike corridor, especially crossing Dale, Lexington, Snelling, and Cleveland. But as I understand it, there are sections of Marshall that will make a separated lane exceedingly difficult. There will be high mortality rate for trees. Impacts to businesses west of Fairview will be problematic. And I can't see yet how a bike lane will align with the soon-to-be inaugurated B line. I wonder if this delineation is the best fit for Marshall, in the way it is projected in this plan.

I trust that there will be high priorities for construction in the near term. Rebuilding the 3rd Street Bridge from Kellogg to Mounds Park, for example, has several funding streams lining up behind it. Bearing down on the CP railroad to negotiate right-of-way to the Short Line, and a potential river crossing to the Midtown Greenway. A connection between John Ireland and 10th Street via St. Peter and 12th Street. And of course, the Summit Regional Trail. I look forward to seeing how Our Fair City will be a more bikeable city within the next ten years.

Thank you for your commitment to making St. Paul a more liveable, and bikeable, city.

Sincerely,

Ed Steinhauer
312 Page Street West
St. Paul, 55107

Having lived on the 1800 block of summit since the mid 1980s I have to say that this new plan doesn't make any sense For decades I have watched the very sparse bike traffic along the avenue and when the bike lanes were introduced and painted on the street there really was no increase in bike traffic at all Sure on a nice summer weekend there are a few more bikes but these are mostly family's with small children not the HIGH speed racers bikes envisioned by this project I do like the idea of closing off some of the secondary street crossing please close Dewey as auto drivers race down to cut the light to go north on Fairview When traffic on east bound summit backs up The biggest problem on Summit is speeding I have contracted the police many times to get enforcement but the problem persists It will be even more difficult with less cross streets for high speed auto drivers to worry about Many times I have been passed on the right (bike lane) while staying close to the speed limit Really all Summit needs is a resurfacing not a "tear it all up" approach Thank you and good luck Fred Schmidt 1855 summit ave

This poor plan has taken a small group of citizens' opinions over property rights and a much larger car-driving community. This should be placed on the ballot as a ballot initiative. Also, our comments should be made public, not hidden away; it's unfair to impose changes on the Summit Ave residents without their approval.

John Goering
1584 Beechwood Ave, St Paul, MN 55116

Summit Avenue

I am totally against redoing Summit Avenue's bike lanes. They already are in place. To destroy a beautiful historical street's trees is not acceptable and totally not necessary. To cater to a specific group that is mostly seasonal doesn't even make sense.

Thank you

Gerri Patterson
217 Montrose Place
St. Paul, MN 55104

612 803 4572

Hello-

My name is Karla Cummins and I live at 353 Summit Avenue, St. Paul MN 55102. My telephone number is 651.356.5594.

I am concerned about the proposed bike plan because of safety concerns, tree canopy, and governmental/citizen communication.

I am concerned that the plan will not account for the driveways that intersect the bike plan and the potential for collisions. I am concerned about the snow removal and if the path is not cleared properly and maintained bicyclists will simply go on the street now without a bike path. If the snow is removed, where will it go?

I am concerned about the tree canopy and tree health. We have beautiful maple trees in front of our home and it makes all the difference to have the cooling shade for walkers and bikers. Our Ash trees were taken down along Virginia (we are on the corner) and not yet replaced and it is a stark reminder of the importance of trees. We need more trees and the maintenance of our old growth trees.

I am a social studies teacher and I teach about the importance of an active citizenry and responsive government. We read case studies of public projects and the current process (from an outsider since I do not have access to all of the information) does not meet the standard that we would expect for transparency and accountability.

I am opposed to a separated bike path and wish for improved street maintenance, painting, and barriers when needed.

Thank you,
Karla Cummins

I am writing to oppose the changes in bike lanes on Summit Avenue. First, licensed arborists have assessed that the mature tree canopy on the avenue would be seriously damaged by the proposed bike lane plan. Next, the safety of bicyclists and pedestrians would not be enhanced by the elaborate plan. Third, the whole proposal overreaches and is not appropriate for an historic avenue. If the city would just resurface the street and repaint the bike lanes, the safety issue would be addressed. The funds for the proposed plan could be used to fix so many other streets, and paint bike lanes on them to encourage many more people to use a bicycle to get to work, school or to shop.

Please do not approve the Saint Paul Bicycle Plan. It is not worth the money; it is not what Summit Avenue needs.

Ruth Mason
310 Selby Avenue
St. Paul, MN. 55102

The idea of testing down almost 70% of the massive old growth trees on summit ave in st paul is not only sad, but disgusting that it's even got this far. There is a perfectly good bike path already on summit ave and after living off grand ave and fairview ave right next to to summit ave where I would walk my dog 3 times a day, every day, for a year and I never saw any close calls or accidents involving any cars/ pedestrians or bikers not one single time. The worst part about all of this is if this plan goes through and we lose over half of the best trees on the most historic street with the most Victorian style homes on that avenue than any other road in the country, the bikers will still bike on the roads anyways. I also lived off of 46th ave and Hiawatha for a year before moving to st paul and walked to Minnehaha Park everyday multiple times with my dog and on Minnehaha Avenue they have the best bike path in the city with dotted yellow lines to separate lanes for bikers separate from the street, and that Avenue is very narrow and unsafe for bikers to be on. but the bikers always chose the road over the beautiful bike path for some reason, and that will be the same scenario on summit ave if you chose to go through with this horrible plan for unnecessary spending on bike paths we already have...

Sincerely, Daniel Brewers

Current address: 4522 cinnamon ridge trail apt B Eagan mn 55122

Jimmy and Public Works,

Thank you for all the great work that has gone into the updated bike plan proposal. I want to highlight a few things I support and a few things to consider.

I appreciate first and foremost the emphasis on separated protected and off-street bikeways. These are accessible facilities that truly make biking doable for the largest amount of people. If we want to be a city that enables care-free transit modes and makes them accessible to people of all ages, this is the way to go, and I am glad the city is prioritizing them. I am glad to know the city thinks of these whenever it puts in large investments - with our limited funds, we really need to be approaching these projects opportunistically, and pairing them up with outside funding opportunities.

I appreciate the emphasis on connections and arterials. Hamline in particular will be a great North South connecting corridor where currently there are not many great options.

Lastly, I want to encourage you to look for ways to make the CCB easier to use and get to from all directions. They are great and beautiful facilities, but it is difficult to get to them and to downtown in general, especially from the Northside.

Thanks for the work that has gone into this, and for your forward thinking approach to bicycle infrastructure

James Slegers
1153 Edmund Ave

Here is my formal comment on the Bicycle Plan:

Keep it the way it is. (In other words, scrap the plan and do nothing but re-stripe the existing biking lines after the street has been repaired.)

Thank you.

Carolyn Enestvedt (avid biker, walker, and runner)
1883 Ashland Avenue (since 2000)
St. Paul, MN 55104

As a resident of St. Paul since 1992 and a member of the DFL, below are my comments for the February meeting. I will not be able to attend it in person so am emailing you instead.

We need to protect the mature tree canopy.

The city's bike trail plan for Summit Ave shows the trail will cut into the grass boulevard by three feet on both sides for over 62% of the length of the avenue. The increased **risk to boulevard trees will be catastrophic, as well as the loss of green space. Will this be the formula for the rest of the city too?**

We prioritize safety for pedestrians and cyclists.

Retaining existing on-street bike lanes is the safer approach. **We want bike lanes marked for higher visibility and driving lanes narrowed to add more buffer and slower traffic everywhere in the dense city neighborhoods.**

Parking needs to be preserved as an accessibility right.

Not only do residents need parking in front of their homes, schools and churches need parking, as do area businesses. **This is a significant accessibility issue.**

Sincerely,

Kathleen Croswell

1218 James Avenue

St. Paul, MN 55105

I don't live on Summit Ave but I drive on it and look at the beautiful houses with my kids. Do not ruin this historic street for bikeways. Leave it alone please.

Brian St. Martin
1458 Chelsea St
St. Paul, MN 55108

Dear elected and appointed officials:

I write as a DFL stalwart and constituent of St Paul for more than half a century. I am also an immigrant who knows very well what it is to pass up lunch because my parents couldn't afford to feed me. In 1976, my husband, now deceased, and I bought a fixer-upper on Holly Ave. It was in such disrepair that it should have been torn down, but it was all we could afford. Over these 48 years, I have lovingly restored every square inch of it at great cost to my body and psyche. Breathing while living in a renovation zone was hazardous, and I did irreparable damage to my lungs.

What does all this have to do with the bike path on Summit? Simply this: For the first time in a half century, I am watching a city government acting on dogma and failing to take account of logical choices or constituents'. Let me count the ways.

1. Public Works estimated the loss of about 220 **trees**. The opposition hired an arborist who put the number at 900. In a normal time, an arborist who was acceptable to both sides would be hired to square the difference.
 2. Public Works claims the Bike Path is needed to ensure more **safety** for bikers. The opposition claims that over 100 driveways and multiple cross streets diminish safety. Again, where is the consultation needed to right the difference?
 - 3.
 4. 3. Public Works claims that only a small portion of the Avenue will lose **parking**. The opposition puts the loss at about 50%. It would be easy to do some actual counting that everyone would trust. No attempt has been made to do it.
 - 5.
 6. 4. As a person whose lungs are damaged by the renovation of my house (see above), I fear for the inability to travel the avenue in my electric car or park within a reasonable distance. No attempt has been made by my City to discuss or in any way recognize the requirements of **ADA**. I fear for disabled people who live on the Avenue.
 - 7.
 8. 5. **Service vehicles**, including Post Office trucks and Amazon delivery, will need to stop in the single lane allowed for automobile travel. As a result, traffic will pile up, and you may rest assured that drivers will keep their cars running. As a person who has enjoyed a slow stroll on the wide boulevard in the middle of the Avenue, I fear for the exhaust I will be forced to breathe. I'll have to give up that small pleasure. Again, ADA.
 - 9.
 10. 6. Although I moved into my house in 1976 because it was what we could afford, I chose the neighborhood because of the **legacy of beauty** obvious in the wide streets, century-old trees, and houses that were treated with the love I lavished on my own home. It was just a pleasure to live and work here. As a frequent host for Airbnb and other out-of-state visitors, I take my guests, first, to Summit Avenue. Years later, they still comment on it. The bike path shows a shocking disregard for the beauty that has been left to us and the cost of maintaining it that falls on the residents of the Avenue. *No city planner worth the salt of their certification would approve the "Plan," which is why the consulting company hired by the city did not!*
7. The process of developing this plan shows a blatant disregard for **citizen participation**. The City consulted with fewer than 100 people and deleted negative comments from their website. The

opposition claims to have collected over 3,000 signatures on their petition. This, alone, should put the brakes on any project until a proper citizen survey is carried out.

8. The City's response to opposition has been full of shifting arguments (the street underground maintenance red herring), misrepresentations (see #7 above), lost or missing records (see looming lawsuit), and partisan pandering (see emails between Public Works and the Bike lobby). The City and Met Council's **gross errors** will become an embarrassment in the courtroom.

I have seen City projects go well (the St. Thomas College fracas) and very poorly (the rubbish pickup boondoggle). I have seen citizens win in Court (the Highway 35E fight) and give up their fight with a win, draw, or loss (Grand Avenue parking meters and building permit.) Trust me. This fight is not going away.

Finally, I write as the consultant who designed and wrote the Metropolitan Council's online Planners' Handbook that was used for over a decade. It is not surprising that Met Council is in disarray, for they have fallen for the same dogmatic control tactics as are displayed in the Summit Avenue bike disaster.

Again, trust me. The legacy you leave behind if you continue with the "Plan" will follow you for decades. There's still time to right the wrongs at the County level. I sincerely hope you will do it.

Sincerely,
Tess Galati, Ph.D.
482 Holly Ave.
651-210-6799

Please see my formal comment on the Bicycle Plan:

Keep it the way it is. (In other words, cancel the plan for good. Do nothing except restripe the same lines onto the road once it is repaired.)

Thank you.

Brenda Rosenhamer

avid Summit walker, shopper, biker, church attender, university game visitor

St. Paul, Ramsey County citizen

3 Squirrel Lane

St. Paul, MN 55127

St Paul Planning Commission,

I traveled internationally many years for business and pleasure, and I biked in many of those counties.

I saw no raised, separated bike trails in the Netherlands, Argentina, Belgium, France, Romania, etc etc

I shared the road with other bikers and cars with no incidents.

Why does St Paul, with far fewer bikers than Amsterdam, require such an expensive endeavor?

My international friends laugh at the proposed bike trail plan and are appalled that we would kill large trees to create such a trail.

I also have to question the removal of street parking, is the commission aware of how many of us need to park on the street?

We are not just weekend visitors, we live on Summit and park on Summit every day. We are residents, students, business owners, church attendees etc, do we not have any rights?

Thank you,

Terry Holten

295 Summit Ave Unit 1 St Paul MN

Hi...I am writing to urge lawmakers to save Summit Avenue! We need to protect the trees and parking on Summit Avenue. **Please leave Summit alone!** We need to protect the beauty of the Avenue.

Thank you...

--

Dyan Matczynski

28 St Albans St N, St Paul, MN 55104

651-227-5501 (home)

651-408-5415 (cell)

To whom it may concern:

Please do not mess with Summit Avenue. Please do not mess with our trees. Saint Paul has lost so many trees due to disease—whole blocks have had every tree cut down—and we cannot risk losing many healthy trees due to cutting of their roots.

It seems to me that if we could fix the pot holes on Summit or just repave the whole thing, that would be lovely. Re-stripe the bike lanes, allow parking and we'll all be happy.

If you want a "bike corridor" or something like that, there must be another way.

When I pick up friends/family from the airport or have visitors from out of town, we also drive down Summit because it is such a lovely street, the longest stretch of Victorian homes in the county. Please make it better but keeping it as it is.

Sincerely,

Mary Kay Herr

376 Summit Avenue, Apartment B

In all my years of commuting on a bike, over 50 years, and 3 major cities, I have not seen a better set up than what you currently have on Summit Ave. I have ridden both with and without designated lanes for bikes but never with the benefit of a buffer zone as you now have along parts of Summit.

Summit Avenue is such a grand location it makes no sense to tear it up at such an expense and add bike "paths" on the boulevard and remove even one tree. Resurface the entire road, repaint the lanes you now have and most importantly teach people how to ride with traffic.

There is no doubt that the plans you have will devalue the properties along Summit and take away part of what makes this area such a grand Avenue. Don't destroy one of the greatest areas in all of the Midwest.

Wayne Ctvrtnik
1802 Sargent Ave
St Paul, MN 55105
wectvrtnik@gmail.com

To Whom it May Concern,

I am emailing you regarding the St Paul Bike Plan.

I am opposed to it mainly for ecological and environmental reasons. I know that the plan to cut so many old, mature, and healthy trees for new bike trails (when we already have bike lanes) is detrimental for the environment. New trees don't provide us with the same benefits as old trees (in terms of the carbon they store and the oxygen they produce, for example, which has its cascading effects). Moreover, current beautiful old big trees also serve as canopy for walkers, runners, and bikers, making Summit more people-friendly and thus, more ecological. Besides those two big reasons, one could also think about it from a historic or even economic angle: the trees we have in St Paul's Summit Ave. are part of its long-standing well known beauty, attracting tourists and locals alike to the area. Losing them will be a loss that could be spared. In fact, it could be spared and, at the same time, better bike trails could be created. Why not just improve the current bike lanes by, for instance, just widening them onto the current parking spaces (remove those, not the trees); or why not just make Summit less car friendly? Just a couple of thoughts.

Thank you for reading,

Irene Domingo
20 St Albans St N Apt 2S
55104 St Paul, MN

My wife and I have lived on Summit Avenue for nearly fifty years. It is a safe, comfortable and friendly environment. The proposed raised bike path will undo everything that the citizens of St. Paul love and cherish. We will lose hundreds of trees, parking spaces and grass and plants. The proposed plan is also not as safe as the current bike lanes.

We should not destroy something that is on the National Historic Register. The street, boulevards, the trees and the walking/running path are an important part of St. Paul. Don't do this!

Jim and Sandy Rutzick

1428 Summit Avenue

jimrutzick@gmail.com

612 889 6760

I fully support the bike plan update. I rely on many of these roads to get to work, my kids to daycare, and to shop in St Paul. I prefer to ride my bicycle because it is free, generates no additional greenhouse gas emissions, and gets me fresh air and exercise just by doing things I normally do. It's also much easier to park, especially in downtown St Paul. The bus routes by me have had their frequency reduced, forcing me to rely more on bicycling even in poor weather.

I have been bike commuting for over a decade and I still don't feel comfortable in many of the on street bicycle lanes. Drivers will often use them to dangerously pass other vehicles on the right, drivers drift in them when they are distracted, the lanes disappear in the winter under snow and parked cars. Greatly expanding off street/protected cycling paths would solve many of those problems and encourage bike riding as transport year round. I feel especially vulnerable riding with my children. Cargo bikes are amazing but they are slower and less nimble when cars create dangerous situations which makes me choose between my children's short term future of not being run over against their long term future of having a livable planet.

I believe this plan would unintentionally make driving and walking around the city safer as well. It is well documented that narrower streets both force vehicles to slow down and create less distance for pedestrians to cross the road.

Fewer people on the roads in cars would greatly improve traffic congestion and the use of valuable real estate as vacant parking lots. Cars take up a lot of space compared to the individuals they transport. The reduction in emissions would prevent several chronic health conditions caused by pollution with the added benefit of low to moderate exercise that would also improve community health. Lastly, bikes are very low cost tools for transportation compared with automobiles which promotes economic equity. When you add up the annual cost of the vehicle, insurance, maintenance, and fuel it is incredibly costly to own a car and that strands our children, those with disabilities, the elderly, and those who cannot afford it with fewer opportunities to work, play, visit with friends and family, and receive health care.

Austin Bell
1700 Jessie St, St Paul, MN 55117

Please do not make the irreversible mistake of constructing the unnecessary “elevated” bike way on Summit Ave. The current configuration works excellent for commuters, exercisers, and recreating bike riders. The paint stripe is all that is required. This is the widest safest bike route in St Paul as is.

I ride bike 1500 miles a year on St Paul streets. The other elevated paths create traffic issues at lights and stop signs by placing riders on the wrong side of the road for certain traffic situations. They also tend to be heavily used by walkers with dogs and kids and strollers and roller bladders and skate boarders which is hazardous for everyone.

Thanks for Listening,
Mason Owen
168 6th Street East
Unit 3002
St Paul MN 55101
612-280-5930

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Hello and thank you so much for all of your hard work in creating the Saint Paul Bicycle Plan.

We live in the Ramsey Hill neighborhood and ride Summit Avenue all season long. We are in full support of smart development of alternative transportation that's safe and can be maintained more easily than on-street painted lanes.

Count us as full supporters of the Summit Avenue bike lanes and the plan going forward for our wonderfully livable city!

Sincerely,

Alison and Richard Rasch
496 Laurel Avenue
Saint Paul, MN 55012
612-208-5991

I live at 749 Summit Avenue. I am in the “Church Zone” between Dale and Lex – where the majority of Summit Avenue Churches exist. I am writing to voice my opposition to the planned bike trail on Summit, for 3 key reasons:

- 1) Saturday and Sunday Parking: Between Dale and Lex – both sides of Summit Avenue as well as most side streets are over 90% full on Saturday Evening and Sunday, due to those attending church, and the retail on Grand Avenue. Removing one side of Summit parking will result in pushing that parking back onto side streets off Summit, which are more narrow, more dangerous for those who live on those streets, and more dangerous for those parking.
- 2) We live in Minnesota: from October to April – 7 months out of the year, we see VERY LITTLE bike traffic on Summit – almost zero. Making changes to account for the still limited bike travel on Summit for 5 months out of the year will positively impact the very few people who are avid bikers (less than 15% of the population), and significantly negatively impact the other 80%. There is no logic in this decision.
- 3) Safety – I am an avid road biker – I own a Specialized Tarmac Carbon Fiber road bike. The largest quantity of bikers we see on Summit are the bike clubs – large peletons of riders who ride together on a regular basis. These groups WILL NOT use the elevated bike path planned. They travel too fast and require the full roadway to operate. If we build the raised path – you’ll have slow, casual bikers using the elevated path, and the faster road bikers still using the road – making it even more confusing for those driving cars. Secondly – for those driving cars – having to worry about bikers in your own lane, using your same right of ways and crossing rules, and then worry about a separate group using elevated bike lanes with separate right of way rules and crossing paths, is incredibly more complex and thus more dangerous. This has been proven in studies – but is also just plain common sense if you think about it.

I hope logic prevails, and a better plan arises for developing great bikeways around Saint Paul.

For what it’s worth – my plan would be to connect the Ayd mill road trail with a Summit Avenue trail west of Ayd Mill to Mississippi Boulevard trail – by using the existing center parkway space – and building 2-3 raised bike bridges to go across the few cross-roads that cross Summit west of Ayd Mill. This would build an amazing closed loop – with less than 10% of the planned major road crossings that the current plan includes.

Best Regards,
Jim Kelly
749 Summit Avenue



Jim Kelly
Chairman
C: (651) 260-8740
Turnberry Solutions

I am a member of AAUW St. Paul. We meet in a house that we own at 990 Summit Avenue. Our house is also a wedding venue called The St. Paul College Cub. We love the wonderful Summit Avenue for its beauty as a tree-lined boulevard, accessible to all for walking and running, driving, and biking. There ia bike lane in front of our house already. I object to enlarging the bike access to Summit Avenue because we will lose needed parking, needed shade trees, and needed landscaping . Please consider that these big changes would change the balance of public use of the avenue to favor biking above beauty and parking for our members and wedding guests.

Janice Quist

As a resident on Summit Ave we are extremely concerned about the proposed bike plan. We have several concerns

- Not only do residents need parking in front of their homes, schools and churches need parking, as do area businesses. This is a significant accessibility issue. We have elderly parents and guests to our house. We cannot believe we could have no parking in front of our house forcing guests to park across the median and walk to our home. Is there **any other** road in St Paul that has had to give up parking in front of homes requiring people to cross an entire median?
- The city's bike trail plan for Summit Ave shows the trail will cut into the grass boulevard by three feet on both sides for over 62% of the length of the avenue. The increased **risk to boulevard trees will be catastrophic, as well as the loss of green space**. Will this be the formula for the rest of the city too?

1.

Megan Tucci
1831 Summit Ave
Saint Paul, MN 55105

We are not in favor of the bike plan for Summit Avenue.

1. Loss of any trees for any reason will destroy the character of the street.
2. This is a historical street. Why is the city so intent on changing it? Has SARPA or the Heritage Preservation Commission been involved in the discussions/decisions. If not, why haven't they been asked? Who is looking out for the big vision or the big picture of the ramifications of such an extreme change to the premiere street in our city?
3. Eliminating parking denies access to residents and visitors.
4. The bike lanes which are currently striped between Snelling and Lexington with the extra buffer provide for extra safety and room for cyclists. It does provide for the additional separation from traffic that some feel they need.
5. Learning to ride on bike lanes on city streets is a part of becoming a lifelong cyclist. As we live on Summit Avenue, we see kids safely riding their bikes to school daily. We see families safely riding in the bike lanes. We see groups of cyclists from all over enjoying our city, riding in the bike lanes that are there. The city should promote safe riding regardless of the type of biking lane, biking trail or bikeway. Providing education for all cyclists would improve safety and comfort levels for all cyclists.
6. Cycling friends from around the entire Twin Cities area do not view the proposed bike plan as positive. This will also have a big impact on the many folks that walk on Summit. They enjoy it for what it is now.
7. We are residents on Summit Avenue and have never been asked about how we feel about this huge change on OUR street and in OUR neighborhood. We resent that as taxpayers we have not been approached about these potential changes. Yes, there have been general meetings but nothing specific for our views to be heard.

Thank you for your consideration. Please don't change this beautiful street!

Susan and Owen Sorenson
1366 Summit Avenue
St. Paul, MN 55105

suesorns@aol.com

I am writing to encourage further thought re: the St Paul Bicycle plan.
WE NEED TO PROTECT THE EXISTING TREE CANOPY, the shade it provides and the carbon it sequesters. These trees are PRICELESS!
An inexpensive solution would be to simply lower the speed limit on Summit and other streets. Retain existing bike lanes and mark them for increased visibility and safety.

Do not spend my tax dollars on this unproven "solution."

Christine A. Kwong
2265 Luther Place, unit 311
St. Paul, MN 55108

Hey,

My name is Gaby Lasala and my wife's name is Meghan Cleland. We live at 936 Charles Ave St Paul MN 55104.

My wife and I want to express our support for the Bike Plan and want our comment to be a part of the public record.

We moved to Minnesota from Portland, Oregon in 2020. First landed in Minneapolis but purchased our home in Saint Paul in 2022 because we think Saint Paul is a better vibe and I wanted to have roots long term here (we did not grow up here nor do we have any family here). We told our realtor we only wanted to live off of or a block from a bicycle boulevard or near a dedicated path because of how important cycling transportation is in our family. My wife does not drive and her bike is her transportation of choice & light rail is second, year-round. We ended up on Charles Ave, a designated bike boulevard.

We do think that the bike plan is an incredible step in the right direction and reaffirms our choice of staying here longer-term. The bike plan improvements will enable us to be able to get around the city without having to rely on needing to drive. We are particularly excited about the combination of the zoning reform & how the bike plan can interplay with one another and hope that the commission sees and pushes it through. It gets extremely difficult for us to get around this city without a car when the density isn't as strong as we had hoped along the University Ave corridor and I know your commission is working to make improvements to it.

Some of the biggest benefits of the bike plan for our family will be the extended protected bike paths that are proposed in the plan. We are planning on having a family and without this new bike plan, it makes it that much harder for us to continue to get around by bike in the future.

Thank you for your support & the work you do and we hope that you see the positive impact this bike plan will have on many lives.

Gaby Lasala

I am a four-decade resident of St Paul. I am a retired professional woman who is a homeowner and chose to live in a neighborhood so I could walk, bike, bus, and drive, and now use the LRT to my various destinations. My vocation and avocation since 1975 has been in the field of bicycle education, enhancement, and advocacy at the local, state, and national levels. My interest and concern for the present and future bike trails in the city are at the forefront of wanting to contribute to the conversation.

Under the direction of the MN Department of Public Safety, safety, instruction, and regulation for using transportation options on roadways is done with their guidance. Because our roadways are a multi-modal infrastructure with pedestrians, bicyclists, motorcyclists, and vehicle drivers sharing transportation space, there are laws and regulations to manage this. Three aspects of this management concern me regarding designing, building, and using bicycle trails, routes, lanes, and roadways.

1. **Bicycles are considered vehicles and governed by the same laws as motor vehicles.** When traveling over 10 mph, the safer place for bicycling is on a roadway with or without lane markings. Using a bike lane or trail over 10 mph is dangerous for a cyclist and other path users. Avoiding a crash or averting a collision is more difficult with multiple users in a dedicated surface width. In reality, most bike trails or paths have multiple users, such as in-line skaters, e-bike riders, pedestrians with strollers, or dogs. This increases the incidences of potential crashes significantly. When planning new routes or paths, the whole bicycle community needs to be included so those who should be on the roadway are safe and trail users are confident in riding on paths that accommodate their needs.
2. **Bike paths can and should complement the neighborhoods and areas in which they are constructed.** Paths like Summit, Randolph, of Montreal can easily meet the needs of all bicyclists with a striped lane, a buffer lane, good signage, and governance by traffic indicators that all road users abide by. Paths like Pelham, St Anthony frontage road, and all two-way, one-side trails are counter to the common road use by vehicles and can cause crashes because of the confusion of where the user should be by both the bicyclist and the vehicle driver. It is counter to how we learn to use traffic laws to move safely. Cleveland and Jefferson need to accommodate too much traffic to make a bike boulevard or route safe for many bicyclist, and cars to use mutually.
3. **Increasing the use of bicycles in the city is a task with many facets.** Just building new or more bike paths will not increase bicycle use if bicyclists don't feel safe riding in the city. Perceived personal safety is a major deterrence to using a bike trail. To increase bicycle use from downtown to the river, a user from outside the city wants to know where it is safe to park a vehicle if they need to use one to access the trail. Many riders are hesitant to ride alone or with families on routes that are densely populated with housing or traffic use. Real and perceived views of crime will influence using a route more than its design. Weather and seasons are real factors for 80% of users of bike trails. We can not implement routes without understanding the realities of use by most people - perception of safety, actual safety of the route, access to and from the trail by foot or car, and reasons to use a route (commute, recreation, and fitness).

A bike trail or route will not:

- solve all environmental emission issues - most riding is for pleasure or fitness and most trails are designed to meet these needs with occasional or frequent use in addition to using other vehicles for other uses.
- increase tourism by the design of the route - people will use a path to enjoy an area, and move easily between areas of interest, but perceived personal safety will be a greater influencer.
- meet the riding needs of commuter bicyclists who want to move quickly and safely along a well-lighted and signed roadway within the traffic laws governing all users.

City bike routes, paths, and lanes should complement the current and future multi-modal transportation needs of all users. Construction, maintenance, and repair costs need to be in line with the financial resources available to the city by taxpayers. Integrating and constructing bike lanes with neighborhoods and business communities can benefit users, residents, and taxpayers.

Bicycle riders include parents with kids in trailers, teenagers going to sports practice, individuals going to their libraries, stores, or work, commuters who ride most of the year to work or school, college students going to classes, people of all ages riding for recreation, fitness, and pleasure, and those ride infrequently on a personal or rented bicycle.

Input for trails should include pedestrians, businesses, schools, environmentalists, recreation centers, and residents who will be impacted, along with bike clubs, transportation designers, political influencers, and representatives of local, state, and national entities with financial and organizational interests in outcomes.

Please be transparent with your intentions and explanations, including the voice of reason, the view of future use, and the resistance to change - they all have valuable information to include.

Cynthia McArthur
1295 Juliet Ave
Saint Paul, MN 55105
651-231-0414
cynthia.mcarthur@gmail.com

Dear City Planning Commission,

As a 26-year resident of the Summit Avenue neighborhood, I wish to express my strong opposition to the City's currently proposed bicycle trail for Summit Avenue. It is wrong to consider that the only viable bicycle trail would be one that runs along Summit Avenue. There are various more or less parallel alternatives that could safely take bike traffic in the same general direction, and these options would not compromise the unique, historic beauty of Summit Avenue by wrecking its tree canopy.

I urge the Planning Commission to listen to the huge chorus of voices that opposes this unnecessary proposed trail that has been bullied through by a tiny minority.

Respectfully,

Gregory Mason
310 Selby Avenue
Saint Paul
Mn 55102

651-227-3832

Do the blacktop overlay (as was done summer of 2023) as needed to cover the potholes, but that's about it. The current bike lanes and sidewalks are great. The loss of trees and the high cost of any of the plan alternatives make them unreasonable.

Thank you,

Karen Shrake (walker and biker)
1978 Laurel Avenue
St. Paul, MN 55104

My husband and I moved to St. Paul from out-of-state in 2014. We have put down roots here - found jobs, bought a house, had kids.

We have been consistently impressed with the improvements to biking infrastructure that have been implemented since we moved here. Biking is safer, more practical, and more enjoyable in St. Paul than in many other cities that we've lived in. Now that we have young children, the safety aspect of biking in Saint Paul feels even more critical. We appreciate your continued work to add protected and off-street bike paths, which make biking safe and fun for our young children (and their worried mom).

Thank you for allowing our kids to grow up in a city where they can choose to bike, walk, take the bus, or drive to school. What a privilege to live here!

Sincerely,
Alexandra Cunliffe
1961 Berkeley Ave
Saint Paul, MN 55105

Good afternoon, I was born in Saint Paul, and have work in Saint Paul for decades. Please reconsider the bike plan for Summit.

We need to protect the mature tree canopy.

The city's bike trail plan for Summit Ave shows the trail will cut into the grass boulevard by three feet on both sides for over 62% of the length of the avenue. The increased **risk to boulevard trees will be catastrophic, as well as the loss of green space**. Will this be the formula for the rest of the city too?

Retaining existing on-street bike lanes is the safer approach. We want bike lanes marked for higher visibility and driving lanes narrowed to add more buffer and slower traffic everywhere in the dense city neighborhoods.

Not only do residents need parking in front of their homes, schools and churches need parking, as do area businesses. This is a significant accessibility issue.

Have the target neighborhoods been asked or expressed an interest in having these new trails built?

What assessment has been done in all the recommended locations to determine the best biking facility for each neighborhood?

How does putting separated bike trails in most places meet the requirement for *context-based design*?

Thank you, for your consideration!

Nancy Frank
25 W. 4th Street, Saint Paul, MN 55102

Please add these suggestions to the public comments on the 2024 bike plan for saint paul

- 1. plan for signage to local businesses: food and bike shops first**
- 2. require auto repair shops to also service bikes- at least air and bolt tightening**
- 3. plant fruit trees along all bike paths- apple and plum**
- 4. add secure bike parking to all government buildings**
- 5. increase penalties for bike theft**
- 6. add bike maintenance signage to parks and trails- lubricating, bike sizing, helmets, and tire safety**

Donovan Jackman
261 East 5th Street, #509
Saint Paul, MN 55101
651-270-7586 cell

Hello!

Per the request for public comment on the updated bicycle plan for Saint Paul, MN, I would like to voice my support for the updated plan as written and specifically highlight a few key areas of interest:

- Prioritizing projects that link sections of the bicycle network is crucial...a fully connected network will increase ridership and usage of the trails.
- Tune-up stations require operations and maintenance: the City should allocate funds and resources to maintaining the existing stations. Often times tools are missing from the repair stands or the pumps need routine maintenance.
- Adequately fund trail maintenance to keep trails clean, clear and safe to use 365 days a year.
- The plan should encourage the City to incentivize the installation of secure, long-term bike parking options at popular attractions and event centers such as: Xcel Energy Center, CHS Field, Allianz Field, Science Museum, the Capital, park & ride stations and public swimming pools.
- The plan should encourage City officials to allow advertisements, public art, and informational signs on micromobility facilities as per Minnesota Statutes 2023, section 160.27, subdivision 7. While this is a statewide law, the City plays an important role in allowing this to take place.

Thank you!

Andy Lambert
2828 40 Ave S
Minneapolis, MN 55406

cyclehoop

Andy Lambert (he/him) [C.E.O \(North America\)](#)
[T +1 612 470 0960 Option 1](tel:+16124700960) [W cyclehoop.us](http://cyclehoop.us)
[A Cyclehoop, PO Box 6389, Minneapolis, MN 55406](#)

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St. Paul Planning Commission,

I am opposed to the bike trail that has been approved on Summit. There are many reasons that your commission has heard before; loss of trees, change to a national preservation site, danger with walking, loss of parking and lack of accessibility for handicapped. Who is going to care for the trail in the winter?

I am a member of AAUW which is a women's organization that works on equity, scholarships for St. Paul women and supports many drives for women including including clothes. We have 300 members and are located next to the Governor's mansion. We have meetings from September to May every Tuesday with guest speakers and lunch. We also own a business that is a site for weddings. Putting that trail in would be a real hardship for our members who are probably 60 and above. Many could not possible walk a mile and a half to get there. We do have valet service, but one person or two could not possible handle cars for 70-100 women. Also would this trail make it harder to get in? And this could really hurt our business, which pays huge taxes.

Previously I had written to the Mayor, City Council and Met Council to no avail. But, I am trying to tell you that this would be a real danger and hardship to mainly elderly women. How many bikers actually bike in normal winter? Wheres we have pretty consistent membership all year of members who attend out meetings and work on social issues.

I have lived in St. Paul most of my life. I now live in an apartment but for over 40 years lived in a house on Hartford Ave. Please don't destroy Summit Avenue.

Carol Gregorson
2353 Youngman Ave. Apt 420
St. Paul 55116
612-618-5038

I'm writing to oppose the Summit Bike Plan, which I think would be very disruptive to residents of Summit avenue, would not enhance safety, and would likely lead to the loss of many existing trees. All of the street crossings would be probably more risky than the existing on street bike lanes, as cyclists would need to stop more often than now, and motorists would not anticipate the bike traffic.

Also, there will be increasing e-bike traffic that will be at a higher rate of speed than will be allowed on the bike path - where will they ride, on the narrow street?

As a 60 year resident and avid cyclist, I'm convinced the current striping system is preferable to the proposed bike path.

Edwin H. Ryan, MD
952-929-1131
752 Goodrich Ave.

I noticed that the bike plan revision includes a separated bikeway/path on Maryland Ave from Johnson Pkwy going eastward. Metro Transit's Purple Line team is currently evaluating a route that travels on Maryland from Johnson over to White Bear Lake, ideally featuring bus-only lanes. The right of way isn't super wide there, I would recommend that Public Works staff have a chat with Metro Transit staff about whether both those goals can be achieved, or if there is another nearby east-west route that the bike path could take.

Ian R Buck
2111 21st Ave S, Minneapolis, MN 55404

Greetings,

I am writing to have my concerns heard regarding the proposed bike trail plans on Summit Ave. As a resident, I sincerely DO NOT want the plan to move forward as proposed. It does not adequately address parking accessibility or pedestrian safety. It also greatly impacts the trees which are critical to the environment.

Please listen to the residents and do not move forward with the Summit Avenue bike trail plan as proposed. It does not solve the problems and does not address the needs of the residents.

Thank you for including my concerns.

Erin Coffey
333 Ramsey St #2
St Paul, MN 55102

Good morning. I am writing to let you know that we are very much opposed to the current Summit Ave reconstruction idea. With all the problems facing this city, including repairing the streets, which are still a mess, can't we leave well enough alone? Summit Avenue is our pride and joy, and has been for many years. Coming up with a new plan, removing trees, and parking is a horrendous idea. Please reconsider.

Judy and Jim Thomas
2126 Iglehart Av
St Paul, MN, 55104

I am submitting my opposition to the proposed bike plan that, if implemented, will adversely affect Summit Avenue and the larger community of St. Paul.

The plan is deeply flawed for many reasons which includes the following:

It does not protect the mature tree canopy; the existing on-street bike lanes protect cyclists and pedestrians; and parking needs to be preserved to allow critical access to homes, schools, churches and businesses.

Catherine M. Hunt
2081 Highland Parkway
St. Paul, MN 55116

I am writing to express my strong opposition to the proposed bike trail for Summit. The damage to the trees and bird habitat is unconscionable. I am all for being bike friendly but we have already funded the bike hobby enough. Bikes licenses should be required every year with exceptions for TRUE commuters.

Barbara Fleig
601 Fairview Ave S
St Paul

Sent from my iPhone

Dear Saint Paul Panning Commissioners,

While I understand the Planning Commission's interest in providing bicycle safety, the proposed elevated bicycle trail on Summit Avenue is neither the best nor the safest approach to providing bicycle safety.

I feel that there are good reasons to find alternatives to the elevated bike path. Summit Avenue is a sacred street. It is a unique Avenue whose historic character should not be changed just to accommodate a tiny minority of stick thin spandexed bicyclists riding their racing bikes who will NOT use the elevated bike paths. They will do what they do now. They ride four or five abreast in clusters of fifteen to twenty riders going very fast at fifteen to twenty miles per hour screaming and shouting while spilling into automobile traffic to pass the slow bike riders. They seldom stop for pedestrians crossing streets, as they zoom by the pedestrians.

The first reason is safety. The elevated bicycle paths will be populated by the slow bicyclists. The fast bicyclists will not slow down for the slow bicyclists. Instead, they will ride in the street in the midst of automobile traffic without a street level bicycle path to keep them safe. They are also likely to ride on the grassy boulevards and damage the grass. The fast bicyclists and the drivers of automobiles will then be at risk because they will all be using the street without a street level bicycle path. Pedestrians will also be at risk because some of the fast bicyclists will bypass the slow riders and straggle onto pedestrian traffic and runners on the sidewalks. Many runners will bypass the slow walkers and end up running on the elevated bike paths putting themselves and bicyclists in danger. Many runners are already using the current existing street level bike paths.

The second reason is preservation of the tree canopy on Summit Avenue. During the installation of the "bump out" in the spring and summer of 2022 at the southwest corner of Summit Avenue and Dunlap Street, where my house is located, the contractor, hired by the City of Saint Paul to install the bump out, employed young men in their late teens and early twenties. Without any concern for the old tree at that intersection, they dug deep into the boulevard shredding the tree's roots with jackhammers and backhoes. My wife and I approached them politely expressing our concern that they are damaging the tree. Their response was: "Go f__k yourselves. We can do whatever we want to the tree. This is city property and you have no say about what we do." It was downhill after that as they unnecessarily severely damaged the roots of the tree causing branches to die. They also improperly reinstalled the sidewalk at that corner with one level one inch higher than the other level, creating a tripping hazard. We reported this to the City. The City refused to repair the tripping hazard.

The third reason is the destruction of the historic character of Summit Avenue which has had its current configuration for nearly 125 years. It is a beautiful street totally not suited for the massive changes the elevated bike path calls for.

The fourth reason is the elimination of parking spaces. This is a serious problem for the handicapped who will, as a result, have to park far away from their intended destinations. This is especially dangerous in the winter time.

I am not Caucasian. But I find Saint Paul's 4th Ward Councilor Mitra Jalali's defense of the elevated bike trail by her racist invocation of "toxic whiteness" as a criticism of Summit Avenue residents to be offensive to all well meaning critics of the bike path. That she further invoked the anniversary of George

Floyd's tragic murder, in the comparatively mundane context of building the elevated bike path, should be an insult to the memory George Floyd and his entire family.

I implore you to reject the elevated bike trail and hope that you will give serious consideration to the noninvasive environmentally sensitive alternatives to the Summit Avenue elevated bike trail including the Grace Trail & Shortline Plan presented by SOS to the Parks Commission.

Sincerely,

Alford S. Karayusuf
1164 Summit Avenue
Saint Paul, MN 55105
Mobile (612) 867-8988

Sent from my iPhone

Hello, I wanted to write in to express how excited I am about the proposed Saint Paul Bicycle Plan. In particular, getting a separated bike lane on Como Ave between Lake Como and the Capitol would be a HUGE improvement in my every day life. I commute from Marcy-Holmes to the Capitol every day, and most of it is very nice, but that last stretch of Como Ave is often terrifying. There are lots of big industrial trucks, and nothing to protect you from them except paint. So please pass the plan, and prioritize that stretch if there's any way to do that!

Chris Meyer

601 6th St SE, Minneapolis, MN 55414

612-703-9692

Dear Planning Commission,

The city's bike plan is a bloated solution to a poorly articulated problem. Summit Ave already has defined bike lanes that only require improved visibility and a modest increase in buffer space from vehicles. This would be an efficient way to maximize the safety and utility of the lanes without needless consequences.

The new plan is replete with irreversible consequences that will cause future residents of St. Paul to wonder what we were thinking when it was adopted. Conservative estimates of tree loss from this project are catastrophic and outweigh the highly speculative environmental benefits of the plan. Reductions in parking availability along Summit will be drastic and will disproportionately affect our fellow residents with accessibility limitations. Finally, the unique visual character of Summit Ave. will be lost, never to be regained.

This plan needs to be rejected in favor of common sense, modest improvements to Summit Ave.'s existing bike lanes.

Sincerely,
Jay Dickson
108 Western Ave N., St. Paul

Comments on St. Paul Bicycle Plan – February 2, 2024

Gary R. Todd
682 Summit Ave
St. Paul, MN 55105

The City has an obligation to adopt plans that:

1. Are fiscally responsible
2. Benefit the largest number of its citizens
3. Foster its strengths, to attract people and businesses

This new bicycle plan fails in all three of these requirements.

First, the plan does not discuss any of the costs associated with building 153 new miles of separated, off-street bike trails. The plan recommends the most expensive biking facility for the majority of the new construction. Using the cost figures from the proposed Summit Ave Regional Trail of ~\$2.7 million per mile, this new plan envisions an overall cost of over \$413 million for this construction. This is nearly 50% of the latest annual budget for the whole city. How does this qualify as a fiscally responsible plan?

Secondly, and tied to the first point, what percentage of the population benefits from planning to spend this huge amount of money? Currently, at best there is about 2-3% of the population that are regular cyclists. This plan does not give any estimates on how many more cyclists would result from these new trails. Nor does it give any estimates on how much vehicle travel will be reduced. How do you justify this plan in that it only benefits a small portion of our citizens? Is this the most equitable way to spend our tax dollars? Maybe spending to develop more walkable neighborhoods would benefit a larger group of people and be a better investment to reduce vehicle miles driven.

Thirdly, St. Paul's population is decreasing at an annual rate of 1.2% and the City is struggling to retain businesses. The strength of St. Paul is its neighborhoods. What analysis has been done to determine the best biking facilities for all these neighborhoods? Have these target neighborhoods been asked or expressed interest in having these new separated trails built? Imposing a one-size-fits-all plan everywhere does not qualify as context-sensitive design, ignores the uniqueness of each neighborhood and risks damaging the primary strength of St. Paul. The insensitivity of the City forcing plans, without consent of the people, drives both people and businesses away. This will shrink the tax base and bring us back to the first point.

Please avoid approving a blanket, one-size-fits-all plan for our city. Demonstrate that the City will engage with all its citizens, and not just a small, partisan group, before committing to spending taxpayer dollars.

Thank you.

Gary R. Todd

Hi Ms. Finlay:

As a longtime resident of Saint Paul, I proudly write in support of the updated Bicycle Plan and the new East Grand Overlay.

I cycle and walk routinely in my neighborhood and beyond.

We need to expand and improve the active transportation infrastructure to handle the needs of an aging population in a changing climate.

I appreciate the hard work of the many public servants who have written the plans and doubt I'll be able to attend the upcoming meeting.

Sincerely yours,

Peter Mitchell
1448 Berkeley Avenue
55105

Hello Commissioner Finlay,

I wanted to write you to express my support for the Updated Bicycle Plan and East Grand Ave Overlay. I think both these projects will do wonders to encourage a more urban, livable, and sustainable Saint Paul.

Doing everything we can to encourage density and alternative forms of transportation is fantastic for this city and a huge priority for me as a new homeowner in the city.

I'm looking forward to additional updates on these projects. Please let me know if there is anything else I can do to ensure these projects go smoothly.

Best,

Dan Waddell

1144 Edgcumbe Road, Saint Paul, MN 55105

Hello,

I want to write and say that I support the additional bike lane development. I think Minneapolis has done a very good job of encouraging active transportation and I hope to see that continues to grow across our state. We have traveled from the suburbs to bike both single track mountain bike trails and paved urban routes. I believe there are enormous benefits socially, economically, environmentally, and for one's personal well-being that come with bike lanes and I don't believe you get enough appreciation for doing the work it takes to get them installed. So, thank you very much!

I trust you know what is best but one thing I think too often gets cut when planning street scape projects is the benefit of street trees. It makes it so much more enjoyable to ride. They provide cooling, naturally slow traffic, and add beauty to a street. I hope there are plans to preserve/increase tree cover. Many of the most pleasurable metro routes are through the many lineal parks with ample greenspace around.

My last point is relating to ebikes. I think EBs not EVs have the most significant potential to impact how we travel. I think they are great and provide accessibility to so many additional users but there is some concern about the increased speed and power associated with being able to go 20+ mile an hour up a hill. Are there any plans to regulate these separately? I fully support ebike implementation but acknowledge the potential concerns are reasons to be proactive.

Thank you again for all the work you have put into this.

Sam Bennett
6841 Lakeview Dr
Lino Lakes, MN

Good Morning,

My name is Michael Lunde and I reside at 29 Ruth Street North in Saint Paul in the Battle Creek neighborhood. I am an avid road cyclist and typically ride 3-4 days per week or around 100+ miles per week from April - early November. There are currently a more than sufficient number of off-road trails for cyclists in the city of Saint Paul and significantly more than most US cities. If cyclists want a 'safe' alternative to riding on the unprotected bike lanes on Summit Avenue, the river trail that runs along Shepard Road or into Hidden Falls and Crosby Farm park is a great alternative and there is no traffic along this route. This river trail is located about a mile from Summit Avenue and I suggest the city do more to attract cyclists to this trail - which is a great alternative to the Summit route - rather than redesign Summit Avenue. Removal of healthy mature trees that are vital to the neighborhood is a legitimate concern, and neighbors' criticism of the Summit Avenue bikeway plan to remove these trees should be taken seriously by the city, especially given there is the river trail alternative less than a mile from the proposed Summit Ave bike route.

'Protected' bike lanes provide limited additional safety for cyclists given we still have to cross major north-south streets such as Snelling Ave, Lexington Parkway, and Dale Street, and these busy intersections are the most likely areas for accidents with vehicles, not where the bicycle and vehicle are riding parallel to each other. If cyclist safety were truly a top priority of the City, building the bikeline on Summit would take a back seat to encouraging cyclists to ride on the already protected river trail, where there are no busy intersections that cyclists have to cross all the way from Highway 61 in the Southeast the Saint Paul/Minneapolis city line (a distance of over 20 miles of protected, designated bike lanes).

This proposed alternative would save trees and taxpayer money. The 'protected' Summit Ave. bikeway would still be much more dangerous than the existing river trail along Shepard Road and into Crosby Farm/Hidden Falls Park as cyclists still need to cross several busy intersections, so the city will need to address how the proposed bike lane is really that much safer than the existing Summit Avenue bikelane. If the city just re surfaces Summit Ave and re paints the bike lanes after the job is finished, that will be more than enough.

Thank you

Michael Lunde
29 Ruth St N, Saint Paul MN 55119
lunde184@umn.edu
651-202-8238

Overall I like the direction of the bike plan and love the separated bike lanes in high traffic areas. I am also a big supporter of the improvements to Summit Avenue. I ride along Summit a lot for pleasure and to do some errands and not only is the condition terrible, but dangerous at high traffic intersections.

I would love to see some improvements to the Robert Street Bridge to allow for safer bike access. This bridge connections to regional bike trails.

Also there are a lot of good bike lanes in downtown/lowertown but poor connections to the bike lanes along Payne Avenue and East 7th Street. The connection of Lowertown to the east side is quite difficult.

Dean Carlson
500 Robert Street North, #517
612.708.1114

To whom it may concern,

I am a resident of the neighborhood and am very opposed to the seriously flawed proposed summit bike lane.

First, it seems St Paul is unable currently to even maintain the current bike routes. I live near Griggs avenue which was modified to be a bikeway. The City created ridiculous roundabouts that don't allow enough space for school buses to use them during winter months with snow drifts, etc causing dangerous driving conditions. All to accommodate a bikeway through the city. Yet, the City fails miserably to keep these roadways maintained. There are significant potholes so it is not safe to bike on these connecting bikeways. Hence if the city can't maintain the current existing bikeway, why would we trust it to plow new proposed bike lanes.

Second, we would be spending significant money for a seasonal activity. We have no actual cost estimates for building or maintaining this proposal. Our taxes are already increasing at a level middle class resident can't afford. We are taxing our diverse population out of the city already. Further, this is Minnesota and our weather hinders biking at least 4-5 months out of the year. I don't believe any study has considered the amount of bike traffic occurring monthly. I see minimal bike activity from October through April. But this proposal wants to spend and tax our population for a highly limited group of people in our most scenic area. This is so selfish.

Third, I submit a better bike route would be in Marshall Avenue, where the street is wider and naturally connects to Minneapolis. Just because bikers like to travel on the scenic route, doesn't mean we should destroy our most historic and scenic route for bike enthusiasts. Marshall Avenue would better accommodate a bike lane and has never been considered. Plus it naturally connects with Ayd Mill bike route making it an actual North/South - East/West connecting bike route. Something which the Summit Avenue proposal is virtually impossible to do because of Summit Avenue given the Hill. Further where would the bike route connect to cross to Minneapolis? How much will that cost? Which home owners or Universities will be affected? How does the City propose creating a connection to Minneapolis for commuter purposes? I submit the bike route would eventually need to connect to Marshall/Lake street to make a two-city route, so why haven't we investigated using Marshall Avenue?

Fourth, a study should be conducted during a winter months to assess how realistic it is to maintain the bike lane, how it would be plowed, how it would permit residents to access their driveways, what the cost would be to purchase & maintain the bike routes. How will we pay for it, increased taxes for locals to accommodate nonresident bicycle clubs.

Fifth, The City has failed miserably at saving and properly maintaining our tree coverage. This is environmental failure, the lack of canopy is creating increased electricity consumption in the summer and greatly diminishing the beauty of our neighbors. Please don't perpetuate the concrete Forest. Do not pave paradise to put up a bike route.

Finally, I support SOS factual methodology. Please consider long term consequences.

Sincerely,

P. M. Strom

1229 Hague Avenue

Saint Paul, MN 55104

Sent from my iPhone

As a business owner on W 7th Street in St Paul (882 W 7th Street), I view bike lanes as a lower priority. Top priorities for city investment into our streets must be safety and maintenance. Potholes and plowing have been huge issues in past years. 2023/2024 winter has such limited snow that plowing and salt has not yet been a problem. The theft of copper has also made lighting a huge issue for public safety and has made St Paul far less inviting to the general public. And, I personally have broken the rim of my tire on St Paul streets in the past year, costing me well over a thousand dollars in repairs and even more inconvenience.

Please use money that you would consider for bike trails as a fund to make our streets more safe from violence and more comfortable to use by car...the primary purpose of roads. Once St Paul can demonstrate mastery of these basics, then it MAY be justified to consider amenities like bike lanes. Until that point, stop wasting taxpayer dollars.

Thanks,

Tom Meyer
3491 Crestmoor Pt
Woodbury MN 55125
612-868-0055

The City has an obligation to adopt plans that:

1. Are fiscally responsible.
2. Benefit the largest number of its citizens.
3. Foster its strengths to attract people and businesses.

The new bicycle plan fails in all three of these requirements.

First, the plan does not discuss any of the costs associated with building 153 new miles of separated, off-street bike trails. The plan recommends the most expensive biking facility for the majority of the new construction. Using the cost figures from the proposed Summit Avenue Regional Trail of \$2.7 million per mile, this new plan envisions an overall cost of over \$413 million for this construction. This is nearly 50% of the latest annual budget for the whole City. How does this qualify as a fiscally responsible plan?

Secondly, and tied to the first point, what percentage of the population benefits from planning to spend this huge amount of money? Currently, at best, there is about 2-3% of the population that are regular cyclists. This plan does not give any estimates on how many more cyclists would result from these new trails. Nor does it give any estimates on how much vehicle travel will be reduced. How do you justify this plan in that it only benefits a small portion of our citizens? Is this the most equitable way to spend our tax dollars? Maybe spending to develop more walkable neighborhoods would benefit a larger group of people and be a better investment to reduce vehicle miles driven.

Thirdly, St. Paul's population is decreasing at an annual rate of 1.2% and the City is struggling to retain businesses. The strength of St. Paul is in its neighborhoods. What analysis has been done to determine the best biking facilities for all these neighborhoods? Have these target neighborhoods been asked or expressed interest in having these new separated trails built? Imposing a one-size-fits-all plan everywhere does not qualify as context-sensitive design, ignores the uniqueness of each neighborhood, and risks damaging the primary strength of St. Paul. The insensitivity of the City forcing plans, without consent of the people, drives both people and businesses away. This will shrink the tax base and bring us back to the first point.

Please avoid approving a blanket, one-size-fits-all plan for our City. Demonstrate that the City will engage with all its citizen, and not just a small, partisan group, before committing to spending taxpayer dollars.

Thank you,

Bob Muschewski
370 Summit Avenue
Saint Paul, MN 55102

rmuschewski@comcast.net
[612-578-3635](tel:612-578-3635)

To the Planning Commission,

I support the increase in bike infrastructure throughout the city. Two specific comments:

1) Consider how to lower the barrier of elevation changes near some of the hilly parts of the city, such as the Trampe in Trondheim, Norway.

2) Relocate the Summit Avenue bike lane to Grand Avenue when the road is reconstructed. It is clear the Summit Avenue residents don't want this, and as a Grand Avenue resident I do want this investment on my street. The city will be redoing the road anyways as part of the 1% sales tax and it needs massive pedestrian improvement when that happens. Among other traffic calming tools, the reconstruction should narrow Grand Ave to just two lanes, then the city could use the vacated space for bike lanes that can serve residents and businesses along Grand. The city needs to start investing in the communities actually asking for it, and Grand Ave needs support more than Summit does.

Respectfully,

Caleb Johnson
1422 Grand Ave, St Paul, MN 55105

Hello Planning Commission,

I'm writing in support of the proposed St. Paul Bike Plan. I ride to work most days and I ride to school and other activities with my six year old. The focus on protected bikeways is an important step towards making biking safe and accessible for many St. Paul residents and visitors.

Thank you for your time!

Maggie Wenger

1137 Lincoln Ave, St Paul, MN 55105

What a terrible thing to do to that beautiful street. Not in favor at all!!!

Priscilla Gadow

5975 Asher

St. Paul, MN

Hi,

Oftentimes the critics are the most vocal crowd, but myself and many others support all the current efforts for dedicated bike lanes. Please keep up the good work. I'd love to see a saint paul where dedicated bike lanes get the same priority and funding as our roads do.

For the record:

Address: 1279 Burr St N, St Paul, MN 55130

Name: Joshua de Block

Thanks,

Joshua

I'm David MacDonald my address is 1162 Burns Ave in St Paul and I am writing this email to express support for the Summit Ave separated bike lane.

As someone who has ridden their bike down Summit Ave many times a separated bike path would do a lot to improve safety and accessibility. I ride my bicycle through the city nearly every day and will attest that painted paths on the road are not enough, drivers often edge into the bike lane, use it as temporary parking, or nose into it to check for incoming traffic.

Compared to roads like the Johnson parkway which has a separated bike path Summit Ave is significantly less pleasant for both walking and cycling. Johnson parkway has more tree cover and green space thanks to that separate path and that substantially improves the local space compared to roads where bike lanes are painted onto the street.

Improve the safety and appearance of Summit Ave by building a separated bike path.

Greetings Mr. Shoemaker,

This email shall serve as my comment on the St Paul Bike Plan that is set for public hearing on Friday February 2nd.

First of all, I have been a St. Paul homeowner since 1984; living in the Grand and Victoria neighborhood area.

My name is Leo Varley and my current address is 226 Grotto Street South St. Paul, MN. 55105

First of all, I want to state that I am an avid cyclist and ride the bike path on Summit Avenue, as it currently exists, on a consistent basis during non-winter months. That said, I am NOT in favor of the City's bike trail plan for Summit Avenue.

- All cyclists do not prefer the City's bike trail plan. However, the media and the City seem to portray all cyclists love the plan and all non-cyclists are against it. Not true.
- The current bike path as it exists between Lexington Avenue and Snelling is the perfect solution for a well maintained surface and striping for cycling. It is very clear where you can ride and where the bike lanes are. It is clear where you stop and where you go. It is wide enough to co-exist with drivers on Summit Avenue.
- The City says the bike trail plan increases safety. What would really increase safety for cyclists is if the street was newly paved; long, long overdue!
- The City has so many streets that need repair, the diversion of dollars to construct the 5 mile elevated bike path on Summit Avenue is an **irresponsible use of tax payer money**. The recent sales tax increase of 1% needs to be used for arterial street repair and refurbishment ONLY. Not divert critical funds to an elevated bike path.
- The building of an elevated bike path down Summit Avenue is very, very expensive. In doing this, the City also builds in unnecessary ongoing maintenance expenses where they presently don't exist (snow removal on bike paths (which will require specialized snow removal equipment), maintenance of bike path, signage for the bike path, monitoring Ebike speeds, etc. The City is constantly noting that their budgets are so tight which hamstring many basic City services. Why, then, create a bike path that builds in and commits to future costs to a City budget that is already strapped!!?? This makes no common sense to me whatsoever.
- I am a cyclist. I enjoy cycling. Elevated bike paths as planned might be right for some neighborhoods but not the 5 mile stretch down Summit Avenue. The current bike paths on a newly paved Summit Avenue will work just fine and is much safer than the City's bike trail plan.
- Again, I am a cyclist and I enjoy cycling. However, given that there aren't that many cyclists as compared to the general population, it seems that public funds would be used to benefit a few people (cyclists) when there is such a gaping need for road repair in our City!! Please refer to the City's formal assessment of the road conditions in St. Paul.
- Lastly, the City of St. Paul can't afford this development along with its ongoing monitoring and maintenance costs. Please take the money we do have and fix the roads that are long overdue for repair. Again, the bike path on Summit as it is today will be adequate and safe once the road is repaired and the bike lane striped.

Secondly, Summit Avenue is a historic treasure. It is an architectural treasure. It is the longest stretch of Victorian homes in the United States. Summit Avenue is beautiful as it is and should not be disturbed. Rather, respected for his historical and architectural significance.

- The City's bike trail plan for Summit Avenue shows the trail will cut into the grass boulevard by three feet on both sides for over 62% of the length of the Avenue. The risk to boulevard trees will be catastrophic!! It will devastate trees and reduce green space. At the same time, the City wants to add green space downtown St. Paul, but appear to be accepting of the destruction of greenspace on Summit Avenue. How does this make any common sense whatsoever? The Answer? It does not make common sense.
- The proposed reduction of trees will severely diminish the tree canopy. In the past, the City has highly promoted tree planting to increase the tree canopy which can encourage heat reduction in the summer. But in this case, the City is agreeing to tear out an inordinate number of mature trees?? This is hypocritical to say the least. Out of one side of the City's mouth, they want tree canopy and green space. Out of the other side of their mouth the City is fine with tearing out mature trees and destroying one of the most beautiful streets in the City?
- The City needs to conduct a formal EAW Worksheet now to finally address the issues of tree and green space removal

Parking needs to be preserved as an accessibility right

- I am not a resident on Summit Avenue, but if I was, the thought of elimination of parking in front of my house would be totally unacceptable. What citizen of St. Paul would like to have parking removed from in the front of their home?? And, this project is going to swoop in and take away parking in front of homes where significant property taxes are being collected? Stop it right there! Totally unacceptable. Especially when there is a perfectly good bike path on the Summit Avenue that works perfectly fine and has for years.
- Not only do residents need parking in front of their homes, schools and churches need parking, as do area businesses. This is a significant accessibility issue.
- The City initially hired Bolton Menk engineering to consult on the impact of the Summit Avenue bike trail plan and they advised NOT to do it. Why then, has the City moved forward with this project against the advice of the consulting firm they hired for advice??

Thank you for your time and consideration to review my comments and concerns. If this project goes forward, I believe it will have an irreparable negative impact on Summit Avenue in the ways stated above. If you should have any questions or comments for me, please do not hesitate to contact me directly. In the meantime, I will be watching how the City proceeds in this matter.

Please confirm that you have received my comments prior to the Public Hearing on Friday February 2, 2024.

Sincerely,
Leo Varley
226 Grotto Street South
St. Paul, MN. 551056

Good afternoon,

I would like to submit a public comment in favor of the bike plan and thank you for its emphasis on separated, newly-connected, and well-maintained bike paths. This plan is a beautiful demonstration of our community's values. I am very happy and proud to belong to a city that is prioritizing diverse, multi-modal transit and empowering residents to choose safe, comfortable, and efficient bike routes.

As a casual biker who often has to haul a passenger, I really appreciate every effort the city makes to help me choose routes that don't put me in the path of big fast cars. The more places I can get to with routes like that, the more often I can choose to bike (and relish the journey) instead of driving.

As a side note, I am also really happy to see the links between the Climate Action and Resilience Plan and this bike plan highlighted in the communications materials. Empowering residents to get out of their cars is one of the very most important, impactful, and helpful things cities can do to ensure a sustainable future!

Sarah Alig
290 Dayton Avenue

I support the new St Paul Bike Plan. We need curb separated bike lanes all across our city. Painted shoulder lanes are not safe or accessible. Thank you Public Works for this awesome new plan!

Sean Indrelie
1681 Thomas Ave W, St Paul, MN 55104

Hello,

As someone who bikes to work every day along our existing bike routes I am beyond excited at what this new plan will offer in creating an expanded network of safe paths for everyone to use year round. We have spent far too much time dedicating our public resources toward polluting and dangerous modes of transportation. Bikes and public transit are the future of mobility and the faster we adopt it the better our city will be in the future.

While this is a fantastic plan, I do still have a couple suggestions and comments. Firstly, I noticed that Arlington Ave. was removed from this plan due to low traffic volumes. While I understand the sentiment, I think that traffic volumes are substantially lower due to the road being in disrepair, and once the road is rebuilt the vehicle volume and speed is likely to increase. This is the only road I have to share with cars on my whole trip to work and have had several conflicts with drivers nearly running me over as well as the threat of being doored by a parked car. It would be greatly appreciated if Arlington can be re-added to this network. This also touches on my second point, that I don't want this to be an all or nothing approach. Bike paths should be added anywhere they make sense, even if they weren't originally on this plan. Road construction doesn't happen every year, so when it does happen we should put a small investment in better infrastructure for the future. There is absolutely no excuse for unprotected bike lanes on a newly constructed road.

Lastly, I wanted to touch on the current Dale Street 4-to-3 safety conversion that is happening by Ramsey County. This bike plan may be going into effect after the design for that has been completed, but since the road will likely not see another reconstruction for a very long time I'd love it if there was some intervention by the city to make sure the bike path implemented on Dale aligns with this plan before it begins construction this year. They currently are only planning painted bike lanes rather than the bike plan preferred separated path. Because, as we all know, paint won't stop an SUV from running me over while I bike to Conny's to pick up some ice cream.

Overall, this bike plan is fantastic and maybe if we work hard enough we can topple Minneapolis' spot as the top bike city in America! Go St. Paul!

Thanks for all the hard work,
Adam Dullinger
1345 Kent Street, St. Paul

Dear Planning Commission Members,

My name is Freeman Boda and I am a native Saint Paulite. During the school year I live on campus at Macalester College (1600 Grand Avenue), and during the summers I live at home at 1410 Saint Clair Avenue.

I am writing in support of your work to expand the city's bikeway network, and address many of the safety concerns that bikers face, especially on those painted bike lanes that are not physically separated from the road.

As a student without the income to afford a car, and a new biker, I have been discouraged from making biking my primary form of transportation due to my concerns with the safety and small scope of Saint Paul's bike network. I appreciate your work to improve the situation for all bikers and drivers in our city.

Thank you,
Freeman

I am a resident of St Paul, living at 150 Fairview Ave N, and I strongly support the plan to increase protected bike lanes. I moved to St. Paul after 7 years in Minneapolis, and the difference in safety I feel when biking in Minneapolis versus St. Paul is drastic. Painted bike lanes do not provide the same safety for cars or bike riders - for example, I live near Marshall Avenue, which is a bike way, but both driving and biking on this frequently, it is not safe as is. An increase in protected bike lanes would make getting around the city car free much safer and more approachable for those wanting to start bike.

Thank you!

--

Jess Donahue (she/her)

808-294-2553

jessdonahue92@gmail.com

Dear Commission,

The mature trees found throughout this city are one of its greatest assets - providing grandeur, shade, and calm that cannot be regrown overnight. Please keep for ourselves and future generations what our predecessors planned for us - an urban life under a glorious canopy. An improved network of bike paths and the existing trees can, and should, co-exist.

Andrea Touhey
1879 Portland Avenue #2
Saint Paul, MN 55104

My wife and I vigorously oppose the current plan to build separate bike lanes along Summit Avenue. We often find ourselves driving on Summit and rarely see bicycle riders. Devoting that much space and resources, regardless of the number of riders, is a solution in search of a problem. Please don't vote in favor of the current plan.

Frank & Mary Jo Villaume

671 Josephine Place

St Paul, MN 55116

651-699-4007

Sent from my iPad

Feedback from:

Loren Danielson
1710 Palace Ave
St. Paul MN 55105
651-895-9682
LorenExtraD@msn.com

I express my support for the Draft December 2023 Bicycle Plan for the City of Saint Paul, MN.

I appreciate the transparency of the document and the extended time period during which feedback has been heard, documented, and summarized. Projects like this are a balance of priorities, many of which are competing, but I believe the vision laid out on page 15, describes the desired state well. And the Modal Balance described on page 46 expresses the core values for designing for plans like this one: "Roadways should be designed to first prioritize the safety of pedestrians, then bicyclists, then transit users, and lastly, other vehicles."

I am writing to express my opposition to the proposed funding for a bike lane along Summit Avenue.

While I am an ardent supporter of promoting cycling infrastructure, I believe that the allocation of resources should prioritize the pressing needs of our city. I understand the importance of safe and accessible routes. However, there are many alternative routes available that would not disrupt the current flow of traffic and parking along a major thoroughfare like Summit Avenue.

Having recently spent four days in Copenhagen, I witnessed firsthand the effectiveness of dedicated cycling infrastructure in a vastly different urban landscape. While Copenhagen may serve as a model for biking infrastructure, it is essential to recognize the unique challenges and dynamics of our own city.

Moreover, in light of Minnesota's declining population, and specifically St. Paul's demographic challenges, I urge our leaders to prioritize initiatives that foster economic development.

I am requesting that you reconsider the allocation of funds and to focus on initiatives that will have a more significant and immediate impact on the well-being and prosperity of our community.

Thank you for considering my perspective.

Larry Kuenster

711 Sumner Street, St Paul, MN

Dear Planning Commission,

Trees! Trees are the reason we moved to St. Paul. We looked at dozens of houses in the suburbs that were more affordable and more spacious, however they had no trees. My family could not imagine living in a neighborhood devoid of trees. We chose our house because of the character of our neighborhood, defined by mature, beautiful, scenic trees, despite being much more expensive than the suburbs. Trees are that important to me and the world we want to raise our family in.

There are better, safer, more cost-efficient ways to make Summit Ave a more bike-friendly route. The current bike lanes simply need increased visibility and slightly more buffer space. This will avoid the environmental impact of leveling thousands of trees and the sacrifice of safe on-street parking spaces that are most valuable to our accessibility-limited neighbors.

Sincerely,
Holly Fetzer
108 Western Ave N
St Paul, MN 55102

I wanted to applaud the city employees for the updates to the bike plan. The focus on more protected and off-street bike trails is a critical step to get more cyclists commuting and using the infrastructure.

I look forward to seeing the work incorporated into the upcoming projects.

Thank you and keep up the great work,

David Rudolph
651-775-1718
1363 Blair Avenue
St. Paul 55104

To whom it may concern,

I support the priorities in the Draft December 2023 Bicycle Plan. As a single car household, I've relied primarily on my electric bike for local travel the past two years in Saint Paul. More bike paths would allow me to reach and patronize more businesses, and enjoy more parks. Dedicated paths would keep me safer from vehicles. Dedicated paths, and more of them, would create opportunities for more residents to use bikes more and cars less, cutting down on greenhouse gasses, reducing noise pollution, and helping residents live longer, healthier [tax-paying] lives.

Since getting an electric bike a couple years ago, I've been able to explore Saint Paul like never before, and that's all thanks to past city investments into bike infrastructure. I am so thankful to live in a place that values its residents so much, and am excited by the potential of this plan.

Thanks for all your work to make this the best possible plan for all residents, bike riders and non bike riders, alike.

Jacob Schwarzinger
871 Juno Avenue
Saint Paul, MN 55102

Dear Saint Paul Planning commission,

I don't live in Saint Paul, but I have a lot of friends that do and I'm over there on my bicycle often. I believe better bicycle infrastructure is necessary in Saint Paul. I'm opposed to tree removal and a supporter of parking removal and car lane narrowing that induces traffic calming. That being said I worry about the tree removal. I believe trees aid in traffic calming and make spaces overall more welcoming to pedestrians and cyclists. In many instances, it makes sense to leave cyclists and pedestrians sharing the streets with cars. These should be spaces where drivers and cyclists feel uncomfortable driving at speeds faster than one would walk. While I would normally support anything that makes bicycle and pedestrian infrastructure better, I can't get on board with removal of trees without more information about why it is necessary and whether other options have been considered. I understand that it's hard to convince business owners that removing parking is better for business. If trees need to be removed to spare parking spots while implementing separated bicycle infrastructure, then I oppose the bicycle infrastructure until a compromise can be made that preserves the trees. As we can see, concrete, asphalt, and other building materials can be added and removed at the whim of humans. Trees are more finicky and usually prefer to stay where they are. As a young person, I don't want to have to explain to my children and their's how a once beautiful area is now devoid of big trees.

Best regards,

Sylvie Hyman

sylvishawn7@gmail.com

(561) 809-3059

9200 W 28th St.

Saint Louis Park, MN 55426

born and raised in St Paul moved out in 2005 because of this kind of liberal lunacy spend more money so this small % of people on bikes can disrupt driving and parking pat gillespie 1945 oakdale ave w st paul mn 55118

Hi Karoline,

I'm writing to express my support for the new bike safety infrastructure I have heard about, specifically safer bike lanes on Summit and St. Clair. I live at 1137 Lincoln Avenue. My son is six and goes to Randolph Heights. I would love to bike with him to school, but currently the safest road is St. Clair, where bikes share the road with cars. As you can imagine, at six, he's not the steadiest biker, and I worry that he'll veer into a car. A protected bike lane would make me feel a lot more comfortable about letting him bike to school. Similarly, we would love to bike on Summit, but currently I worry about the veering and also about him getting doored.

Both of these bike safety improvements would mean a lot to us! We plan to stay in this neighborhood for a long time and as our son gets older, safer bike infrastructure would be big peace of mind for me.

Thanks,
Aditya Bhargava

Having grown up on Portland & Avon and presently living on Grand & Avon (for 34 years), I use the existing bike path on Summit Ave. with NO PROBLEM ! The Avenue is never even super occupied going West down toward the River. If a demand requires a bigger bike path, one could simply draw the present bike path a bit wider . That is ALL that is required, and nothing else. WE are not living in Amsterdam where bike traffic is intense. After making the bike paths in downtown St. Paul, I never even see them being used !

I am horrified that the proposed Bike trail was even thought necessary (all due to the heavy handed bike lobby). The destruction to our beloved/ historic Summit Ave. would be disastrous, and for what ? Once things are destroyed there's no getting them back!

The idea of this bike trail is extremely short sighted and needs to be reconsidered, BIG TIME !

Please don't carelessly ruin our beloved Summit Avenue for a bike lobby that is extremely self absorbed. A wider path on Summit is all that is needed, in spite of the fact that I NEVER have had a congestion problem when I ride along the present day bike path.

Please pay attention to the bigger audience and not just this over-inflated bike lobby.

Thank you for your time,

Sincerely, Betsy Turner/ 51 S. Avon st. St. Paul, MN.

Members of the St Paul City Council - I'm writing in support of the new Bike Plan. I appreciate the vision for significant improvements to the Saint Paul bike network, but please recognize that the full network envisioned for 2040 is chock full of HIGHLY unlikely paths that would only be possible with major acquisitions of private property and train Right of Way. For example, we cannot say that St Paul is "planning" a path extending W Minnehaha beyond its western end to connect with Territorial Road. That path is simply wishful thinking - as are dozens of other paths marked on the 2040 vision.

Really the most important part of the Bike Plan is Section 6 since it outlines what the City will be focusing on in the next 5+ years. Sadly, these priorities ignore some of the routes that are likely of the greatest use to most bike riders. I do not know all of these highly needed routes, but I can think of two routes that are currently major gaps in the City's bike path network:

- 1) a path along University Avenue from Snelling to the Minneapolis border. (Please go to the corner of Cretin & University and watch many bikers carefully negotiate the sidewalks along University!)
- 2) a path along Snelling Avenue from Hamline University to the State Fairgrounds (Midway Parkway). This is the only N/S option for Two and a Half miles between Lexington and Raymond/Cleveland

I'm sure there are other major gaps that would serve many more riders if completed.

It should be clear that not all sections of Bike Path are equally useful to bike riders - so just counting up miles of path created is not a great metric for measuring success.

Does St. Paul have any method of estimating ridership of proposed paths? Any way of ranking the need/usage for different sections?

I understand that St. Paul has limited funds for this work, and it does not have control of many roads and properties needed to complete paths. I also get how the reconstruction of roads presents the easiest way to complete sections of this Bike Plan. But if some of the key connections in our Bike Network remain ignored, the entire network will remain underutilized.

This Bike Plan is an exciting vision for St. Paul. In the near future, I hope Public Works can find a way to identify where the ridership demand is likely highest - and make those routes a priority.

Sincerely - Kevin Sands, 1220 Seminary, St. Paul 55104

To the City of Saint Paul Planning Commission,

We are a family owned toy store on Grand Avenue. We've been a retailer in Saint Paul for 25 years and we fully recognize the economic value of improving the city's bicycling infrastructure.

Our customers frequently bike to our store, many with their kids. Our employees frequently bike to work as well. We believe that building safer grade separated biking infrastructure throughout the city is critical to encouraging residents to spend their money locally instead of buying online or driving to suburban malls.

We commend city staff for drafting such a comprehensive and ambitious bike plan. We strongly urge the planning commission to approve this plan and send it to the city council.

Sincerely,

Millie Adelsheim, Abigail Adelsheim-Marshall, and Dan Marshall
Owners, Mischief Toy Store
818 Grand Avenue
Saint Paul, MN 55105

Hello fellow lover of bikes,

I support the new St. Paul Bike Plan. We need curb separated bike lanes all across our city! Love living in the most bike friendly city in the nation but as I go out for rides I see room for improvement. Excited to see our city grow into a place I can proudly call home.

Address:

1681 Thomas Ave W, St Paul, MN 55104

Eric Colón

He/They

Good afternoon,

This is perhaps the easiest comment you'll receive on the bike plan update. St. Paul is doing an amazing job and should continue on the current path building out our bike infrastructure as planned. Thank you to the people making it happen. Our family of 4 cyclists really appreciates riding our network. Especially the beautiful separated paths.

Kyle Eichenberger
1366 Saint Albans Street
Saint Paul, MN 55117

Memorandum

To : bikes@stpaul.gov

Re : Saint Paul Bike Plan

From : Marilyn Bach, PhD

9 Saint Albans Street S.

Saint Paul, MN 55105

A responsibility of good government is to involve/ engage its citizens in plans that will impact their lives-- “ tailoring” plans to the best interest of its citizens and suitability for their neighborhoods.

The Saint Paul bike plan is essentially a ‘ one size fits all” approach .
Yet the multiple areas that will be impacted by this plan are dissimilar.

- A. How is this approach then context sensitive design?
- B. What action has been taken to determine what the residents of these disparate neighborhoods believe will best benefit their neighborhood ?
- C. Have the target neighborhoods been asked or expressed an interest in having these new trails built?

Answers to these questions would be most appreciated.

Thank you
Marilyn Bach, Ph.D.

Dear city staff and members of the Saint Paul Planning Commission,

Thank you to all involved for the work to date on the current draft of the Saint Paul Bicycle Plan (December 2023). I would like to share my support for this plan on the whole. I believe the scope and the stated priorities are appropriate and would represent strong advances for the safety and resilience of our city if applied. The progress demonstrated since the adoption of the 2015 plan illustrates the strong potential impact of this new plan. The expansion of the overall network and the preference for separated bikeways will make it possible for me and others to expand our two-wheeled range more safely. From what is laid out here, I can envision how new connections between major and minor bikeways will add to my potential destinations and the types of errands and activities I can readily complete by bike.

I have just a few specific comments on elements or omissions from this plan as drafted.

1. Please look for more opportunities in collaboration with the state to educate drivers (including delivery drivers and St. Paul police officers) on safely sharing roads and intersections with cyclists and pedestrians and keeping bike lanes clear. As the number of bikeways increases, including separated lanes, these spaces can't be perceived as temporary storage for cars if they are to be safe to use as designed.
2. I appreciate the recommendation that the city revisit the zoning ordinances for bicycle parking. I would encourage more specific language in the plan about how to increase bicycle parking at nodes and popular destinations, including public spaces like city parks. The plan as written kicks this discussion down the line, but it would make more sense for parking priorities to be baked in to keep up with demand as access improves. High-priority parking locations may overlap well with the need for transit-adjacent bike parking already identified in the draft.
3. Chapter 5 of this plan should include recommendations about managing the impacts of active construction on bikeways. Cyclists should be given as much guidance as drivers when they need to adjust their route, including timely alerts and marked detours designated safe for bikes. Construction/detour signage placed on an open roadway/bikeway should never take up space that prevents cyclists from using a route that drivers can still use. If arterial roads crossed by bikeways are impacted by construction, safe crossing for bikes should be provided at reasonable intervals. If the intent of this plan is to encourage more trips on bicycles, please plan for the difference in impact on a cyclist diverted a mile or more from their original route versus a driver diverted the same distance.

I appreciate the opportunity to comment and look forward to seeing this plan put into action.

Sincerely,

Laura Bru
195 Cleveland Ave S
St. Paul, MN 55105

Hello,

Zane Johnson
1046 Dayton Ave
St. Paul, MN 55104

I love the plan! The theory behind supporting more people to ride their bikes both for transportation and leisure is great. Seeing the completion of the Grand Round would also be awesome. I also really like the regularly spaced grid about a mile apart of off-street protected bike infrastructure with the minor routes at half mile intervals. In my eyes, anything to get more people out on their bikes is a good thing and infrastructure (or lack of) seems to be the number one way to do that.

One criticism I do have is no mention of Dutch style intersections (https://en.wikipedia.org/wiki/Protected_intersection). Protected, vertically separated paths are great for protecting cyclists, but it all kind of falls apart at intersections if they aren't properly protected. The concrete island design at the corners of the intersection forces motorists turning right to be already turned and perpendicular to cyclists going straight through the intersection creating better visibility of the cyclist and slower speeds for the motorist. Implementing these protected intersections would really button up the overall safety of cyclists (and pedestrians) in addition to all the proposed protected bike paths.

Thank you for all your work! I love the improvements to the network. In combination with the already existing and improving infrastructure of Minneapolis, the Twin Cities could really be a world class cycling metro area.

Thank you,
Zane

I am writing to give the reasons that I oppose the proposed regional trail on Summit Avenue.

First, I am an avid bike rider who has lived in St Paul since 1985. For many years when I worked downtown St Paul, I either commuted by bike during nice weather mainly April- October or took the bus during bad weather or winter. My bike commuter route was along Summit.

While I support regional bike trails, I don't think it fits with Summit Avenue. Actually the main reasons are: 1) there are too many major roads that it crosses so it would cause a lot of confusion crossing those roads and 2) if the purpose is to reduce car use, I don't think that would have much, if any, impact.

To reduce car use, the purpose would be for non-recreational purpose- commuting to work or going to shop or commuting to school. It appears the purpose of the proposed design is mainly for recreational purposes- adults or kids who aren't comfortable on the current or upgraded bike lane markers and spacing. In addition the post pandemic impact on workers in downtown St Paul has decreased the number of workers commuting to downtown.

In addition my observation is that bike commuting dramatically decreases in winter weather, unlike more moderate climates.

Now that I am retired, I do mainly recreational biking and rarely use Summit. I would recommend focusing more on improving other bike trails that would either reduce car use or improve current heavily used more recreational bike lanes, like Mississippi River boulevard which has fewer major intersections and is currently a mismatch of on road bike lane going one way or sharing a shared pedestrian path.

Thank you for your consideration.

Jerome Storck
1989 Berkeley Avenue
St Paul MN 55105

[Sent from Yahoo Mail on Android](#)

Dear Members of the St. Paul Planning Commission:

I am writing to express my strong opposition to the disastrous proposal to put two separated bike paths on Summit Avenue. My understanding is there is a hearing on February 2, 2024 and I would ask that my perspective be included in the record of resident feedback.

I recognize that the City of St. Paul is devoting significant resources to add separate bike lanes/trails across the city. At a time of massive resource constraints that have reached a point that we can't even pay for our road repair without increasing sales taxes and making our city even less competitive with suburbs that are gaining residents, the proposal was made to replace our existing, workable and acceptable bike lanes on Summit Avenue, with separated bike lines.

The following are a few points I think should end this project and refocus our Park and Rec Dept. on managing our existing footprint.

- Summit Avenue is an historic avenue and one of the great U.S. boulevards. It should be preserved in its current state vs. irreparably damaged by this project.

- As part of that damage, we will destroy a significant part of the old growth canopy and trees overall. There is significant disagreement on this point and the planning commission should ask and receive an unbiased answer outside of the Parks & Rec Dept. that is focused on achieving this goal.

- There are numerous homes with driveways that will cut through the bike paths. This is why you don't have trails in places with driveways. Someone is going to get backed over and it will likely be a child in a stroller with a parent on a cellphone.

- The bike path wouldn't even connect with other bike paths when other options are available. Please look at this option. Why put it on Summit Avenue? It makes literally no sense.

- How many of our residents will be biking in the winter? What is the largest percentage you could imagine? 10% of people between 20-40 years of age? I know of very few people who bike year-round — and I consider myself a biker -- and I don't expect that will change dramatically over time even with a massive increase in bike lanes at the detriment of car traffic.

- I would encourage you to review the full video of the St. Paul City Council hearing on this topic. You will hear at the onset one of the City Council members recognizing the discord this project has created and ask the city to table it and take more time to find a reasonable solution. You will also see the Chair of the Committee show her complete lack of interest in hearing from residents. Members' minds were made up well before the hearing. In fact, I found the meeting to be incredibly disappointing, especially as it related to finding the middle ground on issues and bringing community members together.

- The proposal will reduce parking and impact businesses on Summit Avenue. Have you seen the impacts our policies and lack of support for business are having on Grand Avenue? Have you seen the decay as capital leaves our city? Are we as a community focused on creating a city and region that is inviting, supports business growth and economic vitality? We've already made terrible mistakes like the rent control proposal and the complete failure of our mayor to stand up against terrible policy. There was no courage to speak the truth and we as a community pay the price.

Can the Planning Commission show that we must find a balance in our policies and have the courage to say no and start over?

While I cannot make your meeting in person, I would be available to speak to any member who is interested in this topic.

Thank you for your consideration.

Paul Johnson
1283 Hillcrest Avenue
St. Paul
612.309.9578

Hello,

I am a regular bicyclist who is adamantly against more off-street separated bikeways in St. Paul. Following are my reasons:

1. We live in a climate where winter lasts for 5 months in a normal year. You can build as many bikeways as you want, but that isn't going to increase ridership more than a couple of percent. Do you have any statistics about increased ridership to justify this effort? I don't see a great deal of extra biking taking place, even in this unusually mild winter.
2. I don't see that this is a good use of our scarce resources. The newer, unseparated bikeways which offer a greater separation between auto and bike traffic are a significant improvement and this improvement is provided at a far lower cost.
3. A follow-up on my first two points. How are the separated bike lines to be cleared? It seems this would involve special plowing equipment. Whereas unseparated can be plowed as the streets are plowed.
4. Besides helping only a small percentage of the population, any benefits of biking infrastructure investment go disproportionately to the upper income portion of the population. If there was any other city program this skewed to the benefit of middle class to upper class residents, it would be widely ridiculed and deservedly unpopular. Seriously, the money we spend on separated bikeways would be better spent helping our lower-income residents with car repairs. I do volunteer work for an organization that helps lower-income residents. Car repairs are a major hit on the budgets of these people and when they are made they affect the ability of our neighbors to meet their other monthly obligations.

The St. Paul Bike Coalition and other advocacy groups have convinced the last two mayoral administrations that bicycling is something that needs to be supported disproportionately to the other transportation needs of St. Paul. It's time to stand up to these pressure groups and fund transportation alternatives which are more cost-effective and which benefit a wider percentage of our city population.

Thank you for your consideration,

Steve Kuncio
1885 Berkeley Ave.
St Paul, MN 55105

To whom it may concern,

I am writing to you in order to show my support for the updated bike plan being put before the St. Paul Planning Commission. I have to say that I consider myself extremely fortunate to live in a city that sees the need to protect its most vulnerable road users in a thoughtful, and well-rounded manner. Without measures such as these, the ability to use modes of transportation that are anything other than a car end up putting the lives of well-meaning citizens at risk on a daily basis from speeding and inattentive drivers. Things such as road noise, pollution, and tire dust that we all breathe every day also have consequences that many of us feel on a cumulative basis - biking helps alleviate that & should be promoted every chance we get.

Thank you for your time and consideration,

Lori Klongtruatroke

490 N Temperance St, St Paul, MN 55101

I am generally in favor of cost-efficient bike-friendly road design, but a goal should be to not remove a single mature canopy tree. Such trees are in practical terms irreplaceable. You can plant more trees, but they take decades to grow to provide the kind of shade, beauty, and economic and ecological value as the trees being sacrificed. I'm not convinced the plan considers this distinction properly. We will need those trees for their shade as summers continue to get hotter. In summer, I suspect an attractive shady street attracts more bikers than the most deluxe divided bikeway in blazing sun. If you can't build it without removing mature canopy trees, don't build it.

Your other target should be to balance the budget. Property taxes have increased too much in the last few years and the city should be trying to bring them down, not to find more ways to spend them. Seek low-cost and flexible methods of protecting bikers rather than permanent structures of concrete and asphalt (produced by highly carbon-intensive industries).

thank you
Thomas Hartley
2233 Snowshoe Ln E
Saint Paul MN 55119

Dear Members of the St. Paul Planning Commission,

I am writing in support of the revised Comprehensive Bike Plan.

With all that of the planning documents the Commission has to compare the draft plan against, it hardly seems necessary to argue in favor of a plan that "doubles down" on a well-connected network of separated bike lanes. The 2040 Comprehensive Plan has already done so. In looking through several of its chapters, the creation of infrastructure that prioritizes the safety of pedestrians and cyclists permeates the Plan. In particular:

- Policy T-1, Prioritize safety and equity benefits. [Prioritize] specific modal plans, such as the Bicycle plan.
- Policy T-3: right-of-way modal hierarchy prioritizes pedestrians, then cyclists, then transit users, over cars

And with growing emphasis on the role fossil fuel use plays in our increasingly volatile climate, the 204 plan emphasizes the need to shift the mode share of transportation away from passenger cars towards lower-emitting vehicles:

- Policy T-21, Reduce the vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles.
- Polich T-22, shift the mode share towards walking, biking, transit, etc., in order to reduce the need for car ownership.

The cost of vehicle ownership is increasingly prohibitive for most people. I am struck by the map on page 85 of the 2040 plan. It shows those areas of the city where vehicle ownership is particularly low. Ironically, it seems to be highest along the I94 corridor (where residents are most likely to experience the health effects of vehicle exhaust). By expanding infrastructure that supports non-automotive modes of travel, you are enabling more St. Paulites to hold on to more of their own money.

As a heavy user of bike lanes of all varieties, I wish to point out that it's not just cyclists who benefit from separated cycle tracks. There are scooters, of course, particularly the electric variety. In my travels I have seen people who use powered longboards, [onewheels](#), and [electric unicycles](#)! And while I haven't seen them on the paths I travel, I expect users of [electric mobility scooters](#) would find them to be a safe way to move about the city. Users of all of these forms of personal mobility deserve a safe space to operate them.

We expect the Public Meeting set for this Friday, February 2 will be very well attended. Groups that have traditionally aligned on either side of the bike infrastructure debate, particularly on the recent Summit Regional Trail Plan, will likely be present in force. Unfortunately, the divisions, and tempers, of people on both sides, will be on display once again. I expect to hear the forceful objections to bike trails coming from many opponents. The intended effect on such opposition is to cast doubt on this course of action. But as Councilmember Rebecca Noecker said before the City Council voted to approve the Summit Trail Plan, "Just because an idea is divisive, doesn't mean it's wrong." For all the reasons articulated in the Comprehensive 2040 Plan, codifying St. Paul's intention to improve its bike infrastructure is the right thing to do. Please vote to approve the revisions to the Comprehensive Bike Plan.

Sincerely,

Ed Steinhauer
312 Page Street West
St. Paul, 55107
651 308-5646

Wednesday, January 31, 2024

Good morning, Planning Commission:

I am writing in support of the 2023 Bicycle Plan. I am very supportive of the concept of separated bicycle infrastructure and bikeways.

The concept design of a separated bicycle way provides many benefits to all of us, not just people using bicycles. Most significantly the separated bike way can actual minimize or eliminate snow and ice berms and banks that have in so many places narrowed our streets in the winter. Last winter (22/23) the City of Saint Paul mandated parking one side of the street because the higher snowbanks had moved in to the streets and narrowed the usable width.

Moreover the separated bicycle ways will be much easier to maintain in the winter months than any kind of in street painted bike lane, especially grade separated bikeways from the street level. In addition the separated bikeways will be a much safer option for many more people who use or want to use the bicycle in our city to go from point A to B.

I also want to add that it is important to choose the correct protected bikeway for a given street or public way. Specifically, 2-way bikeways on streets that have few (if any) cross streets (like Mississippi River Boulevard) or have all of their cross streets signalized (like downtown) ...and 1-way bikeways on streets that have a lot of unsignalized cross streets (like Summit) because that's the safest option. I would like some mention of this in the plan.

Thank you for your thought and consideration for the Bicycle Plan.

Sincerely,

Paul Nelson
1678 Van Buren Avenue
Saint Paul, MN 5510
651-315-9659 mobile
651-645-6996 landline
mrl.paul@usfamily.net

Hello,

Thank you for your work on the Saint Paul Bike Plan.

I support the plan!

Sincerely,

Elizabeth Miller
980 Saint Clair Ave.
Saint Paul, MN 55105

Hi - I want to express my opposition to this plan. I use Summit Avenue for biking quite often. I enjoy the shade of the trees. I enjoy the safety of a lane on the street. Please work on the surface of the bike lane instead of moving it. Don't put trees at risk. Don't put bikers at risk - do you think residents backing out of driveways will really stop twice, once to check the bike lane and once to check car traffic on the street? I view your plan as much more dangerous for bikers.

Jenni Ryan
752 Goodrich Ave
651-329-2971

Hello,

I am writing to support the Saint Paul Bicycle Plan Update. This plan includes more protected bikeways which more people feel comfortable using and receive much better winter maintenance than onstreet unprotected bike lanes. This plan should go further and include better connections between downtown and the West End. Regardless, this plan is a major step forward and I look forward to seeing safer Saint Paul streets as a result.

Best,

Paul Fiesel
400 Daly St, St Paul, MN 55102

Summit Avenue is beautified by its trees! Please resist the powerful bike lobby and consider the rest of us! Thank you!

My address: 525 Lexington Parkway south apt 605
St. Paul MN,55116

I just want to comment that I love the new St. Paul Bike plan, especially it's commitment to more segregated and elevated off street cycle paths.

If these were placed along Hamline Ave. north of University it would make me feel much more comfortable letting my 11 year son ride his bike to school near Lake Como.

And if the path along Hamline is connected from Energy Park across the St. Paul Subdivision railroad tracks to Jasmine Ave it would save me over a mile detour on my way to work and make it more likely that I would bike commute more often.

Daniel Phillips
1383 Charles Ave.
55104

I support the plan to add 140 miles of bike lanes by 2040. This type of urbanism is one of the things that drew me to move to Saint Paul from the east coast. I want to be able to travel on bike lanes year round, even in the winter. Make the Twin Cities the Amsterdam of the Midwest by 2040!

Kathleen
1967 Grand Ave.

I am opposed to any further development of bike paths in St Paul until you first repair our roads and sidewalks. I live in the high rise overlooking the bike path on 10th Street. I can count on one hand how many bikes I see using this bike path each day. But the sidewalk is unsafe for pedestrians. And the road is now a one way with far fewer parking spaces.

Do you really think people are going to bike to our local businesses? No. And now you've taken away so much of their parking that people avoid going to downtown or lowertown.

I'm all for recreational bike and walking paths. But not if it takes away from a business accessibility. Cars are not going away just because you think people should bike everywhere. Especially when no one bikes 6 months out of the year.

Janet Coons

78 10th Street E

> Please don't do what is planned on Summit Avenue. The plan is far too harmful to the environment and benefits only a few people.

> Sent from my iPhone

Here is my street address: 1788 James Avenue, Saint Paul 55105

Good afternoon,

I wanted to reach out to encourage support for the updated bike plan. We need a comprehensive network of biking facilities ASAP, otherwise, people like myself who bike, walk, and scooter will continue to struggle to engage in our economic system, spending money at our local shops, accessing jobs, and buying groceries.

I encourage the bike plan to continue to connect economic centers of vitality to our neighborhoods and not just focus on recreational travel and activities along the riverfronts. This is because while many people enjoy biking as recreation, many also use it as a form of day to day transportation, including myself. I've had many encounters with other road users where our public right of way encourages them to unsafely overtake my two wheeled bike or scooter. I've been yelled at and honked at too many times to count, all while just going about my day getting to work and to friends houses. Due to this, I encourage all the pathways to be grade separated and maintained in the winter as people bike to transportation all year round.

I hope you accept the updates to the bike plan.

Thank you,

Christian Noyce
759 Hague Ave

st paul, mn 55104

Hello,

I really enjoy biking to get groceries and go to the park and visit my parents, but I'm scared to do that legally (on the road, not the sidewalk).

When I was a fearless college student, I biked everywhere and anywhere. No matter what. I used every safety measure, but I was free. Then one day I was biking home from class and was nearly hit by a car who just sped off while I fell down and bled all over. The following car stopped and helped me back up.

This road had a "dedicated" bike lane that was essentially the 1 foot shoulder repainted with a bike and an arrow. I still have the scar and I don't bike without a barrier between me and cars anymore.

If we want people who aren't fearless college students to bike on our streets, we need to protect them as much as we do cars with crash cushions on the highways.

Thank you,
Siri Orser
1597 Chelsea St, St Paul, MN 55108.

1.15.24

Good Evening:

I am contacting you to state my support for "Saving the Trees" on Summit.

I am not anti-bike paths and realize how important biking is to many. I do not live near Summit but find myself often on that route. No matter what time of the year, it is so beautiful. The stately homes and lovely landscaping/trees (mature). A historical and stunning area.

Hoping can scratch tree removal plans, or reach compromise. I do not believe a bike path is even needed at this location.

Thank you.

Kathleen Gray
2345 Woodbridge St. #128
Roseville, Mn 55113
651.329.7837

Hey!

I'm writing in support for the proposed separated bikeway along Como between the Lake and the Capitol. I frequent that route with my kids on our cargo bike, as we have friends and family that way we often visit. This would make such a dramatic difference in the safety of our ride. That stretch, currently, is often very dangerous for us as we're constantly dodging large pickup trucks using the bike lanes to pass other vehicles or delivery style trucks using the lanes as parking. I'm just a dad trying to get places with his kids, and this would be such a glorious addition.

Thank you.

--

Jamey Erickson
jamey@jameyerickson.com

3211 Hayes St NE
Minneapolis, MN 55418

I am fully in favor of the proposed bicycle plan. I have lived in Saint Paul for 6 years. The bicycle infrastructure here has been a major factor for keeping me in Saint Paul, and a major motivator for getting involved with Saint Paul politics, business, and culture. I have moved closer and closer to the better bike infrastructure in this city over the last 6 years.

While I am proud of the city's bike infrastructure as it stands today, I do still frequently wish for even better bike and pedestrian traffic infrastructure. In particular, I am very much looking forward to improvements on Kellogg (to get to the farmers market), Marshall (an important route for passing east and west through Saint Paul if you're coming from Minneapolis or East Saint Paul), and Summit (another useful route for getting to our local businesses). I am particularly excited about more safe infrastructure, like the proposed separated bike paths. I know that these paths will make my experience commuting on my bike much more enjoyable, and it will bring a significant improvement to the other number of riders in Saint Paul.

Between the city's enthusiasm for biking, and the threat of climate change, I think that there is no better investment that the city can make. It will both improve the lives of it's constituents, and improve the lives of all by bettering our systems of transportation to fit modern needs and standards.

Let's make Saint Paul a world renowned biking city!

Thanks for reading my comments on the matter,

Joe Bethke

1004 Carroll Ave, St Paul, MN 55104

612-532-2546

It is too good to hear of a movement to get bikes out of the streets. Finally, some thinking and planning that involves wisdom, common sense, and real safety, as opposed to what I like to classify as “fake safety.”

Putting cars and bicyclists (and pedestrians) in close proximity to each other has always been a failing proposition. There is no paint, or lane, or sign, or light (blinking or otherwise) or flag, or pole, or color, or plastic barrier that can make dangerous conditions safe.

We should have possessed the foresight to recognize this from the beginning. Engineering may help, but will never come close to solving “the problem.”

There are still too many conflicting initiatives in this plan.

I cringe when I hear statements like, “Getting cars off the streets, or slowing down cars, or that it is more dangerous to ride a bike on the sidewalk than in the street.” As if driving a car in the street is the problem.

Engineering designs need to get bikes (and pedestrians) away from cars. The further the better.

My parents told us not to “play in the streets.” This included bicycling. Your parents told you the same.

If there is a sidewalk I will be on it. Always. Walking or riding a bike.

I will never get run over walking or on a bike. Why? Because I don’t hang out in the street or ride a bike in the street. And no one can make me.

When there are no sidewalks I walk on the boulevard. And I stopped riding a bicycle 30 years ago. Why? Because it’s too dangerous.

In short, no one will ever run me over. Because I won’t let them.

First and foremost, behaving safely is the bicyclists’s (and pedestrian’s) responsibility. No one else (including motorists) can insure their safety if they refuse. Put the money into Education. It will be money well spent.

Start by teaching people how to cross a street safely. Bicyclists as well as pedestrians. Walk that bike across the street. Never ride into the street.

And just how does one cross a street safely? By crossing BEHIND the cars (and school buses). NOT in front of them.

As long as we insist on teaching pedestrians and bicyclists to cross “in front” of two-ton killing machines and to “step out in front of oncoming traffic” the accidents, injuries, and fatalities will continue. And grow. The statistics and data have proven this. As if we needed data and statistics to predict the obvious.

Behaving safely is a psychological and attitudinal issue. There is no place for selfishness, or privilege, or entitlement when riding or walking near a street. Especially when crossing one.

Eliminate this idea that, "Pedestrians always have the right of way. It's the law"!!!!

No it's not. It was not the law yesterday. It is not the law today. It it will not be the law tomorrow. Misinterpreting right of way laws are killing us. Literally.

"Challenging" drivers is the first behavior that must stop if we are serious about safety. It's dangerous.

Cooperation, communication, consideration, and being polite and respectful is a "two way street."

Dave Hafner
1037 Marnie St S
Maplewood, Mn 55119

The influx of separated by Paths throughout, the city is not only putting pedestrians, Cyclist, Residence, whose homes will be affected by the bikepath, and vehicles at risk.

The ADA, And medical services around the country, are starting to sue the federal government as well as cities for putting in these bike paths around the country. When will it be your turn? What you take away that has been here for More than 100 years cannot be put back!

What's not safe about bike lanes? The same thing that's not going to be safe with a bike path! The intersection. You can change that and create the city into a Park reserve. Where there is still many accidents Where there are no cars. There are more deaths between cyclist to cyclist than there are cars to cyclist. If you would only look at the statistics.

Let's be realistic, Let's be understanding Let's not make a problem bigger. This shows that less than one percent of the population As a motive, transportation. The population statistics also showed that less than 3% of the population our regular cyclist.

Putting billions of dollars into system when the infrastructure that will affect more people to keep them safe, would be fixing the sidewalks which is an ADA regulation. Fixing the roads, which is another ADA regulation. That's all under the jurisdiction of the city.

But instead of funding What is under the obligation of the city, It Seems that what is happening in our city is more of a strategic political move, rather than what is safe for the community as a whole.

During the prohibition people started buying vehicles. More than 23 million vehicles were sold. Despite vehicles being available since the 1800s.

By the 1940s almost every household had a vehicle. Just so happens, we had World War II. And the depression. Are we doing it again?

The other thing that's interesting is the government is paying farmers not to farm same thing happened then!

Is this a political move? Many people made lots of money during that time. When the most of the country starved. History...

Cynthia Rapacz
Creative Consultant
612.205.7839

45 Albert Street S
Unit1
St. Paul MN 55105

Please please do not even go forward with a plan that serves few (and I am sure will not increase bike ridership as per our climate), even without financial approval. I have no problem with bikers or biking. I like it!

In 30 years, I have rarely observed bikers using Lexington Ave from 7th Street going north towards Summit or even to University Ave. Or most marked streets....Summit gets use. But so are both sides of the street in front of people's homes for parking/trees both sides of street.

A member of an avid biker family told me "why would I go on Summit Ave to bike when I can take side streets with minimal traffic". I do not think and other configuration will make anything safer. Bikers have said JUST PAINT THE LINES each year so they are visible. When snow falls, any plan will not work. Last year, there was one side of the street parking as there was snow piled in the streets covering up the bike lanes anyway.

We have more pressing problems than bike lanes. Seems like our city has to say OH WE ARE SO PROGRESSIVE!" Progressive without thought and keeping in a budget that takes care of PRESSING problems is just a word, not diligent and serves no one. Progressive" without thought, is a waste. This will never be a place where biking overtakes car usage due to our climate.

Read the reports and put the dollars into improving residential side streets for bikers and cars and pedestrians. Put the dollars into improving crime problems and broken sidewalks. Below is what needs to be dealt with Grand/Victoria Ave with monies available .

Judith Feldman

1033 St. Clair Ave
St. Paul, MN 55105













Hello,

I have reviewed the St Paul Bike Plan Draft and wanted to share some feedback as an invested St. Paul resident in the Como/North End neighborhood.

1. As much as is possible, prioritize closing existing gaps in the bicycle network, even if not along the segments identified in the Bike Plan, if a temporary/interim treatment can bridge networks together. This is especially true around downtown and the connections to other neighborhoods/networks.

2. Network-based approach of alternating Major/Minor bikeways is great. This ensures strong connections from local neighborhoods to destination points and should strengthen fabric between neighborhoods that may be islanded from partial networks of bike infrastructure.

3. I am a confident cyclist who generally prefers to ride in the flow of traffic on striped/buffered shoulders over dedicated cycle paths, but I am strongly in favor of the plan's prioritization of off-street/separated facilities to increase the number of cyclists and emphasize non-vehicle modes of transit. Group rides at high speeds are far less important than giving St Paul's residents the autonomy & confidence to bike to school, to a friend's house, to the park, etc.

4. Recommend City of St Paul offers recommendations/plans to major trip generators (RiverCentre/CHS Field/Theaters) guidance for implementing bike valet services similar to Target Field to increase short/medium term bike storage options. Risk of theft can be a significant trip deterrent.

Overall, I am excited with the plan and eager to see the St. Paul of tomorrow - one that is more connected, safer, healthier, and an example for other American cities to model.

Thanks & Kind Regards,

Josh Hill

Husband/Father & Como/North End Resident

640 Maryland Ave W, St. Paul, MN 55117.

>

> When we hear from avid bikers, please remember it is a MINORITY of people. A majority of people, homeowners, need parking access to their homes. And on Summit, they pay a LOT of property taxes to be ignored.

>

> In our MN climate, it does not warrant upending what is present with making sure that those lanes are brightly reflected. Snow is going to end up on any bike plan in the winter, whether snowplowed there, or just by falling.

>

> No one is going to move to St. Paul because of its fancy bike lanes.

>

> Losing trees for this project to satisfy a minority of people who actually bike year around, when there is a present bike lane, is a waste of our taxpayer money. The city already wastes a lot of it. I never voted for the 1% tax raise and don't want it going to this. People actually thought the 1 % was going to pothole issues—well, many did not read the fine print on that one.

>

> The article in the paper was quite biased to the one biker.

Judith Feldman

1033 St. Clair Ave

St. Paul, MN 55105

How about the Mayor and the Approving Council.....all ride bikes on more new St. Paul Bikepaths throughout St. Paul. There was a new, planned bike path in District 197, at a cost of millions and virtually no riders there....neither on Oakdale, nor the underground tunnel on for bikes on Robert Street. I have yet to see a biker there these past days. Of course, that is not to say there are none, but perhaps the City of St. Paul and WSPaul could make known the bike traffic and the immense costs.

Here IT IS BELOW FOLKS
THANKS.....TOM

Dr. Tom King
1386 Valley View Ct
W. St. Paul 55118

Dear St. Paul Planning Commission,

As a long-time Portland Avenue resident who bikes frequently on Summit Avenue, **I am not in favor of the current Bicycle Plan for Summit Avenue.**

I feel that the **current design works optimally for riding, parking, and driving safety** while maintaining our **precious historic tree canopy and green space.**

Please do not destroy what only nature and time can provide.

Karin Roof
1045 Portland Avenue, St. Paul, MN 55104

Mobile 612 271-8438
karin.roof@gmail.com
<https://www.linkedin.com/in/karinroof/>

Hello,

Just something to consider as plans go forward on new bike paths. If bike paths are off the road, they have to be plowed separately, something that seemed not to have been considered as the bike paths around the new Montreal Av/ Lexington Pkwy roundabout were added to sidewalks of 4 residents. We residents are not shoveling those bike paths, the city is, at not so much more time involved as it is only 4 properties. So, not much more expense than the usual plowing of the original bike path and the new one on the other side of Lexington Pkwy (formerly Elway). Summit is much longer, so the expense might be much more. Something to consider.

Thanks

Hi ,

I just want to comment that you should know before you build these off road lanes, who will be responsible for snow removal and upkeep in the winter. It should not be residents. Note that snow removal will add extra expense.

Thanks.

Julie July
Montreal Av
St.Paul

Julie Borgerding July
1111 Montreal Av
St. Paul, MN 55126
jborgj@outlook.com

Hello, I wanted to write in support of the Saint Paul Bicycle Plan.

Much of the hand wringing and criticism of protected bikeways is ill informed or intentionally misinformation. Protected bikeways don't necessarily mean tree loss or automobile parking loss, and where it does car parking shouldn't be such a compelling consideration to the point where it supercedes bicycle and pedestrian safety. I feel that separated trails, such as on Wheelock parkways have proven to be more friendly to new and younger riders and lend themselves better for snow maintenance as well vs. on-street lanes where snow/ice often gets dumped.

I do think it's important to choose the correct protected bikeway for a given street -- 2-way bikeways on streets that have few (if any) cross streets (like Mississippi River Boulevard) or have all of their cross streets signalized (like downtown), and 1-way bikeways on streets that have a lot of unsignalized cross streets (like Summit) because that's the safest option. Clarity in this plan would be helpful for the public.

Thanks for all the attention to this,

Ted Duepner

5501 Aldrich Ave. S
Mpls, MN 55419

--

Ted Duepner | he/him | P: 952.913.0420

Supporter Relations Manager | LCI

Making Minnesota a place where every person everywhere can easily walk, bike, and roll.

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As a resident of Saint Paul, I am incredibly excited about the ambitious Saint Paul bike plan. I'm glad to see the city take action in protecting bikers and pedestrians. It's an important step in making the city streets safe for everyone!

Thank you,

Matt Belanger

1458 Arona St
Saint Paul, MN 55108

I am writing in support of conducting an Environmental Assessment Workshop regarding the Summit Avenue Regional Trail Project.

Summit Avenue in Saint Paul includes two National Historic Districts (the Historic Hill District and the West Summit Avenue Historic District) and is recognized as one of the most beautiful historic residential streets in the United

The proposed Regional Trail Project could have a potentially devastating effect on the mature tree canopy of this street and it would take many, many years for the trees to grow back.

I live near Summit Avenue and have enjoyed biking and walking along this street for almost 50 years. I can't imagine Summit Avenue without its mature trees.

Please protect and preserve the mature tree canopy and green space on Summit Avenue and its median boulevard for future generations.

Sincerely,
Virginia Larson
50 Cretin Avenue South
Apt. 306
Saint Paul, MN 55105



Hello -

I am writing to show my support for the new comprehensive Saint Paul Bike Plan. I greatly appreciate the updates that have been made to the original bike plan and hope that this plan will continue to grow in how Saint Paul supports multimodal transportation in the Twin Cities now and into the future. I greatly appreciate how the direct impacts of the city's 1% sales tax were included in the plan description so that everyone can see the direct positive impacts that this tax will have on our community.

One addition that I would request is in Chapter 6. While I agree that implementing the plan's preferred bikeway design should coincide with other road projects, I would recommend a more progressive approach to the implementation processes that allows for increased flexibility and design testing. It would be to the benefit of reaching out climate goals and also addressing overall road safety in an efficient manner if "Phase 1: Planning & Engagement" specifically included the ability to implement "test designs" using lower cost methods such as bollards, temporary curbs, jersey barriers, parking/vehicle protected bike lanes and/or plastic delineators within this phase.

Test implementations would improve road safety faster and in a more cost effective way than waiting until a road project is scheduled to begin its planning and implementation. Additionally, having a tangible representation of how a bikeway implementation could impact car traffic will help to address negative feedback that often comes from individuals who do not welcome any road design change that they believe will negatively impact car traffic.

Again, thank you so much for all of the hard work on this plan. It's such an exciting time to be a biker in the twin cities and I hope that it only continue to get better.

Stay well,

Adam Frei

608.515.9733

Adam Frei
936 Albemarle St, St Paul, MN 55117
608.515.9733

> Hello,

>

> As a car-free downtown resident, I'm very excited to continue to watch our bicycle network grow, and to see calmer complete streets. The proposed bicycle network looks awesome!

> Thanks for including my comment supporting the bike plan!

> Sincerely,

> Jonathan Feldman

111 Kellogg Blvd E Apt 2611

55101

Hello,

I am submitting the following resolution from St. Anthony Park Community Council, District 12. (We are currently without an executive director. I am co-chair of our Transportation Committee.)

Whereas the updated draft 2023 St. Paul Bike Plan is consistent with the goals of the St. Anthony Park Community Council's 10-year plan, and

Whereas the plan particularly is focused on creating infrastructure to encourage more people to bike by adding protected bike infrastructure throughout the City of Saint Paul, and

Whereas creation of protected bike infrastructure is supported by research as creating safer streets for all users, and

Whereas the plan includes the intention to add "next best" solutions for biking when fully protected infrastructure has not yet been funded, now be it resolved that

The St. Anthony Park Community Council endorses the updated 2023 draft St. Paul Bike Plan.

Pat Thompson

on behalf of St. Anthony Park Community Council, District 12

2171 University Avenue W, Suite 400
Saint Paul MN 55114

Hi,

I'd like to share my main concern about the city's bike plan.

I share the Council's concern for climate change. I worry intensely about whether or not we're doing enough to mitigate it. To that end, I support more bicyclists even if I am not myself an avid cyclist.

I am however concerned that the combination of doing away with parking lot requirements and reducing streetside parking and/or lanes themselves to make room for bike lanes won't cause unintended consequences. For better or worse, most Americans drive cars. This is especially true in colder climates like ours.

My question is: how is the Council and the City making sure their good intentions don't lead to bad unintended additional consequences? Can we do something to support, for example, more tiered (underground or above) parking structures?

Thanks,

-Erin Newton

1765 Carroll Ave

January 27, 2024

St. Paul City Planning Commission
c/o Jimmy Shoemaker
800 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

“Proposed” Summit Avenue Bike Trail

To the Members of the Commission:


How I wish your decisions would take into account how much the integrity of Summit Avenue means to all of the residents of Saint Paul—and indeed, of the State of Minnesota! Our city and state have taken pride in being home to one of “10 Great Streets in the U.S.” for generations of residents and visitors. What a travesty to the reputation of our city and state if killing most of these spectacular trees and adding paved bike lanes would have us known instead as having “paved paradise and put up a biking lot!” (with homage to Joni Mitchell’s famous song about destroying natural beauty in the misguided name of “progress”).

The Planning Commission has been entrusted to do no harm. Adding off-street bikeways will actually cause immeasurable harm and irreversible damage, not only destroying the tree canopy but also compromising safety, in part by duplicating—actually, tripling—the number of intersections with streets, driveways, and carriage walks. It is widely-recognized that intersections pose the greatest threat of collisions between vehicles and pedestrians.

I attended the meeting on June 6, 2022 at which the Plan was presented for discussion. When I and fellow residents asked about possible damage to the trees, we were told that removal of trees was not a part of the project. But when we noted the importance of maintaining a sufficient zone to protect the roots of existing trees, the answer was that “the Master Plan does not include tree-by-tree considerations.” Rather than acknowledge that error of omission and go back to the drawing board, the Commission decided to push ahead, hiring a sympathetic arborist to provide an unbelievably low estimate of consequent damage. But if the damage is caused by disrupting the root systems of the trees, how can the addition of separate paths parallel to the street not affect nearly all of them?

If you continue to plow ahead with this bikes-above-all plan, you will indeed deserve to be known forever as the Planning Commission that killed Summit Avenue. Surely your mission requires that you find a better, safer, and less destructive way to accommodate bicycles on Summit Avenue without killing the majority of its famous trees and thereby destroying its magnificent tree canopy.

Sincerely,


Rosalie Wacker O'Brien
1825 Summit Avenue

Email and U.S. Mail Public Comment Received – Package 2

February 2, 2024 Planning Commission Public Hearing
Saint Paul Bicycle Plan Update

The pages in this document represent all public comment received between 1:00 PM Wednesday Jan 31, 2024, and 4:30 PM Monday, February 5, 2024

Comments received prior to 1:00 PM on Jan 31, 2024 were sent to the Planning Commission on Wednesday January 31 as Package 1.

This package was assembled on February 7, 2024 by:

Jimmy Shoemaker, Saint Paul Bicycle Plan project manager

Transportation Planner

Pronouns: he/him

Department of Public Works

800 City Hall Annex

25 West Fourth Street

Saint Paul, MN 55102

P: 651.266.6204

jimmy.shoemaker@ci.stpaul.mn.us

On Tuesday January 29, 2024, at 1:30 P.M., I drove on Summit Avenue between the Cathedral and Fairview Avenue. It was 40 degrees. I did not see any bicycles going either direction during my 12 minute drive. I did see hundreds of parked cars. There were no empty street parking places between Victoria and Lexington Avenues. Where will these people park when parking is eliminated by the raised bike TRAIL? How does this affect businesses on Grand Avenue? Schools churches and organizations? Our limited property tax base? The raised regional bike TRAIL is the wrong model for so many reasons. Summit Avenue is a treasure. Please do not make an irreversible mistake by supporting and funding it.
Anne Carlson 1914 Beechwood Avenue, St. Paul, MN 55116

Hello,

I'm happy with the direction the city is taking the new bike plan. The focus on protected, off-street lanes will be huge for my family's use, several of whom do not feel comfortable biking in the street.

Please consider better ways to connect the rest of the city to the downtown area bikeways. The capitol city bikeway lanes are underused because they do not go anywhere. If it will take too long to build protected lanes into downtown, try using bollards or temporary jersey barriers until paths can be built.

Will Mattessich
1554 Lincoln Avenue
Saint Paul, MN 55105
612-205-7654

To Whom it May Concern,

Creating a separated raised bike path along Summit Avenue is a misguided expense for a bike path. The first claimed advantage for the separation of the bike path from the traffic lane is that it will be safer. Studies have shown that the more conflict points that are on a bike path, the less safe it is. Because there are at least 150 known conflict points on Summit Avenue in its 4.5 mile length, the claimed advantage is unfounded, as frankly the bike path would be much more dangerous, due to the multiple conflict points. To eliminate the conflict points would be changing the character of Summit Avenue dramatically and making the avenue basically unlivable with no access and no parking. Summit Avenue is a residential avenue designated as a national historical avenue. Major changes such as a raised bike path should not be allowed or even considered for Summit Avenue as it would dramatically change the historical nature of the avenue.

Keeping the bike lane along side the traffic lane on the avenue as it is now would be the safest and best way to keep the historical nature of the avenue. Can improvements be made to the bike lane - YES!, they can, such as high visibility paint, widening the bike lane, narrowing the drive lane. By keeping it on the avenue the bike lane will service all bikers. The raised lane would not service the bikers that bike in groups that want to ride at 20mph or more as any children on the bike lane would be in their way which would slow the groups down. Those biking groups would opt to ride in the drive lane anyway, thereby negating the use of a raised bike path.

In lieu of the Summit Avenue Regional Trail, connecting the isolated Ayd Mill road bike path on both the west end by Snelling Avenue, west to the Mississippi River and the east end at Jefferson, to the Mississippi River will create a raised path bike with very few conflict points and easier elevations to handle making the travel along the path much safer for all without destroying a historical site.

I urge you to reconsider the Summit Ave Regional Trail Plan and not move forward with a raised bicycle pathway on Summit Ave. There are other corridors that can serve the purpose much better without destroying one of St. Paul's grand historical sites.

Sincerely,
Bill & Jan Hohn
1190 Summit Avenue
St. Paul, MN 55105

As a 79-year-old bicyclist and on behalf of very young cyclists, I plea with the city to create separated bike lanes for residents' use on busy streets.

Elderly and very young cyclists are best served by separated lanes because of our developmental ages: I have slower reaction time and brittler bones than I used to; very young cyclists are sometimes impulsive and have little experience to call upon to pedal defensively.

If Saint Paul is to become a truly bike-friendly city, it needs to separate two-wheeled citizens from 3-ton pickups, SUVs, and inattentive drivers.

Jan Grover
Banfil Street
Saint Paul 55102

Jan Grover
251 Banfil Street
Saint Paul 55192

Hi,

I use Summit Avenue for biking, walking, scootering and general enjoyment. I am very concerned about the proposal by the city to "upgrade" bike lanes. I think the city is not being realistic about the high number of trees that would be removed and/or compromised. Summit Avenue is perfectly safe as it is now for bikers. I think the city's proposal is a solution in search of a problem.

Regards,

Janice Johnson

3329 47th Avenue South

Minneapolis, MN

Main points I feel are very important:

Protect the mature tree canopy.

The city's bike trail plan for Summit Ave shows the trail will cut into the grass boulevard by three feet on both sides for over 62% of the length of the avenue. The increased risk to boulevard trees will be catastrophic, as well as the loss of green space. Will this be the formula for the rest of the city too?

Prioritize safety for pedestrians and cyclists.

Retaining existing on-street bike lanes is the safer approach. We want bike lanes marked for higher visibility and driving lanes narrowed to add more buffer and slower traffic everywhere in the dense city neighborhoods.

Preserve current parking as an accessibility right.

Not only do residents need parking in front of their homes, schools and churches need parking, as do area businesses. This is a significant accessibility issue.

I would like to submit my comments regarding the proposed bike plan meeting on Friday February 2nd. First, I'm a retired senior who lives in St. Paul's Eastside and I'm an avid biker. I put on over 1,000 miles per summer.

As a biker, I have great appreciation for bike trails/lanes, but I see problems with a grandiose bike plan. First, Summit Avenue is no place for a bike trail. Besides the potential environmental impact, it is a beautiful, historic parkway which a bike trail would greatly detract from its aesthetic value. For people who are clamoring for this path because it would allow access to the river from downtown, there already exists one that runs parallel to the river from Highway 61 all the way to Minneapolis. I frequently travel Summit on my bike rides and have no problem with the existing bike lanes outside the fact they need clearer markings and road repair.

Second, before going wild creating new trails, which generally I approve of, much thought and residential input needs to be taken into consideration. Also, most of the existing bike trails in St. Paul are in dire need of repair, which should be taken care of before any new construction. A serious plan has to be in place to provide for continual maintenance of existing trails and considered before building any new ones. A perfect example is the river trail from Hwy. 61/Warner Road all the way to Minneapolis. The stretch from 61 to downtown is terrible at best and I challenge anyone to ride it and tell me different. No maintenance has been done on this stretch for years and it shows. Mounds Park trail is nice now because it was rebuilt 3 years ago, but I'm afraid it will end up looking like the river trail, much like it was before it was rebuilt, if there isn't sufficient maintenance. I understand the goal is to get more people riding bikes and avoiding cars, which is very honorable and environmentally sensible, but unmaintained bike paths won't attract new riders.

In closing, instead of going gung-ho with lots of new trails, be wise about it and take time to seriously analyze each situation thoroughly. Are trails going to be able to receive funding for continual maintenance so they retain their viability and ridership? If not, construction shouldn't even begin.

Sincerely John Kniprath
1580 McLean Ave.
St. Paul, MN 55106-6611
651-772-1040
juanjohn.kniprath@gmail.com

Greetings,

I would like to post my comment/question ahead of the meeting which I plan to attend in person:

I have extreme safety concerns with bikeways that are adjacent to roadways and/or traverse roadways. Como Avenue between Hamline and Snelling is a good example. What is the city doing to ensure safety of both cyclists and motorists on these bikeways (especially for fast moving cyclists who no longer have shoulder space along roads that have been narrowed to install a bikeway)?

Thank you,
David Skelton
Bicycle Commuter
1161 Hamline Avenue North
Saint Paul, MN 55108

I want to strongly voice my opposition to the proposed St. Paul Bike plan for Summit avenue.

This plan will destroy the historic look and feel of Summit Avenue. I have lived in St. Paul all my life and personally seen the destruction of neighborhoods due to the removal of mature trees. I have also been visited by a number of people from outside Minnesota who all want to travel down Summit Avenue to see the Victorian Houses and they all admire the historic nature of the street, that will be destroyed by this plan.

This plan would also create a very dangerous situation for people who live and visit the area with the loss of parking on one side of the street. While the city has reconstructed many streets to assist pedestrians crossing streets, it will create a massive dangerous situation with this plan. Homeowners, visitors, churchgoers will cross in the middle of the street and the city will be responsible for someone getting hurt or dying.

The city currently has a parking problem, I know because I live on a block with all students rental units and no where to park. This plan contributes greatly to this problem.

Having a bike lane next to the sidewalk with so many conflict points (side streets) is a formula for danger. Obviously the city planners are not taking the issue of safety seriously with this plan.

Thomas Malone
tmm11@earthlink.net
651-603-1752
651-925-7102 (cell)
2027 Ashland Ave.
St. Paul, MN 55104

I bike on Summit Avenue 3 or 4 times a week in the summer. The section that was repaved between Snelling and Lexington is nirvana, especially compared to other sections before and after. Before you seek funding to fix a problem that really doesn't exist, and create a situation that generates as many problems as it's purported to fix, just repave the pot-holed, cracked, patched-on-patched sections that currently make bicycling rough and dangerous.

Thank you.

Bob Hartzler
Bob Hartzler
1590 Beechwood Ave
St. Paul 55116

CAN WE HIRE MORE POLICE, FIRE FIGHTERS AND FIX THE STREETS BEFORE YOU WASTE MORE MONEY
ON BIKE PATHS ?
342 CURTICE ST WEST

I drive Summit Ave nearly everyday.
There is already plenty of room for bikes.
I can't see any need for bigger or different bike lanes.
And I am an avid bike rider.

Thank you,
Ginny Kistler
1930 Westwood Circle
Roseville
Sent from my iPad

To: St. Paul Planning Committee re: Updated Bike Plan, January 31, 2024.

Adding a City Block between Bicyclists and Arterial Roads with high volume car traffic for the “Interested but Concerned Bicyclist” would be optimal, safer and less costly.

Dedicate a network of in-street-separated bike lanes on low volume residential streets.

For commuter Bicyclists, fast Bicyclists and e-bikes, keep network of on-street bike lanes on major arterial roads.

Grouping similar speeds confers safety benefits.

Use of low car-volume streets for “interested but concerned” Bicyclists. Re-visit the need and cost for off-street bike lanes@ \$~1.5 Million per mile*. On-street bike lanes (~\$30,000 per mile*). Re-visiting number of miles for off-street bike lanes could free up money for additional pedestrian amenities. *St. Paul Bike Plan, adopted 3/18/2015 Last Updated 7/19/17.

<https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Saint%20Paul%20Bicycle%20Plan.pdf>

For on-street Bike Lane Networks, use High Visibility Paint and other treatments, including narrowing driving lanes.

Wise spending the Parks and Rec portion of 1% tax would free up funds for Pedestrian Amenities.

1. Target Low Volume Streets for Bicycling for the “vulnerable, interested but concerned” population
2. Rectangular Rapid Flashing Beacons (RFFBs) at Intersections
3. Add Blind spot mirrors
4. Widen Sidewalks, Plow Major Arterial Sidewalks
5. Do Not put Trees and Shade at risk. Add trees. Pedestrians deserve trees.

Survey Respondents were asked if they would “feel” more comfortable riding a bike on a separated path.

- Yes, adding a City Block between Bicyclists and Busy Arterial Roads with high volume car traffic for the “Interested but Concerned Bicyclist” would be optimal.





Table 9.6.1 Planning Level Implementation Cost

Bikeway Facility Type	Existing Facilities	Planned Facilities	Estimated Implementation Cost*	Planned Facilities Estimated Implementation Cost*
	(Miles)	(Miles)	(Per Mile)	(Total)
Off-Street Paths	74	62	\$1,500,000	\$92,296,271
In-Street Separated Lanes	53	53	\$30,000	\$1,604,939
Bicycle Boulevards	7	40	\$500,000	\$20,090,233
Enhanced Shared Lanes	18	39	\$21,000	\$825,462
Total	152	194		\$114,816,905

* Note: All costs are presented in 2015 dollars.

*St. Paul Bike Plan, adopted 3/18/2015 Last Updated 7/19/17

<https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Saint%20Paul%20Bicycle%20Plan.pdf>

Respectfully,

Bridget Ales
 715 Linwood Avenue
 St. Paul, MN 55105

The segment of the bike plan for Saint Paul that I have studied and bring to your attention is the Summit Avenue proposal. To have a project to improve resources for bicyclists is laudable -- it sounds good.

People are in favor of a bicycle-friendly city, including me. But when I dig into the details of this proposal, it is deeply flawed.

I am a 37-year resident of Summit Avenue and, until recently, a proponent of the City of Saint Paul. I join my fellow citizens to request further study and a sincere listening to the points raised by residents.

What we have now is a proposal that sounds good on the surface. No one is against providing safety for bicyclists. I have scraped up bicyclists from the street after a mishap but none of the mishaps were due to car doors or turning vehicles -- they were all due to the condition of the street (the potholes issue ignored by the city) or persons who ignored their own well-being and became dehydrated. For what is happening in my front yard, the issue is not pouring in more dollars to build an ugly trail and kill trees, the first step is better management of what we have.

It was never asked if we wanted a bike trail on Summit Avenue -- it was presented as a fait accompli that was going to happen. So I sat through 14 hours of multiple hearings on the bike trail proposal for Summit Avenue, talked to Council members, met with the Parks and Rec director, wrote e-mails and memos, and asked for explanations that never came. Residents like me have showed up and pointed out issues that could improve the project and mitigate some of the negative factors. After that many hours of hearings and emails and phone calls, I could not discern a single substantial change in the proposal over the months of hearings. And not a single substantial response to community concerns. Every single hearing had a majority of residents against the proposal. Every hearing there were substantial suggestions. What I witnessed was responses from the city giving examples that were not from Summit Avenue. Responses I have received basically say, whatever the issue it will be worked out later. When? After the trees have been cut down? After a child is injured on a mixed-use trail? After a resident dies because emergency vehicles cannot get to our home?

There are too many unresolved issues in this proposal. It chooses certain bikers over others and does not solve the issue of how to serve all bike riders. Where do speed bikers go when they are unwilling to slow down for driveways and cross streets -- back to riding in the traffic lane with no marked bike lane? Where do commuters go when they are dumped out at the top of a hill? The issue of drop from the sidewalk level to street level is unresolved. The issue of driveways is unresolved. The issue of cross-streets is fuzzy. The issue of maintenance has been ignored -- will raised bikeways be as poorly maintained as current bikeways? The issue of children safety on a raised bikeway is unresolved. The issues of women walking long distances at night to find parking is unaddressed. Parking for schools and houses of worship

and businesses, including businesses on Grand Avenue, has been minimized. The issue of emergency vehicles getting around backed up traffic and those ugly bumpouts is "for the next stage of planning" according to a Council member. The estimate of tree loss is untrustworthy. Having spent great amounts of staff time and money on a proposal is not a guarantee that the result is good proposal.

This is a proposal that does not work for our city.

I urge you not to continue this proposal in its present form. Residents have been telling the city to make revisions. The city is not listening. After sitting through 14 hours of "hearings" in rooms where the pro-bike-trail speakers were outnumbered, sometimes nearly two to one, still there was no substantial change in the proposal. After hours more of testimony, six city council members read their pre-written speeches and voted to approve the proposal without any improvements. In essence, a "hearing" had no effect on them.

There are too many ignored/unresolved issues in this proposal to continue in its present form. It has been presented as a 90% proposal -- there is no way a 10% change can repair the proposal as presented.

The City of Saint Paul has been bequeathed a beautiful and historic street in Summit Avenue. The symmetrical tree canopy, beautiful houses, granite curbs and historic construction-controlled area create a treasure and tourist destination for this city. When such a gift is bequeathed, following generations are responsible to preserve this historic gift.

Apparently, after generations have protected Summit Avenue, it will take only one administration to ruin this city legacy.

Are residents in favor of bike trails/lanes -- yes. Are they willing to ruin an historically designated street with poorly-thought-out design -- no. What we are against is rushing into a boondoggle expensive project that is poorly designed and ruins a local gem and a national designation tourist destination. And kills hundreds of trees in the process.

Diane E. Follmer
1003 Summit Avenue
Saint Paul, Minnesota

Hello!

My name is Ken Rhodes, I live at 661 Goodrich Ave, Saint Paul, MN 55105. I'm writing in support of the Dec 2023 Saint Paul Bicycle Plan.

I'm 64 now, and I fall squarely in the "Enthusied & Confident" category of bicyclists described in the plan. But I'm not the horse I used to be, and the separated bike lanes envisioned in the updated Plan will provide safe cycling to the places I love to ride as my abilities wane. I particularly enjoy riding my bicycle to run errands. I use Summit Ave as the backbone of my trips to Kowalski's, Target, and The Saint Paul Cheese Shop. I also use Summit Ave as the start of my recreational rides out to the Gateway trail, and to the Mississippi River. All of these routes, and so many more, are comprehended in the Plan.

As I read the Plan I get so excited about where we'll be in 2040. God willing I'll be riding then, but it's a fantastic Plan that focuses on accessibility and safety for all levels of riders, across the whole city, with a sound, pragmatic approach. Congratulations to the team that put the Plan together, and I can't wait to see what's built.

I'll close with some comments about Summit Ave. I am absolutely and unequivocally in favor of separated bike lanes on Summit, and I deplore the misinformation spread by SOS regarding the construction of these separated bike lanes. That street's got to be dug up for long-deferred maintenance independent of bike lanes, and it only makes sense to rebuild it according to best practices for pedestrian and cycling safety as outlined in the Plan.

Thank you for your kind attention,

Ken

Hey Jimmy,

I thought I was going to be able to attend the bike plan hearing on Friday but unfortunately I can't make it anymore so I'll share my quick thoughts here.

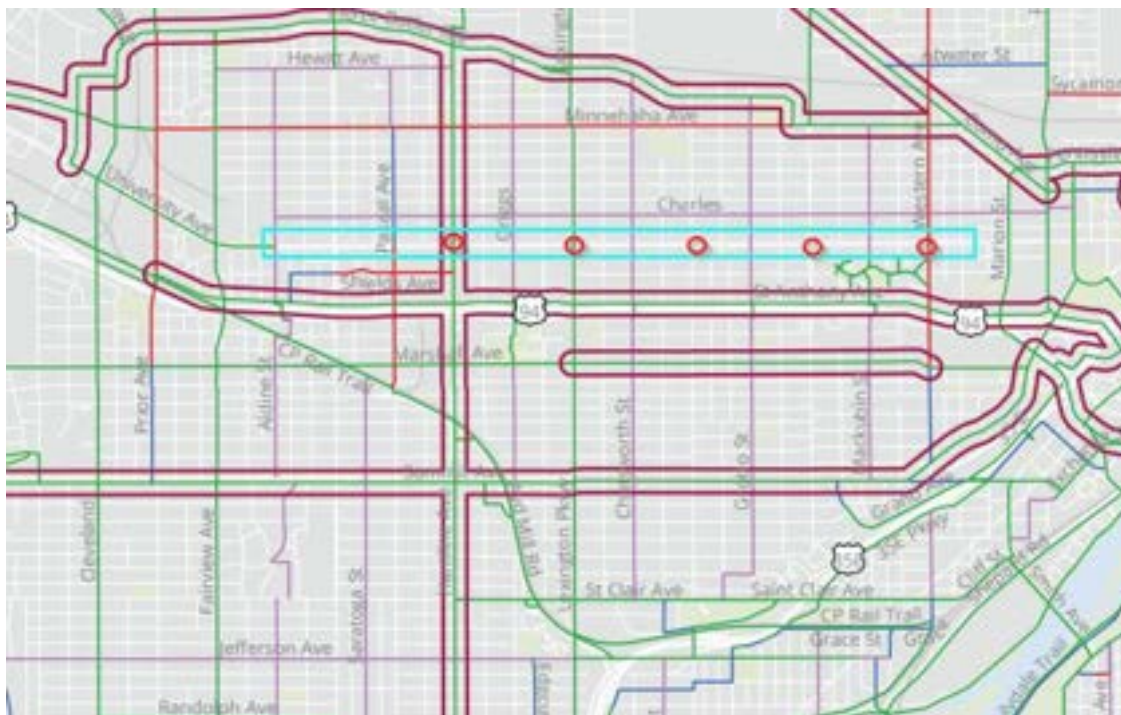
First of all, I just want to thank you so much for your work on this. As someone who primarily moves by bike and bus and light rail, you are making our daily lives easier, safer, and more enjoyable. The draft plan is very comprehensive and moves us closer to a brighter future. I offer no criticism of the plan, just a mere suggestion for consideration. It's one I've emailed to you about before and have emphasized at every public meeting along the development of this plan.

I've outlined a map below to help explain what I mean. Hamline, Lexington, and Western Ave are the only light rail stops (in this section of Green line) that have proposed bike routes that intersect those nodes. This is amazing, but we should really push for the other two stops to have intersecting separated bike lanes: Victoria and Dale. They just repaved Victoria this fall and it's exceptionally dangerous as a biker. The improvements narrowed the road and added some islands in the middle. I agree with the goal of minimizing the distance of pedestrians are exposed to cross roads, but this could have also been achieved by adding a separated bike lane (two birds one stone). This should be rectified by adding a separated bike lane and connecting victoria to the light rail node. The same could be said about Dale.

University is not biker friendly, so technically, there is no way to safely get to Victoria or Dale stops on a bike without having to dismount and walk along the sidewalk. I really hope you consider these suggestions in finalizing the bike network. There are ample activists that would help organize and advocate for these changes should you need external support in driving political will.

Thanks again for all your work Jimmy!

Mateo My address is 843 Ashland Ave Apt 2 St. Paul MN 55104.



Hello! I am writing to express my strong support for the bike plan and more protected bike lanes in our city.

I love living in Saint Paul. My Merriam Park neighborhood is quiet, green and close-knit. The one thing I would change? Slightly better access to our great amenities. Our closest restaurants, coffee shops and grocery stores are a bit long for walks but would be ideal biking distance. However I am currently not very confident on my bike. Knowing that car crashes and unsafe, aggressive driving behaviors have increased significantly since the pandemic, I am nervous about practicing in busy streets. Protected bike lanes would make me feel much more comfortable.

I would love to have the freedom of a safe alternative to driving to Pilates or our favorite restaurants on Grand Ave.

And of course beyond these individual reasons, I support the bike plan because the worsening climate crisis demands we take every possible opportunity to reduce carbon pollution -- including encouraging more people to bike by building safe, welcoming infrastructure.

Thank you for reading my comment. I look forward to a more vibrant, more bike able Saint Paul!

Sincerely,

Beth Dahlman
1895 Ashland Ave
Saint Paul

I support the creation of a network of bike routes. It is not useful to have a bike lane or other bike route which just stops and doesn't connect the rest of the way to one's destination.

I also support the incremental improvement of bike routes, rather than waiting decades for the perfect route and street redesign.

Thank you for consideration of the way people get around and the destinations we have across the city.

Katherine DuGarm
1142 Norbert Lane
St. Paul, MN 55116

The bike plan looks great! Separated facilities will make it so much more pleasant and safer for everyone to get around our city.

Thanks,
Ben Swanson-Hysell
1979 Bayard Ave, St Paul, MN 55116

Dear Mr. Shoemaker and other Saint Paul Bicycle Plan people:

Read Saint Paul Bicycle Plan and Addendum (Plan). The documents are clearly designed to be ascetically pleasing and seem to provide a fair overview of planners' visions. There is not enough time for me to cover all my thoughts on this, so I will focus on most important ideas.

I am an engineer and have lived in Saint Paul for over 30 years and have made cycled, walked, driven, or taken public transportation here pretty much daily. Many of these years I commuted between my house and downtown along Summit Avenue.

What I want when I ride my bike:

1. Well maintained relatively flat (minimal grade) space wide enough for two cyclists to normally travel abreast in the same direction, which will allow room to maneuver around vehicles, pedestrians, or other cyclists, or other obstacles when necessary, without impeding other traffic.
2. Connectivity to where I would like to go. This includes both a network that connects end-to-end with significant destinations and also allows me to easily enter and leave the bike network safely.

The Plan mentions some interesting points, which make sense. We should all want safe, efficient biking experiences, regardless whether one is a cyclist, pedestrian, or motorist. The example of successful rail to trail conversion and opportunities for bikeway expansion or improvements are noteworthy.

The plan also provides statements that do not make sense to me, conflict with my personal experience, or indicate a serious disconnect with the physical reality of Saint Paul.

My first concern is the plan seems to involve wishful thinking or not address known needs. There are too many places where "you cannot get there from here" that are not addressed. Extant bike ways are poorly maintained. Listing bridges requiring stair climbs as currently viable is inappropriate and misleading.

However, my greatest concern is implementation of Facility Group Types. Groups 1 & 2 are mostly indistinguishable from most other roadways, thus provide little value to me.

Group 3 are my first preference on most streets. They appear to be easiest to implement and least disruptive to, provided they do not narrow available roadway for vehicles or bicycle traffic, while also easiest to maintain year round.

Group 4 only of value to me where sufficient space for all types of traffic and are maintained. The overwhelming majority of roadways in Saint Paul are too narrow, and the Plan should be changed to reflect this reality. Moreover, year round maintenance would be more difficult and expensive than on-street bike lanes with no vertical separation.

There are many bike ways I might use with my grandparents or grandchildren, but not as many

as there should be, and the Plan as presented is not encouraging.

If the survey numbers are an indication, I believe the feedback reported so far is not a statistically significant sample size, so it is probably useful to get more. Thus, Thank you for your consideration,

Sincerely,

Joseph Zaepfel
2163 Randolph Avenue

I ride year round for an hour a day commuting from my house near St Kate's to work in the Rondo neighborhood and back. The most dangerous part of my ride is on Summit Avenue, where especially in the winter I exit onto alleys and side streets as soon as I can (I am forced to ride it across Ayd Mill road). The bike lane is covered in frozen slush, and ice with ruts from car tires. Obviously not where I want to ride if I value my life. A line of white paint doesn't make it a safe place to ride a bike.

David Everett
2036 Juliet Ave
St. Paul 55105

I approve!

Thanks,
Andrew Lyman-Buttler
837 Deer Park, St Paul, MN 55116

Hello,

My name is Aaron Keniski, and my family and I live at 1258 Charles Avenue in St. Paul. I wanted to provide my support for the updated bicycle plan for the city. I really like the emphasis on increasing the number of separated, off-street bikeways to provide more bike routes and increase rider safety.

For the planned on-street bike lanes indicated in the plan, it would be great to see more on-street bike lanes that are protected by parked vehicles from passing traffic, where feasible and appropriate.

Thank you,

Aaron Keniski

Sent from my iPhone

Dear Planning Commissioners:

I am writing to wholeheartedly support the Saint Paul Bicycle Plan as proposed in December, 2023. It's a beautiful piece of work. When implemented, the Plan will make our city more livable, less polluted, healthier, safer and far more economically and socially vibrant.

There is one improvement I feel strongly about that is not addressed by the Plan. That is the designation of Cretin Avenue between University Ave and Ford Parkway for future protected bike facilities. My reasoning for this addition is as follows:

1. Cretin is a main north-south feeder to Interstate 94. Even though it has a posted speed limit of 25 mph, traffic routinely drives 35 mph and much faster in both northbound and southbound lanes to destinations in Saint Paul and Minneapolis. The number of bicycle riders who use Cretin to reach their work, school and other destinations has increased each year and sadly, this use is entirely inappropriate given current highway-related speeds and congestion on Cretin.
2. Development along Cretin has grown and will continue to grow. Highland Bridge and the proposed new sports and public event arena at the University of St. Thomas (UST) will grow into consequential car traffic generators. UST is looking for ways to reduce its neighborhood traffic impacts. The most direct way between the Green Line LRT, the new B Line BRT, the Summit Ave Regional Bike Trail, the future Marshall Avenue protected bike lanes and others is not on Cleveland, but along Cretin.
3. Mississippi River Boulevard has a beautiful separated path shared by pedestrians and bicyclists. The rapid adoption of electric bikes will mean that current facilities will not meet the needs of cyclists, while making walking on the path more difficult, if not dangerous. Cretin is within a half mile of MRB and a Cretin bicycle option would reduce interactions on MRB.
4. Finally, the Plan shows a one-block protected bike facility on Cretin between Summit Ave and Mississippi River Boulevard. At minimum, consider extending this north to University Ave so cyclists can safely transfer from UST to the Marshall Ave trails and to the Green Line Raymond Station. These are major connections for cyclists--there is no LRT station at Cleveland, after all. The argument that Pelham is an adequate bike route for westernmost riders discounts the fact that accessing Pelham from most of Saint Paul requires riding first down, and then up a very long hill. This is not the welcoming, ease-of-use cycling we want to offer.

Thanks, and best wishes,

Mary Morse Marti
214 Exeter Place
Saint Paul MN 55104

Hello! I'm writing to express my support for adding and improving bikeways all over the city. I live near downtown and commute to Golden Valley a few days a week.

I attempt to have at least 1 weekly commute by bike. I bike across a good portion of st paul before meeting up with the Minneapolis Greenway.

My experience has been that the St Paul portion of my commute is the roughest (roadside) and most dangerous because most of the route is on surface streets shared with cars, yet once I cross the river my entire commute is on a dedicated bikeway or path. While some of these streets have shared bike lanes, I have been hit by doors when people exit their parked vehicles and been cut off by drivers making right turns who did not think to look for me. Fortunately no injuries, but many near misses.

I'm so excited at the thought of having a safer and smoother first half of my ride!

Thanks!

Lisa Garretson

My address is 32 Irvine Park, St Paul, MN 55102. Thanks!

February 1, 2024

To The Planning Committee:

The proposed bike trail for Summit Avenue goes against the spirit of the Americans with Disabilities Act (ADA) and is quite probably illegal!

I have lived in Saint Paul since the 1980s and have witnessed first-hand the remarkable resurgence of one of the most historic streets in the Twin Cities. Further, I have been involved with disability rights and access since the 1990s. I was the board chair of the Saint Paul Mayor's Council on Disability when we started educating the public about "curb cuts" and automatic door openers for businesses. They were a big deal then and we can hardly imagine our world without them today.

There are two major areas of impact which would result in serious harm to the disabled and older adult populations if the Summit Avenue Regional Trail moves forward as proposed. The hazards are directly related to these factors:

1. The loss of at least 50% of parking east of Lexington
2. The changes to the streetscape that would require people with often-significant mobility issues to navigate a hazardously-configured roadway and bike lane.

First, removal of a lane of on-street parking would directly and negatively impact the thousands of residents who live on Summit, as well as thousands more people who work there, are students at its schools, worshippers, members of the many institutions and social clubs, tourists, and other visitors. Many would qualify as disabled at the State and Federal levels. CDC data shows that 22.7% of Minnesotans aged 18+ have a disability—and that number increases to 39.6% for those aged 65+.

Second, the new proposed configuration of the street would present many obvious hazards to passengers—and those assisting them—riding in either passenger or mobility vehicles attempting to make it safely to the public sidewalk. Assuming that these vehicles find a spot to stop in a parking lane, they would need to unload passengers onto and navigate across a 4" raised 8.5 foot-wide buffer and one-way bike lane, and then travel down that to get to the nearest carriage walk or driveway to then get safely to a public sidewalk. If the vehicle is on the side of the street without parking, it's even more hazardous, forcing it to stop in the traffic lane and then navigate across the buffer/bike lane. In both scenarios, passengers—disabled and less-abled—sitting on the driver's side would be dropped off in the street, in the middle of traffic.

Recent court cases in Los Angeles—won by the plaintiff—and currently ongoing in the District of Columbia address a similar configuration to that proposed for Summit Avenue. The points of law, citing violations of Title II of the Americans With Disabilities Act, 42 USC §§12131 et seq ("Title II" or the "ADA"); Section 504 of the Rehabilitation Act 29 USC § 794 ("Section 504"), make it very clear that what is proposed for Summit Avenue is non-compliant.

The spirit and directives of the ADA are to increase access and safety to all our citizens. Sadly, the proposed bike trail will be a barrier to our community, making it less accessible and less safe. If we are lucky enough to live long enough, we are all likely to become less-abled. I contend that safe and accessible access is a right. The proposed Summit Avenue Bike Trail is clearly a barrier and will limit safe

access to many. It's too shortsighted. Here is a link to my video testimony:

<https://vimeo.com/875388424>

Aside from issues of legality, this is also an equity issue. I would encourage everyone to reach out to their state and city officials to ensure that whatever is ultimately done to Summit Avenue is safe and accessible for all who use it.

Thank you,

Dan Reed
275 Summit Ave
Saint Paul, MN 55102
612-363-5308
danreed55@icloud.com

Hello,

I am excited about the City's draft bike plan. I live and ride more in the west metro but love the planned facilities in the east metro. Also, great to see a proposed facility on Western Ave.

In the west side of the city, I love seeing:

- The St Anthony Greenway connection to Pierce Butler
- Extension of the Midtown Greenway over the Mississippi River
- Bike infrastructure on Prior extended north from Pierce Bulter to Como Avenue. This would be fantastic as the tracks are a mile-long barrier between Raymond and Snelling.
- Bike infrastructure on St Anthony Ave.
- A facility on University avenue if the Charles bike boulevard can't be extended west in the industrial area.

Request for additional routes

Cretin Avenue. I still believe that there should be a trail on the west side of Cretin alongside the Town and County golf course between Beverly/I-94 on the north and Marshall Avenue on the south. Beverly is a busy bike e/w route for people cycling between the NW part of St Paul using Pelham. Most riders don't want to ride down the Pelham hill and then back up the Marshall hill (with the high volume of vehicle traffic) if they are heading south. A trail along Cretin in that section has no intersections! This section of Cretin has high traffic volumes and speeds so it very unsafe for cycling but you see occasional cyclists (I say a prayer for those people). A trail in that section would also be great for bus riders (there is a southbound stop on the #63 at Roblyn) and for people who use the golf course for sledding and walking in the winter when the gate is open at Roblyn. A facility would also signal to MnDOT that it needs to improve the interchange at Cretin from it's current ped/bike hostile design to something much better.

Snelling between Hewitt and Hoyt. Why isn't there anything proposed for Snelling Ave especially between Hewitt and Como (or Hoyt)? This stretch needs a much wider sidewalk/trail since alternative routes are so far away. People, including me, cycle on the unsafe sidewalks along Snelling in this stretch. Hundreds of fairgoers use this stretch each day during the State Fair. There was a reasonable plan for this corridor and MnDOT chose not to implement it (after much public involvement). MnDOT should make improving bike/ped safety in this corridor a higher priority. Including this section of Snelling as a planned route in the city bike plan could help to encourage MnDOT to prioritize improvements.

Thank you,

Barb Thoman

2157 Roblyn Avenue

Saint Paul, MN 55104

Phone 651-500-5958

Planning Commission: We Must protect our beautiful trees, we have so much development now we are destroying nature. one of the reasons to live in St Paul is the natural beauty. I do believe that we can protect bikers with safety features that do not involve detroying trees. Parking needs to be preserved. just how many people use bike paths in winter? This winter is unusual but 9 months out of the year there is snow. you have this very uplifting idea of people riding bikes everywhere. the cost is our trees and our neighborhood. Thank you Victoria Karr 926 St Clair Ave St Paul MN 55105

I think the plan needs to add a lot more separated bike paths. Where I live on the west side of Saint Paul, there are streets, such as Hall and Stryker, which are very wide and could easily accommodate a physically separated bike path. That's the best way to keep bikers, especially children on bikes, safe from cars.

Regards,
Craig Gundacker
43 Belvidere St W, St Paul, MN 55107

I would like to add the following comments to the Bicycle Plan:

I commend the Bicycle Plan for its emphasis on the importance of biking for climate and health reasons. I strongly support bicycling upgrades in St Paul. I especially appreciate the thoughtful details of bike facility classification, as well as the well-rounded emphasis on external factors that make the choice to bike easier, like bike parking, showers, wayfinding, and a connected network.

Please add Grand Ave and 7th St West to the Planned Bicycle Network, for the sake of businesses and visitors. I am disappointed that the Planned Bicycle Network does not include these streets - specifically, Grand Ave between Cretin and Dale, and 7th St West (Fort Rd) between Kellogg and Lexington. Why should these be included? The plan's vision states that visitors "will be able to reach local businesses directly and intuitively." There is a huge opportunity to help businesses and improve bicycling on Grand Ave and 7th St West. Today, both roads have extremely limited mobility for anyone not in a car. Coordinate with the Riverview Corridor transit project and help bikers access businesses on 7th St West. These commercial corridors need the support of more than just cars. **Please, designate Grand Ave and 7th St West as part of the Planned Bicycle Network.**

I am disappointed the plan does not include Snelling Ave or University Ave roads in their entirety. These roads are 2 of the top 3 routes identified for improved bike connections in surveys (Table 9, page 135 in the Ch 7 Appendix). **Can you include the full length of Snelling and University in the network map?**

Finally, I want to emphasize the importance of wayfinding and signage. As the Plan mentions, we should not rely on Google and Apple maps for accuracy; these third-party services have led me personally into unsafe bicycling situations. For example, Google will route bikes onto University Ave, which is not currently in your bike network. It is crucial that St Paul continues to add physical signage and clear arrows where intuitive design is not possible. An example is the planned bikeway on Robert St Bridge which shifts a block over to Jackson St. Signage should indicate how to get north through downtown.

Thank you,
Benjamin Lester

My place of employment is at 10 River Park Plaza #500, St Paul, MN 55107.
45 Thomas Ave S, Minneapolis, MN 55405

Hi all,

No criticisms or additional input from me, just a big thanks to everyone on the team for putting together a thoughtful and sustainable roadmap to guide and govern the city's efforts to improve bike-ability.

As a frequent warm-weather, recreational cyclist, and former, occasional bike commuter, I can say that one of the top attractions for living in the Twin Cities metro is its outstanding bike-ability. It's a major reason we still live here...and it's clearly only going to get better.

Additionally, I'm a strategy consultant, and I frequently have to teach clients the difference between a long-term strategic plan or goal, and short-term, tactical efforts. They tend to confuse the two. They also tend to confuse both of those with actual *sequencing* of specific projects. In the future, I'm likely to point to the St. Paul Bike Plan as an excellent example of how to clarify the end state, delineate constituent parts and individual projects, and provide guidance on short-term decisions or trade-offs. (In my biz, we tend to use the terms Blueprint (end-state) and Roadmap (actual sequencing and individual projects).)

Cheers and thanks,

Tom Twiss, Co-Owner

Mobile: 612.490.3561

Email: tomtwiss@cambridgestreetgroup.com

"A big thanks to everyone on the team for putting together a thoughtful and sustainable roadmap to guide and govern the city's efforts to improve bike-ability."

Tom Twiss
123 Cambridge street
St. Paul, MN 55105

Thanks much.

Hello St. Paul Planning Commission,

Last summer I sold my car and started biking to work (5 mile commute). Thank you for working on improving the bike structure.

The Como separated bike paths are very nice and I feel reasonably safe on them.

Please make sure to be smart about the design and don't repeat the mistakes of Country road C in Roseville. I've taken that bike path once and it felt super dangerous even though it was separated. Crossing Snelling was the worst part. There are no lights on the path and I had to be super careful about people taking right turns and running me over at every intersection.

A bike path is only a bike path if the drivers think it is. Please make sure to put up proper signage for the cars to watch for bikers. I think these should be mandatory anytime someone can take a right turn over a bike path. Something like RR crossing but for a bike path.

Thanks for taking comments via email!

--

Trevor Pearson

TJPearson@gmail.com

1515 Hamline Ave N, St Paul, MN 55108



Bicycle Alliance of Minnesota
3745 Minnehaha Avenue S
Minneapolis, MN 55406
www.bikemn.org

1 February 2024

Dear Mayor Carter, Honorable Council Members, and St. Paul team;

We wish to commend the city of St. Paul on its visionary Bicycle Plan. Our thousands of members who live in St. Paul and around the state of Minnesota encourage you to hold steadfast to your vision. Our team stands ready to assist as needed to ensure that:

"Riding a bicycle in Saint Paul is comfortable, safe, fun, and accessible for all residents and visitors. No matter a person's age, income, ability, race, gender identity or sexual orientation, anyone can connect to destinations in Saint Paul by bike."

The benefits of safe, complete bicycle networks extend to the entire community. We especially desire to see strong connections between all neighborhoods and areas of economic opportunity and amenities. We encourage the city of St. Paul to build a well designed, well connected network of protected bike routes throughout the city. It is important that active transportation serves all of a community; not just the wealthiest property owners. The St. Paul Bicycle Plan will do just that.

The benefits of the St. Paul Bicycle Plan will include:

- Neighborhood streets that enjoin successful businesses, accessible housing, health, recreation and community.
- Safer roadways that protect vulnerable people from rising instances of vehicle violence from increasingly faster, larger automobiles.
- Economic freedom & mobility through reduced reliance on more expensive modes of transportation.
- Increased access to amenities & opportunities for all St. Paul residents irrespective of neighborhood, income, or race.
- More green space and affordable housing due to reduced need for on & off street parking.
- Cleaner air & water as a result of reducing tailpipe, tire, brake pad, and other sources of automobile pollution.

A bicycle is a rare transportation mode that is relatively inexpensive, environmentally friendly, accessible, and makes communities stronger.

Regards,

Micheal Wojcik
Executive Director,
Bicycle Alliance of Minnesota

Dear Jimmy Shoemaker or whom it may concern,

Here are my comments on the revised bike plan that's going before the Planning Commission on February 2, 2024.

Overall, I support the plan and think that it's good. I appreciate that it incorporated many of suggestions that people (including myself) provided for earlier drafts. Here are a few changes I would make and specific things I like--

In "Figure 4 The Bikeway Network Functional classification", your classification of major versus minor bikeways doesn't seem to factor in current user data and other important considerations. For example, the number of cyclists on Cleveland and Prior equals or exceeds those on Fairview. This has to do with the fact that both of the former bikeways cross the freeway and railroad at grade, whereas Fairview requires that cyclists go down and up to cross the freeway and railroad lines, in a secluded area with high-speed traffic. It also has to do with the proximity of Cleveland to Raymond and the ability, via Raymond, to reach the UMN transit way, the UMN Saint Paul Campus and many bars, restaurants and services. Cleveland bike counts also exceed Jefferson Avenue and some of the other routes that are labeled "Major". Since all of these facilities are all at least 8 years old, current count data seems an accurate indicator of "anticipated demand". Many of the bikeways labeled "major" haven't been built so usage is entirely speculative.

I like the plan's statement about a policy of "Next Best Bikeway".

Thank you for including the changes in Group 4 "Separated Bikeways and Paths"-- the brief discussion of one-way versus two-way paths and shared-use versus non-shared-use.

Capital City Bikeway currently has no connection to Broadway Street, Prince, Swede Hollow, Lafayette or the 3rd/Kellogg Bridge to the East Side. Essentially, there's no way to bike to the East Side even using on-street lanes. I see a line on the map but it shows a future connection either on the deck of Union Depot (which is largely useless) or on the south-side sidewalk of Kellogg which isn't wide enough to accommodate bikes. Either a lane of Kellogg (between Sibley and Broadway) has to be taken or something needs to be built on 4th Street.

There is also currently no connection between downtown and the 35E trail, the Smith Avenue Bridge and the neighborhoods to the southwest of downtown. Your solution to this is to make Exchange Street a "Major Bikeway". That's better than nothing but Exchange Street is down the bluff from downtown. So bike riders will have to go down a significant grade and then pedal back up a hill, on a circuitous route simply to reach Smith, the 35E trail or neighborhoods to the southwest of downtown. This is ridiculous and no one will ever do this. A much better (or additional) solution would be to take a lane of West 7th Street, or Smith Avenue, or (at an absolute minimum) continuing Chestnut from behind Children's Hospital through what's currently a parking lot to Kellogg.

Like the Exchange Street example, many of your route selections don't consider gradients. For example, the current signed bike route from Park Street to Jackson is via Como Avenue, Capital Heights and (briefly) Winter Street. But NO ONE ever uses this because it requires a massive hill climb in both directions (one of the steepest in the city). Instead, I and others go one block further north on Park to Winter Street turn right and take it directly to Jackson. Winter is flat in both directions and more direct.

This and the Exchange Street example highlight the hazards of planning bike routes via Google Maps versus actually riding on the streets.

Chapter 5, "Supporting Biking" should at least mention the issue of bike theft, particularly in downtown and some strategies to combat it. Here's two short video on how they solved it in Vancouver-- The first highlights the importance of bike theft in deterring cycling and creating a city police registration app--

<https://www.youtube.com/watch?v=48V9Xtpgq9I>

Here's another one with some simpler/community based techniques--

<https://www.youtube.com/watch?v=bJjnsHif2EQ>

On page 85, I like that you included "Using Lower-cost or Short-term Materials" and included Jersey Barriers as an option.

Of the Stand Alone Project priorities, I really like Pennsylvania and University, and the southern part of Cesar Chavez and Lafayette-Payne_minnehaha.

Thank you for all your efforts.

Andy Singer (former Co-Chair Saint Paul Bicycle Coalition)

2103 Berkeley Avenue

Saint Paul, MN 55105

651-917-3417

andy@andysinger.com

Dear Planning people:

I believe the Plan itself is ill conceived. As I understand it, the Plan is part of a goal to simply reduce motor vehicle traffic in Saint Paul, it will inevitably cause more problems than it resolves.

The Bicycle Plan seems to explicitly state people want separated bicycle paths at the expense of other types of traffic, which I do not believe to be true. No one I know or observed on our bikeways prefer vertical separation of bike paths on streets, nor do I. This is actually depicted in the plan document itself, wherein there is a photo of a group of cyclists ignoring the separated pathway.

I would rather efforts be made to maintain extant roads, then on widening available space for both motorists and cyclists.

Sincerely,

Joseph Zaepfel
2163 Randolph Avenue

Just want to weigh in with my opinion:

I oppose any plan that includes removal of healthy trees on Summit Avenue for the purpose of constructing a bike path.

Generally, I advocate much additional consideration prior to creation of additional bike paths in St Paul.

Minnesota weather is not conducive to year round use of bike paths.

The aging population of our metro area is unlikely to use bike paths; parents with small children are unlikely to use bike paths; people buying groceries or other goods are unlikely to use bike paths. Many persons with physical challenges are unlikely to use bike paths.

Rapid expansion of bike path availability seems to defy common sense. I oppose use of my tax dollars for this purpose.

Thank you,
Karen Peterson
2167 Pinehurst Ave
St Paul, MN 55116

Hello,

My name is Kenny Niemeyer and I live at 97 Langford Park, St Paul MN.

I'm emailing in support of the proposed Bike Plan.

I am especially excited about the separate bikeway spanning the entirety of Como from the border of Minneapolis to the capital area.

I also like the proposed St Anthony Greenway which would provide a great biking connecting from Raymond to Pierce Butler.

The other highlight for me is separated bikeways along Raymond to Phalen all the way to the Mississippi River Parkway.

All these additions would be greatly beneficial to me!

Thanks,

Kenny

Hi,

I am opposed to any plans that lead to the loss of trees.

Please let me know if you would like more information.

Best,

Madeleine

Madeleine Asher

3809 28th ave south, apt 1

Minneapolis MN 55406

Please enter this email into the official record for the 2/2/2024 St. Paul Planning Commission Public Hearing on the St. Paul Bicycle Plan.

I am the owner of Mr. Michael Recycles Bicycles. We have been in business in St. Paul since 2008, and won a St. Paul Business Award in 2022. Back in 1995, I started working on getting bicycle infrastructure implemented in the Hamline Midway neighborhood. My goal was to get all the projects called for in the Comprehensive Plan implemented before the plan was scheduled to update in 2005. During those years, I prepared project documents to present to the Capital Improvement Budget (CIB) Committee. I also served on the Streets and Utilities Task Force for 10 CIB cycles with a focus on supporting bicycle projects. My spouse, Mr. Michael, and I were the people primarily responsible for seeing the following projects funded and completed:

Bicycle lanes on Minnehaha Avenue between Prior and Hamline Avenues

Bicycle lanes on Pierce Butler Route

Bicycle lanes on Pascal Street between Marshall and University Avenues

Bicycle route established on Pascal Street between University and Minnehaha Avenues

Bicycle route established on Albert Street between Minnehaha Avenue and Pierce Butler Route

Bicycle lanes on Prior Avenue between Marshall Avenue and Pierce Butler Route

Dedicated bicycle/pedestrian bridges on Lexington Avenue to cross over Pierce Butler Route and the BNSF tracks

An off street bicycle path connecting the Lexington Avenue Trail with the bicycle lanes on Pierce Butler Route

It took longer than anticipated, but all these projects were completed by 2015. We put the pieces of the puzzle together. There is one more project that we feel is the final piece of the puzzle - a bicycle/pedestrian bridge that will connect the Pascal Street bicycle route with the proposed bicycle boulevard on Saratoga.

The intersections of Pascal Street and Dayton Avenue, and of Saratoga and Dayton Avenue, are just a block apart. However, there is a railroad track between these two intersections. The bike plan calls for the extension of the Midtown Greenway to run alongside this track, and the portion along Ayd Mill Road is already in place. I believe that building a bridge between these two intersections will provide the long needed direct north and south route through the heart of the Midway, on mostly low traffic roads. This route would connect to east/west bicycle routes on Pierce Butler Route, Minnehaha Avenue, Charles Avenue, Marshall Avenue, and Summit Avenue.

This solution would eliminate the need to narrow other busy north/south streets in order to squeeze in bicycle lanes, in particular Hamline Avenue between Marshall and University Avenues. That stretch of roadway is already very congested, and reducing motor vehicle capacity there will create major traffic backups and reduced safety for both bicyclists and pedestrians in the area. I oppose putting bicycle lanes on this portion of Hamline Avenue.

The bicycle plan prioritizes bicycle lanes that are separated from traffic. Building a bridge to connect the Saratoga and Pascal routes will provide a completely separated route to cross the railroad while avoiding the major congestion on Snelling and Hamline Avenues. It would provide a more pleasant experience than riding alongside congested roadways, and more closely align with the city's stated priority of separated bicycle routes.

This idea has been expressed in past iterations of the bicycle plan. I urge you to add this back to the St. Paul Bicycle Plan. Do this and you will have my full support of the plan.

Benita Warns, Owner
Mr. Michael Recycles Bicycles, LLC
520 N. Prior Avenue
St. Paul, MN 55104
651-641-1037 www.mmrystore.com

There are many considerations regarding the proposed separated trails proposed for Summit Avenue: safety, parking, cost, funding, environmental impact, maintenance and aesthetics.

I am old enough to remember the magnificent tree canopy made by the elms in the 1950s. Those trees had been planted decades before. Recovery from the loss of the elms has taken many years and been interrupted by the ash borer. Now we ourselves are the threat to the trees lining the most iconic street in the city.

I am surprised that the Historic Preservation Commission has been mute on the proposed bike trail. At least, I have not seen a comment from it in either the proposal or in the meetings. Changes to the streets may not technically be in the mandate given to the commission, but the proposed modifications are significant to the beauty and historical architecture of Summit Avenue. The HPC has no qualms about quashing proposals from property owners in the historic districts, but what about facing down a city department? What is the position of the commission regarding the moving of curbs and removal of the trees which grace Summit Avenue and attract visitors and citizens?

Please look at the two attached photos. One is a photo I took on Como Avenue of the saplings that line the bike trail. Envision these on Summit Avenue. Not a pretty picture. The other is a photo of a bump out installed last year at the corner of Summit and Pascal. Note the weeds and the warning post. The black and yellow posts now populate every corner with a bump out. How many signs will be installed along the bike trail and the intersections? Will the city restore the boulevards with sod, or will the responsibility and cost fall on the homeowners?

I understand that there is at least one alternative route for connecting the west side of St. Paul to downtown. Why spoil one of the city's most beautiful avenues to benefit a small segment of the population?

Stephanie Martineau

651-206-5962

My address is 1474 Summit Avenue.



This new push for more bike lanes everywhere is so ridiculous. So many bikers put themselves above the rules of the road already. They do not stop for Stop signs or Stop lights! They do not obey the rules of the road that motor vehicle drivers must obey. Bike lanes pose a danger bikers and to anyone in a car making a right turn.

The thought of Summit Avenue being destroyed for the sake of the MINORITY of the population of the City of St. Paul, that actually ride their bikes down Summit, is insane.

So terribly tired of my taxes going to frivolous spending of my money. I work very hard and pay my taxes only to have my money virtually burnt up by foolish uses by liberal idiots who have no common sense.

Mary Speidel

My current address is 865 Maryland Avenue E. My previous address was 1198/1200 Laurel Ave.

Hello

I've reviewed the plan and endorse it. Making our community more bike friendly is a great move!

Thank you!!

Kristin Mortenson
1206 Niles Ave
St Paul, MN 55116
kristin.m.mortenson@gmail.com
612.202.114

Jim, thanks for your leadership with the St Paul Bike Plan.

Please consider alignment with the Ramsey County Active Living corridor grids, chaired by Connie Bernardy. (Cced)

Also include Minority corridors to schools and neighborhoods as priorities. (Rondo, Frogtown, etc)

Minority Corridors Should Also be a Priority in City Active Transportation Priorities

Active Transportation- Equity Environment Priority Actions

- A) Complete Streets Mandates on all road projects
- B) Bike and bus lanes on oneway car streets (low investment- demonstration projects)
- C) Safe Routes to Schools - free bikes for kids - students
- D) Secured Bike Storage

<https://www.startribune.com/st-paul-bike-plan/600340037/?fbclid=IwAR3UtFLCGXYiiRJeps-37olS6RuwelaS0uDv11fhyXV9Dsch2owZlr2FTl8>

Thanks

Scott Eggert

Past BikeMN Board & current Member - Active Transportation Advocate & contributor

121 Loretta Lane

St Paul, Mn 55115

Hello,

I am very much in favor of more bike paths and the plan overall. I consider myself in the category of "Interested but Hesitant." I want to bike more to work, to friends, to run errands, but I don't want to bike on streets with other cars. In my experience automobile drivers have become less aware and more dangerous over the past 5 years. They are more distracted and less aware of the rules of the road, especially when it comes to sharing it with bicyclists. My children are beginning to be of age where they can bike with me to lots of places, but I would never let them be on the road, even with a dedicated lane for bicyclists. It's just too risky.

This preamble is just to give context to my suggestion: Separated bike paths are vastly superior to other alternatives. I understand that they aren't possible in every situation but they should be the first assumption until proved prohibitive for drastic reasons. Lots more separated bike paths please!

One last suggestion: Please keep in mind the beauty of the street and the paths themselves for every type of path. I love bike paths but let's not make these an eyesore. The attached photo from Ontario is a good example of a bad idea. It makes the street look ugly and doesn't actually protect the bikers since the pylons can be just as easily plowed over as the bicyclists.

Thank you for your time!

Benjamin Vasko 1409 W Breda Ave, St Paul, MN 55108



Planners, City Council Members, Mayor Carter, et al.:

The prospectus for the new city bike plan says, "This plan is meant to meet the needs of the largest cross section of the Saint Paul community: the 'interested but concerned' who want to bike more, but do not currently feel comfortable or safe doing so."

The purported existence of this "cross section" is based on a survey from 2006, from a different city, in a different state, with a notably different climate, and with significant demographic differences. But, you dismiss those variables by asserting, without evidence, that these suspiciously specific categories are "generally accepted as accurate across the country," and then assert that "public engagement" (which you must surely know is highly self-selected, even if you are reporting it accurately, which I don't think you are) "confirm[s]" that "many people are interested in biking more," and that "The number one thing keeping them from doing so is a concern for safety."

Elsewhere, you claim that "the absence of bike traffic does not necessarily mean people do not want to bike. It could mean they simply do not feel comfortable biking at that location."

Well, yes, I suppose it COULD mean that.

Let me tell you a little about myself. I've been teaching college students for years, and if I saw this kind of "evidence" in a research paper, you would be lucky to get a passing grade. And, just anecdotally, I know plenty of cyclists and non-cyclists, but I have never heard any of them express anything close to this sentiment. If people want to bike, they bike. If they don't, they don't -- or they lack the time and money to pursue what, for those not fortunate enough to live close enough to where they work to bike there, is a fairly expensive hobby.

Listen: I have lived a stone's throw from Ayd Mill Road for the last 15 years. A few years ago, the road was repaired and reconfigured, and a bike and pedestrian lane was put in alongside it. It's a nice trail! I've walked it many times! But I could count the number of cyclists I've seen using it in the past three years on my fingers and toes. Obviously, I'm

not watching that trail 24/7, but the fact is that this safe, separated-from-traffic trail is barely used.

Perhaps its location is not ideal. Perhaps another trail, in another spot, would get more bike traffic. But, given that the city has already invested considerable time and money in the Ayd Mill trail, should we not at least consider that, perhaps, the demand for more and safer trails is not quite as urgent as your imported-from-2006-Portland, Oregon "data" suggests?

I am not against bicycling. I'm not even against expanding bike infrastructure; and I'm certainly not opposed to making it safer.

But this city got 90 inches of snow last winter. Granted, that was an outlier, and we've barely gotten any snow this winter. But this raises two points. First, this is not a "year-round" biking city. It just isn't -- except for the very heartiest (or most masochistic) cyclists. I know cycling enthusiasts look with longing at bike-friendly European cities, like Amsterdam, but Amsterdam has far less snow and fewer frigid days than we do. Cycling is good, but perhaps, given these geographic and climatological conditions, it should not be the high priority it seems to be for you, our representatives.

Second, the city did an absolutely *miserable* job of dealing with that snow last year. Minneapolis, which, of course, got those same 90 inches of white stuff, managed to keep its streets passable. I know there's less money to work with on our side of the river. But the elevated, separated bike trails will add *more* surfaces to maintain. *And* the loss of parking (I know, I know, we all hate parking, but most people NEED IT, TO GO TO THEIR JOBS) will compound these maintenance issues, and make hard winters that much harder.

I guess we can all warm ourselves up, as we trudge 5 or 6 blocks from wherever we find to park our cars to our unaffordable apartments, by dreaming of a summer of warm bicycle fun. Yay!

Given some of the specious arguments I heard from council members the night you voted to ruin Summit Avenue, I'm sure this, too, will be sold as a step towards greater

diversity and inclusion. I'm all for that. This is a very segregated city (for which I don't blame you -- it was decades in the making, of course), and we need to work on that. But I don't see how this plan touches those needs, in any meaningful way. Hell, you could barely find any non-white people for the photographs in your brochure.

If you want more non-white St. Paulites to bike, I would 100% support allocating funds for an affordable bikes for under-served neighborhoods program.

I would also support -- and would like to see, anywhere in this proposal -- more money to teach, promote, and encourage safe cycling.

The challenges facing this city are daunting. This plan seems to me more a distraction and an excuse to pay contractors than a means of addressing them.

Russell Peterson

1218 James Ave.
St. Paul, MN 55105

Hello,

As a very recent transplant to St. Paul and a frequent cyclist, I'm thrilled to see the direction the city is taking in regard to bike infrastructure. In particular, I'd be very happy to see the proposed Hamline Ave separated bikeway come to fruition, as I would use it regularly.

One small note I have regarding the draft plan has to do with the characterization of a bikeway using flexible delineators as "separated." While they are perhaps better than nothing in some ways, flex posts barely inconvenience, let alone stop, drivers who enter the bikeway. Given the size of modern motor vehicles and the tone certain drivers take regarding cyclists, this so-called "vertical paint" does not make me feel particularly safe next to car traffic. I hope the inclusion of flexible delineators under the "separated" category is reconsidered so that future project designs will be less likely to fall back on them in lieu of real, sturdy separation measures such as bollards.

Thanks for your consideration and for all the time and effort that has gone into this plan!

Best,
Robin Lowder

1343 Edmund Ave, St. Paul MN 55104

Hello,

I am writing in support of the St. Paul Bike Plan. I live in East Saint Paul across White Bear Ave and north of Maryland Ave. I bike commute sometimes but often am inhibited by the lack of biking infrastructure to get to the Phalen trail. I take Maryland Ave but I face a lot of harassment and threats. I am very supportive of Maryland having off-street biking and walking paths to help bikers and pedestrians get to Lake Phalen and get to the trails on Johnson, Phalen, and Wheellock. The road does not have the traffic volumes to necessitate four lanes so three lanes or two lanes would be reasonable to allow for better biking and walking options. It is also deadlier than other streets with comparable traffic.

Separately, I am very supportive of Grand Rounds-Lake Elmo which would make it safer to cross White Bear Ave. Other options to calm White Bear Ave would support these efforts as well. I also support the Flandrau Bike Boulevard plan to support community members and school children biking to destinations.

For the Marshall plan, please address the issues with this road that make the current "bike route" unbikable. It is so rough and bumpy from the brick that it is too painful to use on a road bike/hybrid bike. I often deviate to Selby Ave (as I see other bikers do) but have a lot of conflict with cars. A motorcyclist threatened me with a gun for biking on Selby Ave and another driver kept getting behind me to peelout and swerve around me as close as possible. This is not a safe space for bikers despite having a decent amount of bike traffic.

Thank you for the work you do.

Thanks,

Rebecca

1855 Orange Ave E, St. Paul, MN 55119

> Hello,

>

> I'm unable to attend, so I just want to state that I am 100% for the separated bicycle path on Summit Ave.

>

> I am a St Paul resident (Como Park neighborhood), and frequently bike all over the city for both commuting and recreation. I've used Summit Ave to commute in the past, but it gets to be fairly dangerous in the winter for the usual reasons (crusty, dirty ice chunks or soft, dirty brown sugar snow in the bike lane). Luckily I can use the separated Como path to commute now that I've moved up here. It's amazing. I feel safe from vehicle traffic.

>

> Anyway, just wanted to give my two cents to somebody in case it makes a difference, since I can't do so at the meeting this Friday!

>

> Hope you're enjoying this freakish weather,

>

> Christine Arndt

992 Chatsworth Street North

St Paul, MN 55103

City of St. Paul,

My name is Peter Church. I am a homeowner and resident of Frogtown in Ward 1. I have used a bicycle as my primary mode of transportation for over 20 years. I ride year-round in all weather conditions and have ridden across many different types of cycling infrastructure. I submit my letter today as an experienced cyclist and user of bicycle infrastructure in St. Paul with a request regarding the bike plan.

I request that the city preserve one east-west corridor on each side of highway 94 optimized for experienced cyclists. I recommend painted, on-street bike lanes with painted buffers. I believe this is the safest and most efficient lane design for experienced cyclists. Some of the advantages of painted, on-street bike lanes are as follows:

- Such lanes make the cyclist more visible to motorists, more well lit, and make cyclists' movements more predictable
- Such bike lanes bypass many intersections; intersections are a common location for collisions
- On-street lanes do not interfere with pedestrians and other users of sidewalks and boulevards
- Such lanes allow experienced cyclists to ride with the flow of traffic and do not constrain their travel speed. (By contrast, off-road bike paths often post a speed limit of 10 MPH which is very slow for experienced cyclists)
- On-street lanes are easier to maintain in regard to sweeping, snow and ice removal, and salting because they are incorporated onto main streets

Much of the current city bike plan favors off-road and isolated bike paths, optimized for inexperienced cyclists. I hope this approach is successful and inspires a new generation of city cyclists. I ask that during the redesign, the city preserve some infrastructure for current and a growing number of avid cyclists to ensure efficient, safe travel options for our commutes, exercise, and training.

If it is possible to maintain Summit Avenue as a corridor for on-street bike lanes, I recommend maintaining its current design. If this is not possible, I recommend designating Marshall Avenue on the south side of highway 94, and Minnehaha Avenue on the north.

Thank you for reading my letter.

Peter Church
346 Blair Ave
St. Paul, MN 55103

Hello! I'm writing to express my support for adding and improving bikeways all over the city. I live near downtown and commute to Golden Valley a few days a week.

I attempt to have at least 1 weekly commute by bike. I bike across a good portion of st paul before meeting up with the Minneapolis Greenway.

My experience has been that the St Paul portion of my commute is the roughest (roadside) and most dangerous because most of the route is on surface streets shared with cars, yet once I cross the river my entire commute is on a dedicated bikeway or path. While some of these streets have shared bike lanes, I have been hit by doors when people exit their parked vehicles and been cut off by drivers making right turns who did not think to look for me. Fortunately no injuries, but many near misses.

I'm so excited at the thought of having a safer and smoother first half of my ride!

Thanks!

Lisa Garretson

My address is 32 Irvine Park, St Paul, MN 55102. Thanks!

I am writing to express my disapproval, and frankly, anger about the proposed plan to construct the above-curb bike lanes across the city of Saint Paul.

These elevated paths are going to further damage the trees and look and feel of Saint Paul and cost millions of dollars. Spend that money on replanting the trees we lost to EAB, repave the damn streets, and dedicate money to keeping them plowed and painted. That will give bikers what they need, a very SMALL part of the population, by the way - while not ruining the driving conditions and beauty of the city for everyone else.

The city's bike trail plan for Summit Ave will be catastrophic for the trees, as well as the loss of green space. Will this be the formula for the rest of the city too?

Retaining existing on-street bike lanes is the safer approach. We want bike lanes marked for higher visibility and driving lanes narrowed to add more buffer and slower traffic everywhere in the dense city neighborhoods.

Parking needs to be preserved as an accessibility right.

This small group of activists has hijacked the agenda and that agenda is not supported by the majority of those who live in Saint Paul. It's totally out of touch.

Stop.

Steph Nixon Alder
stephnixon@yahoo.com

1128 Hague Ave.
Saint Paul, MN 55104

Planning Commission Members:

I attended your meeting this morning and forgot one comment. Having a single elevated/raised bike lane is not a good idea, especially on Summitt Ave. Combining children on bicycles, older adults on bicycles and then adding e-bikes and the spandex boys all on one lane seems like a recipe for disaster. Many of the people who spoke this morning discussed the fear of riding near vehicles. But no one spoke about have a mixed group like this on one lane. The speed of the e-bikes is very scary.

My request is that you to please put a hold on this plan until a Cost Benefit Analysis can be done. During this entire process, cost information for building, for maintaining, for tree removal, and parking loss have not been determined. This information should be known before a decision made. I find this strange that no monies have been allocated but the project was given a "go" by all the previous committees (Public Works, Parks and Rec, and City Council). Funds for the city are limited and this expense for these projects will be great.

Please put a hold on your decision.

Thank you.

KC Cox
1501 Carroll Ave.



SIERRA CLUB

NORTH STAR CHAPTER

2300 Myrtle Avenue, Suite 260
Saint Paul, MN 55114
612-659-9124
sierraclub.org/minnesota

February 2, 2024

Jimmy Shoemaker
800 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102
(sent via email to bikes@stpaul.gov)

The Sierra Club North Star Chapter commends City Staff for its work on the visionary December 2023 Saint Paul Bicycle Plan, and urges decision makers to pass the Plan in its entirety.

We are in a climate crisis. Our SUVs, cars, and trucks are a big part of the problem. According to the City's Climate Action Plan, nearly a third of the climate change pollution Saint Paul generates comes from transportation. We must reduce Vehicle Miles Traveled. Saint Paul is well positioned to do this, because it's a large urban city.

Converting shorter trips (under three miles) to bicycling is an effective way to reduce VMT to meet the City's carbon reduction goals. Sierra Club supports the Bicycle Plan because it lays out an extensive network for safe, accessible, protected trails. We urge full adoption of the Plan.

Separated bikeways provide Saint Paul residents major advantages over existing bike lanes:

- They are comfortable for more people, especially families and less experienced riders.
- They are maintainable, unlike current on-street bike lanes that disappear with ice and snow.
- They calm speeding traffic and shorten crossing distances, making it easier and safer for people walking.

Safer spaces for people to walk, bike, and roll are critical options to driving everywhere. Fully implementing this Bicycle Plan will improve air quality, public health, and the climate.

Sincerely,

Joshua Houdek
Senior Program Manager, Land Use and Transportation
Sierra Club North Star Chapter

###

The Sierra Club North Star Chapter is the Minnesota branch of the national Sierra Club. We are 50,000 Minnesotans empowered to protect our communities' well-being through environmental protection.

Hello,

My name is Meg Duhr and I am a resident of the West 7th neighborhood at 223 Colborne Street, 55102. I am also the Board President of our District Council, the West 7th/Fort Road Federation. I am active in our Transportation and Land Use Committee and have followed the issues of bike and pedestrian infrastructure and safety closely. In these comments I am speaking personally and not on behalf of the Federation, however, I will be working with the board to submit official comments (if they will still be accepted later this month).

I am a cyclist and am generally very encouraged by the direction the city is going with respect to increased cycling infrastructure. The complete breakdown of social norms around courteous and safe driving, as well as critical lack of enforcement for unsafe drivers underscores the need for separated bikeways. I also recognize the urgency and severity of the climate crisis and support nearly any measures that reduce reliance on vehicles.

I strongly support separated bikeways under the following conditions:

- when they are accompanied by lane reductions, lane narrowing, and other "road diet" measures
- when they do not add to the overall amount of paved surface in this city
- when they do not remove or harm established, mature trees

I do not support separated bikeways when they:

- result in the loss or degradation of a healthy, established street tree
- when they add substantially to amount of heat-generating, impermeable surfaces in the city
- adversely impact the historic character of St. Paul neighborhoods

In situations where significant pavement is going to be added and trees removed, such as the disastrous Cleveland Avenue reconstruction along the UMN St. Paul Campus, there should be mitigation measures required. Trees need to not only be replanted and actually maintained, but additional trees should be planted elsewhere to compensate for the loss of shade, stormwater capture, and carbon sequestration. When additional pavement is added, the city should "unpave" an equal area elsewhere and convert it to green space that can reduce urban heat island effects and provide habitat benefits to native insects and birds. This could be done by reducing parking lot size or purchasing empty lots to convert to green space (i.e. the Sears Building and its acres upon acres of empty pavement).

With respect to the West 7th area specifically, I noticed in the draft bike plan that the CP Rail Spur/Ford Rail spur is envisioned for eventual conversion to a bike trail, but that it is not a priority trail. I believe this should be a higher priority because West 7th, despite having some bike lanes and access to the Samuel Morgan trail, is still relatively underserved by bike infrastructure. The trail along Shepard Road and the river are nice for recreational riding, but they do not support cycling for commuting, errands, or other daily needs of the people who actually live in the neighborhood. Getting from the heart of the neighborhood to the shopping centers at West 7th/Davern or in Highland Village requires either a significant detour along the river or extremely treacherous cycling on West 7th, particularly the area between Montreal and St. Paul Ave. Given that bike lanes appear increasingly unlikely on West 7th itself due to the Riverview Corridor Project, this CP Rail Spur conversion to a bike trail should be a much higher priority.

Thank you for considering my feedback,
Meg Duhr

651-295-8237

To the Members of the St. Paul Planning Commission:

How I wish your decisions would take into account how much the integrity of Summit Avenue means to all of the residents of Saint Paul—and indeed, of the State of Minnesota! Our city and state have taken pride in being home to one of “10 Great Streets in the U.S.” for generations of residents and visitors. What a travesty to the reputation of our city and state if killing most of these spectacular trees and adding paved bike lanes would have us known instead as having “paved paradise and put up a biking lot!” (with homage to Joni Mitchell’s famous song about destroying natural beauty in the misguided name of “progress”).

The Planning Commission has been entrusted to do no harm. Adding off-street bikeways will actually cause immeasurable harm and irreversible damage, not only destroying the tree canopy but also compromising safety, in part by duplicating—actually, tripling—the number of intersections with streets, driveways, and carriage walks. It is widely-recognized that intersections pose the greatest threat of collisions between vehicles and pedestrians.

I attended the meeting on June 6, 2022 at which the Plan was presented for discussion. When I and fellow residents asked about possible damage to the trees, we were told that removal of trees was not a part of the project. But when we noted the importance of maintaining a sufficient zone to protect the roots of existing trees, the answer was that “the Master Plan does not include tree-by-tree considerations.” Rather than acknowledge that error of omission and go back to the drawing board, the Commission decided to push ahead, hiring a sympathetic arborist to provide an unbelievably low estimate of consequent damage. But if the damage is caused by disrupting the root systems of the trees, how can the addition of separate paths parallel to the street not affect nearly all of them?

If you continue to plow ahead with this bikes-above-all plan, you will indeed deserve to be known forever as the Planning Commission that killed Summit Avenue. Surely your mission requires that you find a better, safer, and less destructive way to accommodate bicycles on Summit Avenue without killing the majority of its famous trees and thereby destroying its magnificent tree canopy.

I can assure you that your efforts to find a better path will be broadly appreciated.

Rosalie O’Brien
1825 Summit Avenue
Saint Paul, MN 55105

I strongly oppose the bike lane expansion. We live in a state which has snow cover for half of the year so it really doesn't make sense to me. Also, existing bike lanes are grossly underused so I am against any expansion.

I am an avid biker but against all bike lane expansion.

319 Goodrich Ave, St Paul, MN 55102.

Thanks

James Vigliotti

Hello,

I reviewed a map showing what I believe is the St. Paul Bike Plan. I live in the Hamline Midway neighborhood at 598 Simpson Street. Looking at the planned St. Paul Bike Plan, I feel like our neighborhood is being slightly ignored in the new plan. I see in the plans that our east-west biking options will be Pierce Butler for a separated bike lane, and the existing bike lane on Minnehaha, but otherwise will be limited to bike boulevards. I am quite disappointed with our bike lane options currently, and it seems like this will not change with the new plan. The bike lane on Minnehaha is poor quality for some sections between Snelling and Lexington. The lanes seem to disappear for some sections. The bike boulevards are okay, in my opinion, but I'd love a dedicated bike lane on Thomas or another east-west street in the same vicinity, even at the cost of on-street parking (I park on the street). It just doesn't feel very safe biking on Thomas or Minnehaha as is. I would love for my neighborhood to get more attention with this Bike Plan, because it doesn't appear to propose improvements, from what I can tell. I do appreciate the proposed north-south options, like dedicated bike lanes on Hamline and Lexington.

Best,

Stuart Orłowski
598 Simpson Street

The issue I have with the bike plan is that there needs to be a cap on the price tag and a deadline for the project. The open ended current plan could be a financial disaster and people who are paying too high of taxes could easily be taken advantage of.

Sincerely,
Jodi Kaiser
1392 Carling Dr
St. Paul, MN 55108

Good day,

My name is Casey Snyder. I live in the Merriam Park neighborhood near the proposed Summit Ave reconstruction and Bike Lane update.

I am a public worker and regularly commute via bicycle using bike lanes on Prior, Marshall, Summit, and bike paths along Mississippi River Boulevard. I also recreate on my bike with friends and family and also visit local Saint Paul small businesses and restaurants by bike.

The times I feel happiest is when I travel to work or a store safely and with well planned bike routes in this city.

Cycling is not just for the elite that can afford expensive bikes and costly maintenance. The community traveling on Saint Paul streets via bike are generally working class and lower income folks just trying to get by without a car or make their own small impact in low emissions commuting to get to their jobs and run errands.

We need all of the proposed improvements in the Saint Paul Bicycle Plan to protect those who move in Saint Paul via bike, to improve access and inclusivity for new and inexperienced riders, and to build a community that takes cyclists needs seriously.

Thank you for reading my input and I hope my voice resonates with others in support of this plan!

- Casey Snyder

1829 Carroll Ave S

Jim, thanks for your openness to continuing to accept input and new ideas for the St Paul Bike Plan. I reviewed the plan this Saturday morning, and I may be misunderstanding or missed some things, but it appears that some of the major north/south and east/west transportation and commuter corridors may not be directly included and prioritized on the plan map.

For equity and inclusion of all forms of transportation please consider adding major plan elements and guiding principles that could accelerate multi-mode and active transportation on all major commuter corridors to business and event areas, not just bypassing them with alternative and recreational routes.

Major Plan Elements Recommendations and Guiding Principles:

1) **Complete Streets Mandate** on all St Paul & Ramsey County Road projects (design roads for all users equally)

2) **Commuter Corridors** (label them as such)

Add and prioritize major and minority commuter corridors and track active transportation use to major businesses, education and event areas.

Examples of missing major business commuter corridors;

A) **University Avenue**

B) **Snelling**

C) Minnehaha, Payne, Larpenteur, Grand Ave, Como, etc.

3) **Safe Routes to Schools**

Identify and prioritize routes within 2 mile radius of schools

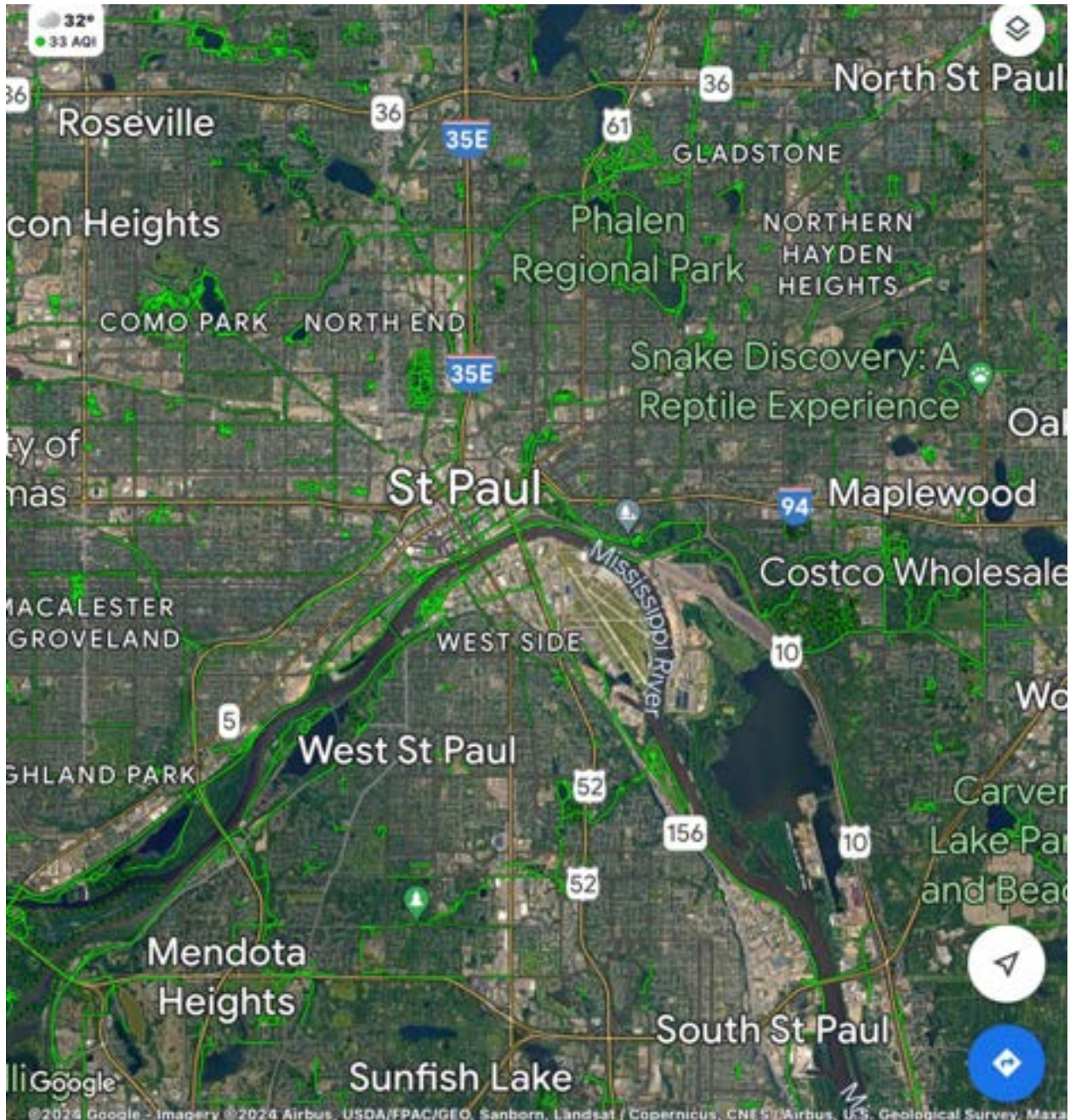
4) **SECURED Bike Storage**

Add areas and investments for protected bicycle storage in all major business, education, recreation and event areas.

5) **One-way Demonstration Projects** - reducing infrastructure and winter maintenance barriers

Use existing road grid networks and identify pilot projects to turn two way traffic into oneway roads for cars, using the other lane for bicycle two way. Prioritize minority neighborhoods and schools. Rondo, Frogtown, etc.

6) **Google Maps - add North/South & East/West Commuter Corridors** to downtown and major business areas (not just the recreational paths)



Here is a simple concept framework that you major mobility and active Transportation advocacy groups could work together on and present to legislative contacts at the **March Summit at the Capital**. (& or align with your existing equity initiatives, and be **presented by minority leaders**)

Initiative - Branded

Blacks on Bikes (& buses) (BoB2)

Objectives (concepts)

- Create **Safe Active Transportation & Recreation Corridors** for low income communities .

- **Empower the communities** to own and manage their safety and ridership (bikes & buses)
- **Ensure ridership safety** with no guns, knives, or drugs ridership passes, policies and boarding

Framework Pillars - Commuter Infrastructure

- 1) Safe Routes to Schools** - Designated safe routes, oneway Bike & bus lanes, Bike fir every student
- 2) Safe Corridors to Work & Play** - car free corridors to business and recreation destinations
- 3) Secure Bike Storage & Buses** (no crime, no theft)

Vision & Strategies

- A) Every Student has a bike** (Free Bikes 4 Kidz, sponsored by MN Sports Teams)
- B) Bus transportation is safe**, community managed, micro buses. (Uber Electric Buses)
- C) Commuter Corridors** for bikes and buses, are created with a “oneway” (bike & bus lane) grid network every mile, with major north/south & east/west commuter and Safe Routes to School designated roads. (*Ramsey County Active Living corridor grid example - Connie Bearnary)
- D) Destinations have Secured Bike Storage** - Schools, Churches, Parks, Events, etc.
- E) Environments- bike parks are available within a 5-10 Mile radius** that include mountain biking and bike/skate board parks

Guiding Principles- Initiative is Minority (ie Black) Lead (& branded)

Inclusive of all minorities and impoverished people and communities; indigenous, Hispanic, Asian, black, etc.

Benefits everyone in inner city communities

Measurable Goals - by 2030

- 1) Designed bike & micro bus corridor “**one-way bike/bus lane corridor grids**” are established and labeled to major schools and business destinations
- 2) **All Students that want a bike, have a bike** (20-50%), and bike to school (10%-30%)
- 3) **Secured Bike Storage units** are in place at all schools and major businesses and event hubs.
- 4) Community Managed **safe, secure Micro-buses**, driven and managed by community members are available every hour on major corridor routes. (*Uber micro bus concept)
- 5) **Bike Parks** (in each inner city community within 5-10 miles)

Sponsored by;

Mpls & St Paul Mayors

Funded with assistance from sports teams & professional athletes (Timberwolves, Vikings, Twins)

Leadership Advocacy Legacy of;

Major Taylor

George Floyd

Bill Dooley

<https://major-taylor-minnesota.squarespace.com/advocacy>

Lebron James (example)

[LeBron James says biking changed his life as a kid—now hes giving free bikes to 240 students](#)

Scott Eggert
121 Loretta Lane
St Paul, Mn 55115

The article I just read in Pioneer Press was disappointing and no mention of SOS and their research and numbers. There was no mention of people like myself who wrote in opinions, just the meeting. And all are correct, older people, and younger families who care about safety of their children who might bicycle by themselves, and people who own property are not going to be thrilled with all the PLAN. No mention of tree loss.

Judith Feldman
1033 St. Clair Ave
St. Paul, MN 55105

The bike lobby group and city council are out of control and lack commend sense. There are more than enough bike lanes and paths already as well as bicyclist riding on the streets. I oppose the city moving forward on this.

Jim
1860 Eleanor Ave.

I do NOT support the addition of any more bicycle lanes.

I have never ridden a bicycle, and at 77 years old, I do not plan to learn.

You are not hearing from a bunch of us senior citizens since we do not show up at meetings, and many do not use email, or take the time to let their feelings be known.

This is really too bad, because you think you have universal support for your plans, when actually you do not.

Bicyclists don't yield right of way, can go through stop signs, and dart in and out of traffic - very disturbing for senior drivers.

Please, I beg you, to take my comments to heart. Understand what I am saying. Understand too, the needs and wishes of other seniors who are you NOT hearing from.

Thank you,

Darlene Blossom
1189 Park Street
St. Paul, MN 55117
651-488-5943

Planners,

Thank you for this broad plan for safer bicycling. It will serve us well for years to come.

I love:

- Another N/S route – on Earl St – connecting Mounds Blvd and Lake Phalen
- Safer routes on Maryland and Rice
- Another East side boulevard – on Euclid and Wilson – paralleling the stellar Margaret St bike boulevard

Wishlist:

- We need a safe connection on Summit across I-35; a shared lane is inadequate with motor traffic hurtling toward the entrance ramps. This is terrifying space and my near-death experience there over a decade ago still haunts me.
- W 7th should have a bikeway. I know the plans are tied up with a possible Riverview Corridor streetcar (it should be a BRT). People will bike on W 7th anyway because there are so many destinations and because connections from Sam Morgan and Shepard Rd to W 7th are inadequate. And really the most important E/W cross-city unifier would be a continuous transit and bicycle route of E 7th thru downtown and along W 7th. How can we not connect the city in this way?
- Are the separated bikeways indicated in Highland Bridge on streets or also on off-street trails? If the latter they are inadequately designed. When fully populated those routes will be constant and dangerous bike/ped conflicts.

Thank you for the opportunity to comment. I'm looking forward to many more SP residents enjoying our city by travelling on two wheels.

Joan Pasiuk
1984 Jefferson Ave

How many bikes are actually using these bike paths that you keep building? I want to see the numbers.
Janet

78 10th St E

(Also attached as a pdf).

Feedback on the Saint Paul bicycle plan from Kathy Sidles, 20+ year east side resident, long-time parks volunteer for Frost Lake Park and the Bruce Vento Bike Trail (46 hours spent picking up trash in 2023 on the Bruce Vento Bike Trail from Maryland to Arlington is typical plus I advocate – so far unsuccessfully – for trash pickup along the Phalen Blvd part of the trail). 1380 Winchell St., Saint Paul, 55016, kesid@aol.com 651-771-7528 (home)

1. I have read the executive summary and some of the full plan, and looked at the present and future bike route maps.
2. Both maps show the Bruce Vento Bike Trail as a separate bike trail from the road. But the plans for the Purple Line Bus Rapid Transit dedicated roadway change it from a safe greenspace bike trail to one along two lanes of concrete making it less safe and accessible. Along Phalen Boulevard the 30% design plans for the project show the bike trail where the remaining creek bed and trees are, up against apartment buildings, around large added storm ponds to hold the water coming off all the new concrete, and through the wood chipping lot. Along the railroad berm going north across Maryland and through the bottomland forests east of Lake Phalen in the present Purple Line Preferred Route the bike trail will be along two strips of concrete placed there after bulldozing thousands of trees. Both maps look like the same but adding the two Purple Line lanes changes them drastically and this should be shown on the map.
3. The Draft Bike Plan should clearly show these plans to degrade the Bruce Vento Bike Trail from a safe separated path in a green space that meets the goal of a safe trail for everyone - including the most disabled person with a walker and young children with their parents - to a much-degraded version of that is safe only for experienced bike riders when the Purple Line is built which bulldozes buffer spaces and tree canopies and berm according to present plans.
4. The Draft Bike Plan should show changes to Tree Equity and Heat Island Equity as a result of the Purple Line BRT plans to bulldoze the berm and trees along the Bruce Vento Bike Route. Even though thousands of trees are lost when the Purple Line is built from Payne to Larpenteur and bike lanes along it replace the Bruce Vento Bike Trail the environmental impact study for this Purple Line route said “no environmental impact”. Everyone knows bulldozing the trees will degrade this bike route that is cool in the summer and is where you walk out of the wind in winter.
5. An alternate route for the Purple Line is being studied through this summer to have the dedicated bus lanes be on two of the four lanes of Maryland and then White Bear Avenue. This would preserve the trail as it is north of Maryland. But it keeps the present plans to bulldoze the green space along Phalen Boulevard from Payne Avenue, across Johnson Parkway and remove the berm between the tennis courts and apartments. The Draft Bike Plan should show this possible change to the Purple Line route to go along Maryland and White Bear, and that it is unsafe to ride bikes on these roads presently, and also with this possible Purple Line route.

6. The Draft Bike Plan shows a bike lane along Maryland – the plan should explain that this is not possible if the Purple Line BRT is picked to go here instead of bulldozing the Bruce Vento Bike Trail berm at least from what I heard on the walks.

7. The Draft Bike Plan shows a major bike lane along Flandrau, parallel with White Bear Avenue. Flandrau as a bike route stops at Larpenter. There are no plans shown for Flandrau's bike route to continue into Maplewood, or for bike riders to be able to access the Gateway Trail or stores along Maryland and White Bear from Flandrau. This should be explained in the Draft Bike Plan.

8. A better idea is recognize that the east side of Saint Paul has high density housing distributed throughout and buses should be added throughout the east side. Dedicated routes assuming high density housing only on one route when really it's distributed wrecks the chances of adding dedicated bike lanes to streets like Maryland and doesn't help bus riders. Distributed buses (with a new 64 bus route study and upgrade on existing roads) would allow for the Draft Plan to include dedicated bike lanes on Maryland and White Bear where it is unsafe to ride a bike with or without the Purple Line.

9. We do need better buses as well as added bike lanes. A local 64 bus should have been added to Phalen Boulevard, the former Lake Phalen creek bed, twenty years ago when it was converted to an oak savannah mixed used corridor and especially to get to Health Partner jobs. It could be added today! Traffic runs smoothly except at Payne and this will be a pinch point with or without Purple Line dedicated lanes.

10. INSTEAD – In addition to better 64 buses Purple Line BRT should be added on existing lanes on 35W to get us east side residents to jobs both north and south of downtown. Suburban residents can get to jobs in downtown Saint Paul, but I worked for 37 years at 494 and 35E and there is no bus route from the east side to all of those jobs.

11. Adding distributed buses on existing roads past our distributed high density housing, instead of bulldozing and degrading the Bruce Vento Bike Trail, would also allow for better daylighting of Phalen Creek to preserve its historical wild rice and travel route status and wildlife corridor from the Mississippi north to the lakes and wetlands of Ramsey County, as shown on the Wakan Tipi/Lower Phalen Creek Project map. <https://www.wakantipi.org/daylighting>

12. Saint Paul should have a Wildlife Corridor Plan. This bike plan would then be made keeping wildlife homes and genetic flow for the area in place. This plan should be referred to in the Draft Bike Plan to show how these plans allow us to live within and not instead of nature.

13. All new bus and bike facilities should have Dark Sky Lighting – facing down and 3,000 Hz or less so the LED frequencies don't bounce around the night sky obscuring the stars. See <http://www.starryskiesnorth.org>.

14. Our east side post-WWII housing is aging and getting old all at once. As an adult I lived in the north side of Des Moines and then in south Minneapolis as the houses got old all at once. Neither neighborhood had kept its green space and when houses needed maintenance that some couldn't afford they got boarded up and people who could moved to the suburbs. House values continued down, people owed more than the house was worth and couldn't get a loan to fix roofs and furnaces, and they walked away and more houses were boarded. I started a Boarded House Committee in Corcoran Neighborhood in South Minneapolis to highlight the problem of boarded houses on each block, and a special program had to be created by the Legislature to let us keep our downtown tax dollars to pay non-profits to fix them up (the Neighborhood Revitalization Program, NRP). The suburbs get to keep their green space bike trails and add transit and we need to do the same thing. A Draft Bike Plan that shows us saving trees and green space like the suburbs are doing, and not hiding the fact that the Purple Line will make our Saint Paul part of the trail just a lane along strips of concrete, will extend the life of our houses, save lots of property tax money that can be used for other things, save our remaining Urban Wildlife Corridors and historical Phalen Creek bed, and be safer and healthier for kids and adults of all ages and abilities.

Hello,

I'm a resident of Ward 3 who enjoys biking in the area, and who also has become concerned with the decline in businesses along Grand Avenue. I wanted to submit for your consideration an idea to have the bike route run down Grand Ave instead of Summit Ave, and couple this with other measures to create an attractive haven for shoppers. We could remove one side of street parking for a separate, curbed off bike lane, change the other side to diagonal parking, and use appropriate and attractive traffic calming techniques (such as different pavement texture, chicanes, narrow street lanes, and raised crosswalks with bulbs/neckdowns at regular intervals near commercial hubs) to slow traffic and make it a more enticing area for pedestrians, thereby increasing foot traffic business and attracting shoppers and diners to the area. (Also you wouldn't have to deal with the intense drama about the Summit Ave proposal anymore...)

Thank you for considering my idea.

Best,
Claire Price
304 Brimhall, 55105.

--

P. Claire Price
ME&L Consultant
St. Paul, MN, USA

Hello -

Submitting the following as comments to the St Paul Bicycle Plan, dated Dec 2023

Map on page 31 - very difficult to distinguish colors when close together (ex ayd mill road). consider adding slight offset to lines and adjusting colors to make this map readable at City level.

I am happy to see discussion about crashes, safety data, and demand (page 44 call out box, "BICYCLE TRAFFIC, DEMAND, AND CRASH RATES") . This year in my discussion with Ramsey County road engineers regarding Randolph Ave and Ford Pkwy, they have argued the lack of bicycle FATALITIES is a reflection of good design. I'm happy to see the City understands the limitations of bicycle crash data and how the current unsafe configuration of many streets discourages biking.

Page 46 includes this " That is, if two low stress bikeways are interrupted by a bikeway not considered low stress (bike lane, shared lane, or gap in the bike network), it is likely a person will avoid biking altogether." I would like to call to attention the issue of dropping bike lanes at busy intersections. This is a major problem on on-road bike lane facilities within the City. I would like the City to directly address this problem in this plan and add information on how to avoid this problem. Having to fight with cars for a block at a busy intersection is the kind of gap that turns good bike facilities into high stress facilities. See Randolph at Snelling, Ford at Highland, Dale at Larpenteur. These are Ramsey County facilities but I want to see the City avoid this issue on their newly built facilities and encourage the County to change their design as well. These designs are dangerous and the plan should address this.

Re: Bike Boulevards - this plan depends heavily on bike boulevards to fill the gaps in the network of trails. In their current configuration (like on Jefferson) bike boulevards are uncomfortable and unsafe, especially at busy crossings like Snelling. A "bikes may use full lane" or "share the road" sign doesn't do anything to protect bikes. I would like to see planters and bollards used to restrict car traffic, move toward right turn onlys or no through movement except for bikes.

Snelling at Jefferson is one of my least favorite places to bike with my kids. Cars turn so fast, follow closely, pass unsafely. Drivers are not expecting bikes in this space at all. If you are going to use bike boulevards to build this network every half mile, they need to be safer and cars need to be slowed to the point most drivers will avoid the section except for the shortest trips.

Overall getting across Snelling in the MacGrove neighborhood is a daily annoyance for my biking that this plan will not improve unless Jefferson is significantly improved.

Page 55 Barrier crossing map - Snelling is shown as an existing barrier crossing over the RR tracks at Pierce Butler. That is a substandard sidewalk with no railing protecting bikes and peds from traffic averaging 40-50mph. If that route is going to be considered part of the bike network, MnDOT needs to improve those bike/ped facilities. It seems disingenuous to include that on this map. Snelling itself is a major barrier.

The map of future crossing locations seems unrealistic without some new funding stream, and ignores complexity of dealing with railroad right of way.

Over all very happy to see the City continuing to push for bike improvements and looking forward to more facilities to safely move my family around St Paul

Thank you

Rachel Wiken
1459 Berkeley Ave
St Paul MN

Hello, St Paul city council members and planners,

I have been an active bicyclist all of my life. I grew up in Lincoln, Nebraska, and I made use of the "Billy Wolfe Bike Trail" every week -- this allowed one to travel almost ten miles without needing to cross any major intersections. This trail, created in the 1970s, made creative use of existing roadway features and incorporated well-placed tunnels and bridges. I am a big fan of integrating bike trails into the existing city structure.

I am vehemently opposed, however, to imposing bike trails into specific streets when this would significantly disrupt the natural settings that current residents already enjoy. This especially means not destroying established trees for the sake of an asphalt pathway. There is always another alternative to this action, and it should always be pursued. Eliminating treasured pedestrian walkways — especially those complete with natural tree foliage that help regulate temperatures in the summer — is a counterproductive and offensive way to address the need for more bike paths. I am particularly incensed that this arboreal destruction is still planned for Summit Avenue.

We have so many opportunities to create a variety of paths around the city that both accommodate those use bicycles as a primary mode of transportation and encourage more cycling. Implementing plans that have invited opposition seems ill advised. Those residents who are concerned should be listened to rather than only placated.

-- Craig

Craig Upright

850 Cromwell Avenue
St. Paul, MN 55114
(612) 600-1282 -- mobile

Hello. I read in the St Paul Pioneer Press, with amazement, that the majority of residents agree with the proposed bike plan. This was apparently based on the attendance of 30 individuals at a meeting most people knew nothing about. As I have read letters to the editor in that paper I would disagree that most of us are overjoyed with this plan. I am especially concerned how this plan would impact Summit Avenue.

Focus on saving our trees, so important in addressing climate change? Focus on preserving an iconic, historic street? I would say this plan does neither. So indeed I am opposed to this plan. I am also quite disappointed that dollars we just approved, using a 1% sales tax to repair our roads will in part go to this destruction. Apparently the response from some of our city leaders is to call me a "Luddite". I'm not sure why calling me a name lessens the value of my opinions and I will happily say I join the people who perhaps would now be called a Luddite who preserved our city treasures such as The Landmark Center. I hope you will indeed listen to my feedback Thank you Karen Hovland. 1476 Chelmsford Street St Paul
Sent from my iPad

My name: J. Michele Edwards

My address: 1844 Rome Av. St Paul MN 55116

I have many concerns about proceeding with the Summit Avenue bike path plan as currently proposed. First and foremost I think that we in St Paul should have many higher priorities for our government spending, including but not limited to public education (pre-K through high school); housing and the unhoused; and (mental) health needs within our community.

Further I oppose the proposed changes to the character of this historic area, including the elimination of its canopy of old growth trees. Also I am not impressed with the. Idea of 30 citizen in favor of your plan as a strong indicator of support for your plan. Even if 30 was a larger number attending than the number of citizens attending who opposed the plan, this is not a good rationale for making a decision. We need to do the right thing, not just the most popular decision.

Thank you for considering my comments.

Sent from my iPad

Please put me down as opposed to the Proposed Bike Plan. I have done a lot of biking over the years, and very much appreciate the bike paths created over the abandoned railroad beds and other bike trails that have been created without destroying century old trees.

I appreciate the interest in creating more bike paths, but not at the expense of cutting down numerous trees that benefit the environment and take decades to grow back!

Thanks for listening,

Keith Hovland
1476 Chelmsford St
St Paul MN 55108

Dear planning commission:

This paragraph provides a context, so you can skip it if you choose. I have been a Minnesota resident for 74 years and a resident of St. Paul since 1980. I have biked for many years and as a child in Belle Plaine I was the only one who had a steering wheel rather than handlebars. My daughter and husband bike a lot and take public transportation, so rarely use their car. Well, I am an Energy nut, I am dependent on a car, and highly respect those who are not. My daughter and son-in-law are Finnish and they bike regardless of the winter weather.

I am very supportive of reducing the use of single or double occupancy of cars and want bikers to be safe. A side comment-although this isn't going to change, wouldn't be safer for a bike to face the traffic coming toward them like Walkers do?

I am a progressive and financially conservative valuing of spending money, as if it were mine. I am supportive of new construction of a separated bikeways where that isn't overly invasive or overly expensive. I do not appreciate the taxes I pay not being spent wisely.

I encourage you to consult with Gail Cederberg, Member of the Metropolitan Council, who is a very experienced engineer, and knows the science that more trees will eventually die than the best projection. Saura Joust of the Saint Paul City Council, who is younger with much less experience and expertise, is more apt to say , 'if you will it, it can be built' and lack wisdom of long-term consequences. Just as there are historic buildings to be preserved, aren't there also old growth trees that are preserved? Historic Summit Avenue is beautiful and we need these trees for our environment. Projections are that the climate in Minnesota is going to become more and more like Kansas.

The facts are in: some Avenue can be safely be narrowed with reduced speed that is patrolled by our fine police department; that water and sewer has already been separated along Summit Avenue and electrical work can be put underground (copper thieves can't get that).

Another concern is, 'if you build it, people will use it' You know as well as I do that Paul has a long documented history of not being able to plow their streets, as well as Minneapolis, and that people leave because of it. The reality is, pray this year is a rare 74 year exception, but we have long winters and if you cannot plow the streets, how do you plan to plow these elevated bikeways when you don't properly plow the designated bikeways now so bikers are safe?

I am very disappointed that "the cart was put before the horse" by not first by doing an environmental study before spending all this money for a plan. That is not how I spend my money, but that is how you are spending my money! And then there is a lack of transparency, which is always a 'red flag'.

I apologize for being so straightforward, but there are times when this is needed, so I pray you don't get defensive. You know, deep down what decisions you need to make and I pray you have the strength to follow that truth, and be wise leaders who serve without ego or need to win. Feel free to contact me. So, build new bikeways and, build new bikeways and redo, others were not overly invasive and expensive, what improve some Avenue without destruction of trees and the clean and cool air we breathe. Please don't disappoint yourselves and me and do harm to our earth.

Respectively submitted and peace be with you, Jerry Blume,
1730 Juliet Ave.,
St. Paul, MN 55105 612-715-2112

Subject: Destruction for recreation

Concerning the proposed changes to St. Paul's historic gem, Summit Avenue: Who destroys mature trees on the most beautiful street in the Twin Cities to have increased bike lanes? Ripping up one of the best assets of our city to put in more bike lanes is so "yesterday"! What? For what? So people can bike to work? Did you notice that after the pandemic it was apparent that many people did not and many will never return to work? Was there increased bike traffic on city streets during that time when car traffic was much lighter than in days before the pandemic? The answer is "no"! Are we destroying mature trees for recreational biking?

St. Paul has already lost many mature trees due to the emerald ash borer. To see the difference in how a street looks after mature tree removal, look no further than Grand Avenue, now without its ash trees. Will common sense ever return to shore up the common good, or are we, a city of good government, now prioritizing special interests? Special interests = 30 people making decisions that promote their interests while ignoring the common good. Common sense majority = those who can see that mature trees that fight climate change are an invaluable resource and that fewer workers of the future will be in their cars and those that are, may be in electric vehicles.

In making decisions for the future we must look at the reality of the present and think about how defacing Summit Avenue would destroy one of the best parts of St. Paul.

Very sincerely,

Linda Foster

1406 Chelmsford St.

St. Paul

Hello Bike Lane planners,

Today's St Paul Pioneer Press had a moving letter about the value of the last mile of Summit Avenue and why it should keep its current design. While I like to feel safe while biking, I also appreciate St Paul's classic architecture and residents' care for our overall landscape. I like to have pretty places to explore. Summit is a destination for me and for out-of-town visitors. I've lived in St Paul for much of my life, for the last 11 years at the corner of St Paul Avenue and Montreal. From there, I've often ridden my bike to run errands in "the village" and around the neighborhood.

However, when driving around town, I like to pick scenic routes, such as River Road and Summit Avenue. I'm happy to drive slowly so that I can enjoy those environments. Please keep these roads as the historical treasures that they are. Bikers love the Summit environment as much as anyone...why not just slow down the cars and stripe the street for bikes...it's working on St Paul Ave -why not on Summit? Minnesotans value their Summit Avenue, as evidenced by the ticket lines snaking around the block for last summer's Summit area house tour. The area is a treasure and I would prefer that my tax dollar does not go to ruining it. People make way for children and old people on bikes on side walks all over the city ...don't use us as reasons to spoil a lovely street. Give the bike plan a bit of flexibility to adjust to various environments.

Sincerely,

Bea Krinke

2265 Luther Place, Unit 101

St Paul, MN 55108

Recently at 969 St Paul Ave, 55116

Thank you for including Ellis-Transfer-Pierce Butler-Minnehaha as a standalone project priority. (Though Pierce Butler is mistakenly labeled as Pennsylvania on p. 94 of the draft plan.) This bikeway, currently an on-street lane / shoulder, is a critical connection for those of us who live in Hamline-Midway, and its current state is in great need of improvement in order to feel safe for riders of all ages and abilities.

Brendan O'Shea
1861 Taylor Ave W.



HIGHLAND

DISTRICT COUNCIL

1978 Ford Parkway • Saint Paul MN 55116 • 651.695.4005 • HighlandDistrictCouncil.org

HDC Resolution to Comment on the City of St. Paul Draft Bike Plan

Whereas the Transportation Committee of the Highland District Council (HDC) has reviewed the St. Paul Draft 2023 Bike Plan at the June 13, July 11, and again in December of 2023 at the HDC Transportation meetings, and

Whereas the current trails and bike paths throughout the City of Saint Paul are in regular need of maintenance and upkeep and this does not happen on a consistent schedule, and

Whereas the Citywide Bike Plan does suggest the city create a strategy for maintaining the bike system but not, in fact, offer such strategy within the bike plan; and

Whereas since the city has no plan or budget to provide maintenance to existing trails and address safety issues with existing shared paths; therefore

Be it resolved that the Highland District Council encourages the City of Saint Paul to include a chapter in the updated 2024 Bike Plan that includes budget and maintenance schedules for existing trails and all proposed new bike infrastructure in the City of Saint Paul and commit to addressing safety issues on shared paths.

Approved February 1, 2024

By the Highland District Council Board of Directors

From:

[Presley Martin](#)

1434 Van Buren Ave
Saint Paul, MN 55104

Re: Comments on the Saint Paul Bicycle Plan, December 2023

I would like to express my enthusiastic support for the Dec. 2023 Saint Paul Bicycle Plan. As a daily biker in Saint Paul for the last 25 years, I have seen a lot of improvements in the biking infrastructure during this time. Now I am looking forward to the completion of a strong interconnected network of bike facilities in the coming years. I was particularly excited to see the Mississippi Gorge-Samuel Morgan trail connecting across the Mississippi River to the Midtown Greenway. This trail will greatly enhance connectivity via bicycle between Minneapolis and Saint Paul. I was also pleased to see that the proposed bikeways along Pierce Butler and St. Anthony were listed as high priority. These bikeways will greatly increase safety on these routes and make them accessible to a much broader range of riders.

Increased use of bikes for transportation provides a powerful and cost-effective mechanism for the city to address several of its highest priorities. These include decreasing daily vehicle trips by 40% by 2040; improving overall public health by increasing physical activity; and improving road safety by reducing vehicular traffic. I hope the city can find new strategies for reducing vehicle trips and expanding the use of walking, cycling, and transit to move around Saint Paul.

Sincerely,

[Presley Martin](#)

First, thanks for reading this as I know it's a lot of work plowing through these. My comments will be at a high level, since the proposed plan by design does not include sufficient context or detail to provide meaningful input at the level where it will matter most: the actual implementation of this plan at specific locations. This is not necessarily a bad thing, since something this overarching cannot get into specifics, but it raises one of the most important considerations: please make sure that this plan does not become an inflexible mandate by qualifying any approval to note that at any given location, any proposed bicycle facility has to reflect and be compatible with local conditions and considerations.

Not all proposed routes have to be, and indeed should not be, exactly the same design. Based on many years of experience, it has become clear to me, and to others who have invested considerable time and energy studying this subject, that once a proposed plan has been approved, it is virtually impossible to persuade city staff and officials to deviate in any way from the theoretical plan even though in certain locations a slightly different design would be much better suited. The proposed plan places lot of emphasis undefined and qualitative objectives that can be, and have been, misapplied in conditions that are incompatible with the general design that has been approved.

Specifically, not all above-the-curb trails are safer than on-street lanes. Trained and experienced experts in the field of bicycle facility design recognize that any particular proposed location requires context-specific design. For example, off-street trails placed in more dense residential or commercial streets with many intersections create more potential conflict points with vehicles and pedestrians. The International Institute for Highway Safety (IIHS) data actually shows that in certain settings, off-street trails lead to more injuries and deaths than on-street lanes because the population is not accustomed to encountering bicycles above the curb.

Please include in any approval of the Plan the caveat that the design may, and sometimes should, vary depending on the exact location for which the facility is being proposed.

The Proposed Plan Should be Reassessed at least every 5-10 years to account for changes in uses and technology. The proposed plan has been touted as being designed for the future, but no consideration has been given to the dramatic changes underway in the area of non-motor vehicle transport such as e-bikes and scooters, personal mobility devices and automated delivery vehicles just to name a few. Early data on e-bikes shows a disturbing trend of significant injuries resulting from inexperienced users riding at high speeds (most e-bikes are now capable of speeding at 28 MPH, and many can be easily modified to go even faster). The reality and inevitability of changing demands on the trails being planned doesn't mean you shouldn't plan for the future, but it does mean that any plan should acknowledge the inevitability of changed uses, and the importance of taking changing use patterns into account before insisting on using a design that may be outmoded and potentially dangerous for some of the intended users: imaging the threat posed to the young or very inexperienced beginner riders by e-bikes speeding at almost 30 MPH on the same narrow trail.

Please include in any approval of the Plan the requirement that proposed implementations scheduled to take place more than 8 years after the Plan is approved must include a mandatory reassessment of changed conditions before being approved.

The lack of any cost-benefit analysis, and apparently inflexible insistence on off-road trails in all locations, unnecessarily prevents allowing more cost-effective bicycle facility designs in currently unserved locations. The oft-use phrase "the perfect is the enemy of the good" applies with great emphasis here. While estimates vary, everyone agrees that off-road trails are hugely more expensive to

construct than other much less costly alternatives. On-street bike lanes are dismissed by self-proclaimed experts as the lazy-person's solution, and while that may have been a valid perspective in the past, the development of high-visibility bike lanes, protective on-street buffers (ranging from high-viz products providing a safe separation from traffic, to bollards or similar vegetative plantings, to other constantly evolving improvements – not to mention actually enforcing the speed limit, which seems to have been abandoned as a priority by enlightened city officials) have been proven to increase safety for cyclists dramatically. This is not to say off-street trails should not be an option – there are many locations where they should be the preferred option – but the proposed Plan apparently does not allow for a more thoughtful matching of bicycle facility design with the context being considered. The plan appears to forbid consideration of other significantly less expensive alternatives, especially in locations that currently lack any safer alternatives for cyclists. This needlessly inflates the cost of improving bicycle facilities throughout the city by mandating the most expensive alternative for every possible application. This not only does a disservice to the taxpayers at a time when the tax base for St Paul is rapidly shrinking with plummeting property values for businesses, but as a practical matter, artificially limits the roll-out of safer bicycle facilities, especially at locations that want and need them but are at the end of the queue for funding.

No analysis appears to have been done on the opportunity cost of mandating the most expensive design for all locations, and whether the Plan could benefit by including flexibility to allow more cost-effective design alternatives in locations that do not really require off-road trails so that the plan can be implemented much more quickly throughout the city. The proposed Plan is like only allowing newer model Cadillacs on the streets, when most would be fine with a used Volkswagen.

Please include in any approval of the Plan (1) the option for residents adjacent to a proposed route to request that other less-expensive alternatives be considered in order to fast-track a bicycle facility at their location, and (2) undertake a basic cost-benefit analysis that quantifies the trade-off between the cost of mandating off-road trails in all locations and the delays that will occur in implementing the plan because funding will not be available for decades.

Thanks for considering these comment. Robert Cattnach, 322 Summit, St Paul MN 55102

Hi!

I'm new to Saint Paul (moved here from Omaha, NE in June thus the email address) and have to start out by saying we chose Saint Paul due to the way that this city is prioritizing biking and walking! So THANK YOU!

As far as the plan itself, the more physically separated bike lanes, the better. Not just paint, actual protection is always best. I think overall it looks like you're on the right track to safer streets for everyone by expanding the amount of protected lane miles and MAINTAINING those that exist already (protected or not). It really shows how much a city cares about the infrastructure by how they take care of it. I've noticed a fair amount of debris and snow/ice in the Fairview lane and just wanted to mention it.

More bike parking is another thing that I'd like to just mention here. There are so many terrible bike racks, or none at all, and I think utilizing on-street bike corral style parking options would be wonderful!

Overall, I'm overjoyed to be here and am excited to watch the commitment to bikeability continue and improve.

Thank you for your time,

Sarah Johnson

Sarah Johnson
83 Wheeler Street South
St. Paul, MN 55105

Thank you for this opportunity to comment on the future of biking in St. Paul.

First I want to loudly applaud the bold initiatives proposed in St. Paul's 2040 Plan in support of increasing the ease, accessibility and safety of biking in St. Paul. The only real future for our community, at both a personal health level and in recognition of environmental impact, involves reducing car use (especially single occupancy) and embracing the increased use of bikes. This plan handily offers a two-fer. When I bike to work, I do my part to achieve both. Let's get on with it. In my opinion, the opposition to the 2040 Plan comes largely from two places: those who are opposed to any change at all and those who are opposed to a particular aspect of the plan. Let us consider both.

The first group are those who simply do not want change, or wish it could be otherwise. The boldness of the vision is unsettling to them, and I will admit that change can be scary. But if you read the data there is no alternative but boldness.

Among the second group are residents of Summit Avenue. And while I enthusiastically support the plan to increase bike access across the city, the removal of large trees to accomplish an environmental goal is counterintuitive. This is the only part of St. Paul's 2040 Plan where I would ask us to pause, and reconsider.

Let me use perhaps an odd analogy. In our enthusiasm to undo the wrongs of the past, we as a society are tearing down statues of past "heroes" who are seen as aligning with the wrong side of history. My proposal has always been to leave the statues in place but create signs that explain the context from a more enlightened perspective. Perhaps my analogy is thin, but my point is to embrace the boldness of the plan but spare the green that has taken generations to achieve. City tree cover, especially old growth trees, is gold. Let it be.

And speaking of Summit Avenue, we come to my only complaint against the city of St. Paul. Why, after a snowfall, - even several days after a measurable snowfall, - why cannot a plow simply give a cursory swipe at the snow build up on the bike paths along Summit Avenue? One run east, one west, and done. I am a 67-year-old bike commuter, and I ride virtually the entire length of Summit Avenue 2-3 times a week, even in the winter. The bike lane offered along Summit Avenue is more than enough for me, and need not be amended (or obliterated) by the 2040 plan. But a little plowing would surely be appreciated. Thank you.

Tom Kendrick
3149 45th Ave S.
Mpls, MN 55406

Testimony: Summit Avenue Plan

It is regrettable that, from the beginning of discussions about installing a bike trail separated from the street on Summit Avenue, a distinction was not made between Summit Avenue west from Lexington Parkway and Summit Avenue east from Lexington Parkway. The physical configuration of the miles west from Lexington features a wide central boulevard (with some “pinching off” places, I know). There is no such welcoming boulevard east of Lexington. More importantly, the two miles of Summit Avenue east of Lexington is HISTORY, writ large, not just of St. Paul, but of St. Paulites who impacted the world.

In a townhouse at 599 Summit, the young F. Scott Fitzgerald wrote *This Side of Paradise* and struck a note with the American public that propelled him to fame. A few blocks east, Sinclair Lewis had a summer to bask in being the first American to win the Nobel Prize for Literature with *Main Street*. Farther on, the comings and goings of building a lumber empire must reverberate in the walls at 294 Summit. And then there is the former home of James J. Hill, builder of railroads, spanner of continents. Miraculously, with the exception of the outsized Hill house (owned and operated by the State of Minnesota), these residences are privately owned and maintained. Perhaps that contributes to our taking for granted this extraordinary stretch of Victorian real estate—probably the only such physical legacy of the industrial era still in existence in the United States. Summit Avenue from Lexington Parkway to the Cathedral is a civic treasure. Altering its layout to create a separated bike path will destroy its historical significance. As someone who has lived in and loved St. Paul since 1968, I grieve for what I believe is now inevitable.

It is unwise to resist change, because change is essential to staying alive. It is equally unwise to enact change without incorporating value that currently exists. In 1968, when I moved into a second-floor apartment at 459 Holly Avenue, it was the only decent house in sight. Ramsey Hill, Summit Avenue included, was in serious disrepair. But some urban pioneers saw the inherent value, and they brought back Ramsey Hill, they brought back Summit Avenue. They launched a comeback that in itself has a place in history.

Some have characterized those who've raised concerns about plans for the Avenue as “Luddites” unconcerned about our environmental future, as privileged rich people stuck in the past. I'm well aware of being privileged, but I am certainly not rich. And I can recognize a unique civic asset, one the city could showcase far more to its advantage. I doubt that anyone who has known me over time would characterize me as stuck in the past. During my tenure in the 1980s with the City Council and Mayor's Office, I saw that we were becoming an increasingly diverse city, and that helped me see our existing diversity in a new way. I thought of it then as “internationalism,” but the seeds of a passion for what we might be as a functional multicultural city, safe and nurturing for all, were there. I've written about it, in the *Pioneer Press*, in *MinnPost*. I saw the opportunity in our diversity and advocated strongly for the city to take the lead in forming a vision that would place our diversity as a central value and resource. I was, as some

who were around at that time have since acknowledged, ahead of my time. I'm deeply aware of the environmental danger we currently confront. I know that what I can do personally about our climate crisis is limited, but I walk when I can—often enjoying Summit Avenue with many other walkers—drive a hybrid car, compost food scraps, turn off the lights when I leave the room. I try on a daily basis to be part of accelerating the turn toward sustainable living. So don't dismiss me as clinging to the past, as having antiquated views of civic well-being.

I have no hope of intervening in decisions favoring the conversion of the full length of Summit Avenue to a bicycle trail. But if you have read this, thank you.

Mae Seely Sylvester

162 College Avenue W, #6, St. Paul, MN 55102

Hello Planners, I am a longtime citizen of St. Paul who uses many forms of transport- a car, a motorcycle, bicycles, public transit and walking. I examined your latest bike plan with care and have concerns that are not addressed in the materials.

While I don't reside on Summit Avenue, I work there and daily use the street to commute. I am distressed by the lack of assurance that mature trees, some 80-100 years in the making, will be preserved and protected as you proceed. I am in favor of both bikes and trees. If one is truly ecologically minded, we should not be trading one for the other, we need them both. I was horrified at the loss of numerous huge ancient trees along Cleveland Avenue in the course of installing its new bike path. If this is what you mean by 'minimal damage' or minimal loss of trees, or taking all care possible, the beautiful Summit landscape will be devastated. Witness the whole stretch of Cleveland across from the Science Museum with no trees at all. Numerous stumps left behind there were several feet across. It will be many decades before there is shade, habitat for wildlife, wind and sound barriers, and erosion control on that stretch alone, and it has yet to be replanted with any saplings.

The benefits of mature trees to the ecology has been scientifically proven. The benefits on human mental health has been scientifically proven (as has the benefits of exercise like cycling). When I walk or bike or motor down the green sward of Summit Avenue, I feel good, because of the well-established trees. Cutting several hundred trees —as described in previous interactions between planners and concerned citizens — is not some small, dismissable action. It is doing irreparable harm to the treasures of the city. The tree-lined public boulevard stretching from the Cathedral to the river provides lungs for an urban area. Ripping out a big chunk of ancient oaks, elms, and maples and paving over the roots of others for an elevated bike path will take out many of the very features people bike and walk for along there now. Aesthetics matter to the distinctive character of a cityscape. I can envision some skinny lollipop replacement sticks, amidst more asphalt, like so many pathetic commercial developments in the suburbs today. And that will be your legacy.

It took longer than your or my lifetime to grow the biggest trees on Summit. It takes but minutes to destroy them. Witness the clear cutting of block after block of mature trees due to Emerald Ash Borer, just off Summit Avenue today. There are whole blocks irrevocably marred, their character damaged, their shade gone, the birdsong gone, the ecological balance disrupted — and while this devastation was regrettably necessary to preserve the remaining trees, it points to the fact we can't afford to lose more big trees in St. Paul. Why voluntarily add to the heat island effect in the city? It is also a proven fact that mature trees withstand droughts better than struggling saplings. Old trees produce more oxygen and absorb more CO₂ than little ones, too. As the climate changes, we need the shade and oxygen-producing volume big trees provide.

I am begging you to please make a better plan for the bikes to co-exist with the existing mature trees. Not only on Summit Avenue, but wherever your paths encounter them. Bike paths can curve! They don't all have to be raised. I am not anti-bike, I speak for the trees as sensible, cost-effective, existing resources we can't afford to squander.

Sincerely,
Ruthann Godollei
Professor of Art
Art Department
Macalester College
St. Paul, MN 55105 USA
godollei@macalester.edu
661 Hague
St. Paul MN 55104

Thank you for the opportunity to comment on the new St. Paul Bicycle Plan. While I live in the city of Minneapolis, I do have extensive experience riding the bicycle paths in St. Paul.

I want to express my strong support for the fact that the plan prioritizes completion of the Capitol City Bikeway and the St Paul Grand Round. Today, it is challenging to ride a bike in St Paul's urban core, and the Capitol City Bikeway does a lot to improve this situation. It is encouraging to see that construction dates have already been assigned to many parts of the Capitol City Bikeway. With respect to the Grand Round, St. Paul should be proud to have completed its circuit while Minneapolis struggles to even plan the "missing link" for its Grand Round. However, the Raymond and Myrtle Avenue portions of the St. Paul Grand Round are dangerous to ride for the many children pictured in this planning document, and it is disappointing that there aren't construction dates listed to improve this corridor.

One oversight that I would like to point out is that, ironically, the Capitol City Bikeway does not prioritize access to the Minnesota State Capitol itself. The Capitol doesn't even get listed in the attractions that the Capitol City Bikeway hopes to connect! It is currently very difficult to get from the Mississippi River to the Capitol on a bike. This is primarily due to the lack of bikeways over Interstate 94. A bikeway to John Ireland via 12th Street is shown as scheduled for construction in 2027, but this is, at best, an indirect route from the riverfront. Access to the Capitol via Cedar should be given greater priority.

Thank you once again for the chance to express my opinions about the Bike Plan.

Gary Meyer
150 2nd St NE, Unit 201
Minneapolis, MN 55413

SAINT PAUL BICYCLE COALITION

Dear Planning Commission,

February 5, 2024

We at the Saint Paul Bicycle Coalition enthusiastically support the updated draft to the St. Paul Bike Plan.

The plan is excellent for quite a few reasons, such as:

- **Responds to resident feedback** – surveys showed that the biggest barrier to cycling is proximity to cars. Separated bikeways like those proposed in the plan address this.
- **Forms a network** – too much of our existing bike infrastructure is fragmented and incomplete, meaning from block to block the route might just end. The new plan focuses on connected routes, to ensure a consistent expectation of safety and comfort for an entire local trip.
- **Welcomes everyone** – most of our current bike network doesn't feel comfortable for the vast majority of residents. About 1-5 % of people feel OK using painted bike lanes, while separated bikeways appeal to a far wider range of people, especially the young, old, and many others in between. As they're often wider than current painted lanes, they are more amenable to a wider range of bikes and trikes as well, with options for just about anyone, regardless of age, mobility needs, or fitness levels.
- **Financially responsible** – bike infrastructure is far cheaper than car infrastructure and also tends to last far longer because of the far lighter weight of bikes compared to cars which cause extensive damage to streets.
- **Climate action** – transportation is one of the top sources of greenhouse gases. Bikes are incredibly efficient and produce virtually no air or noise pollution.
- **Equitable** – car ownership is usually incredibly expensive and the burdens of car-dependency fall hardest on those who can least afford it. Of households with incomes under \$10,000, 45 % have no car access. In comparison, bikes can be incredibly affordable, often even free. A very nice bike still often costs less than one minor car repair.
- **Promotes personal and community health** – accessible active transportation helps people get exercise as a routine part of their day. Communities that are less car-dependent also tend to have stronger and more resilient social connections.

Where cities have committed to providing safe, comfortable all-ages and abilities bike networks, the number of trips made by bike rapidly increases. Sevilla Spain saw an 11-fold increase in cycling trips in just few years when they focused on the rapid installation of a bike network focused on continuity, cohesion, visibility, and comfort. The proposed update of the Bike Plan has similar priorities, which have been shown the world over to help the 25-33 % of people who would prefer to bike make that choice. Currently, our streets still prioritize making it most convenient for people to drive, with the unsurprising result that even people who would rather bike feel forced to drive. The benefits of increasing access to safe bikeways are highly evident, please help support residents in making that choice.

Sincerely,

Zack Mensinger, PhD
Chair, Saint Paul Bicycle Coalition
<http://www.saintpaulbicyclecoalition.org/>
zack@saintpaulbicyclecoalition.org
1226 Englewood Ave.
St. Paul, MN 55104

I support Saint Paul's plan to create a fully functional bike network for the whole city. City residents should have the option to get to most of their destinations within St. Paul by bicycle safely instead of being forced to take a motor vehicle.

Improvements to the plan I would suggest:

1. On streets such as Rice and Dale that are planned to be reduced from 2 lanes in each direction to 1 lane in each direction with 1 center turn lane and an off street bike/multiuse path create temporary bike lanes before the full reconstruction. To do this use the concrete road construction "jersey" barriers to create the separated bike lane on the current road surface and repaint the roadway.
2. Rewrite city code so that businesses have a minimum bicycle parking requirement. If the business currently has car parking they should be required to convert at least one car parking space that is closest to the public entrance that is not a handicap reserved space to covered and well illuminated bicycle parking. These spaces need to have a secured structure to lock the bicycles to.
3. Bicycle lanes should ideally be separated physically from motor traffic and travel in the same direction as motor traffic. Where space is limited, separated bike lanes that have travel in 2 directions should be as wide as motor travel lanes, 10ft. Where bicycle lanes must be placed on the same level as motor travel lanes and motor vehicle parking, bicycle lanes should be placed as far from the travel lane as possible, with motor vehicle parking between the travel and bicycle lane. IE: sidewalk-bicycle-parking-travel-travel-parking-bicycle-sidewalk
4. Lanes should be built so that they do not need constant repair. Tree root heaving and potholes can be deadly for bicyclists. Cement over asphalt tarmac would be preferable. If asphalt is used the lanes will need to be resurfaced periodically and should be designed to use the machines the city already uses for the roadways.

-Nathaniel Shonkwiler
1527 Western Ave N
Saint Paul, MN 55117

Hello,

It would be good to see a presentation put together on the cons of this plan. This plan feels mostly like bicycle propaganda. Ask questions like: How do you feel about bike lanes if it removes yours's and/or commercial business parking spaces? How do you feel if bike lanes reduce traffic lanes and could causes more traffic? Would you use bikes when the temps go below 50° , above 80° , humid out or raining? What if the bike lanes remove mature trees? Are questions like this asked or is it just would you use a bike lane if it were protected?. To think 65% of the population will ditch their cars for bikes is absurd. 6-9 months out of year bike lanes are mostly empty. I barley ever see anyone one use the Cleveland Ave bike lane or the Ayd Mill Bike path. Has an independent group ever studied the use of these bike lanes over a year? Maybe we should before we dump more money in.

Why are we pushing for more bike lanes if people will not voluntarily be using them, and in the end will cause more fossil fuels to be burned with cars in traffic.

Plus, this will be costly to build. Maybe the money should be spent on other ways to curb climate change. Could be solar panel program, wind power or even a turbine for the river. These we know for sure will help, or instead of spending money so well to do people can take a leisurely ride on a Sunday afternoon maybe it can be used to help people get out of poverty with help buying their first home.

In the end I feel the money can be better spent elsewhere.

Curt Chandler

805 Fairmount Avenue

Saint Paul Resident since 1994

January 5, 2024

Jimmy Shoemaker, Senior City Planner
City of Saint Paul
800 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

RE: Ramsey County Comments on Saint Paul's Draft December 2023 Bicycle Plan

Dear Mr. Shoemaker:

On July 17, 2023, Ramsey County submitted comments via email for your consideration in the development of the city's draft bicycle plan. We have reviewed the Draft December 2023 Saint Paul Bicycle Plan (Bike Plan) and feel that it is lacking in its recognition of many of these comments, particularly as it relates to right-of-way not owned by the City of Saint Paul.

Ramsey County, through its All Abilities Transportation Network Policy, supports the development of a transportation system that provides equitable access, ensures safety, aligns with comprehensive planning, and prioritizes transportation modes to ensure access by people of all abilities. The All Abilities Transportation Network Policy includes a hierarchy of transportation users that is similar to the Bike Plan's approach to Modal Balance noted on page 46. However, the All Abilities Transportation Network Policy recognizes that every road cannot be treated as a neighborhood street, nor as a highway but instead the transportation network must prioritize different users due to the differences in the road's function. It is from this perspective that Ramsey County provides the following comments on the Bike Plan.

The Bike Plan's focus on bikes comes at the expense of the larger transportation system. Bikes are part of the transportation toolbox, but not the only tool. The Bike Plan should emphasize additional work necessary to implementing these bikeways as their development and implementation cannot be done in a vacuum. The reader is not made aware of the significance of the extra work required to implement Figure 1. Planned Bicycle Network and Priorities but for a brief, single sentence in Chapter 6 where it mentions the need to coordinate with right-of-way owners and outside agencies. The Bike Plan assumes city priorities are shared by the right-of-way owners which is misleading to the reader as the right-of-way owners' priorities are not known.

To address these concerns, Ramsey County requests and recommends that the Bike Plan be revised to include the following:

- A section discussing the aspirational nature of the plan, more clearly stating that implementation of bikeways in the Bike Plan are subject to future planning including the priorities of the right-of-way owners.
- A figure documenting roadway ownership similar to Figure 17. Priorities for Bikeways and Rail Corridors to show the public and policy makers where outside agency (Ramsey County, Minnesota Department of Transportation, CPKC Railway, Union Pacific Railroad,

BNSF Railway, Minnesota Commercial Railway, etc.) approval is needed to implement a bikeway.

- A section on the importance of transit and its ability to benefit the bikeway network and vice versa. This section is an opportunity to focus on how transit and biking expanding the destinations reasonably accessible without a vehicle instead of focusing on how transit can provide parking for bikes.
- A section on transitways and how to integrate bikeways with them. This section should include a figure showing the location of current and planned transitways in the city including Green, Gold and Purple lines, Riverview, and the A, B, G, E, and H Arterial Bus Rapid Transit (BRT) lines.
- A section discussing the larger transportation network and right-of-way constraints, and their impacts bikeway implementation. This section needs to reflect that different roads have different functions which will lead to the prioritization of different uses including transit, freight, and vehicular over other uses. This prioritization, when coupled with limited right-of-way will likely result in less space for bikes than what is assumed in this plan.
 - An example of this is Maryland Avenue between Johnson Parkway and White Bear Avenue. Maryland Avenue is an A-Minor Arterial under active study by Ramsey County and Metro Transit for METRO Purple Line BRT and METRO H Line Arterial BRT. The existing right-of-way is unlikely to accommodate transit prioritization for BRT, general traffic lanes, pedestrian safety improvements and a separated bikeway.

Ramsey County wants to thank you for this opportunity to review and comment on the Bike Plan and looks forward to working with the city towards its implementation where possible. If you have any questions about our comments, please contact me at michael.rogers@co.ramsey.mn.us or at 651-266-2773.

Sincerely,



Michael Rogers
Deputy Director of Public Works - Multimodal Planning



West 7th / Fort Road Federation

882 West 7th Street, Suite 6

Saint Paul, MN 55102

651.298.5599

www.FortRoadFederation.org

February 5, 2024

Jimmy Shoemaker
Saint Paul Planning Commission
800 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

Sent via email: bikes@stpaul.gov

Subject: D9 City of Saint Paul Draft Bike Plan Comments

We are writing to show our support for the broad goals of the St. Paul Bicycle Plan, as well as voice some concerns specific to our community, the West 7th neighborhood (District 9). We agree with the findings of the planning team's outreach efforts and survey results: additional separated trails are needed in order to support a broader cross section of community members who wish to bicycle for recreation, commuting, or running errands. Writing this letter during the warmest winter in recorded history, we also recognize the urgency and severity of the climate crisis and support measures that reduce reliance on vehicles.

Specific to District 9, we are glad to see that the CP Rail Spur is included in this plan but disappointed that it is not considered a priority bikeway. We recognize that on paper, District 9 appears to be relatively well-served by bicycle infrastructure with the Sam Morgan Regional Trail and the separated bike trail along Shepard Road. While these trails are certainly appreciated, they serve more of a recreational user. The trails are not useful for neighborhood residents who wish to use bicycles to run errands at the many local businesses on West 7th street, bike from their homes to a restaurant or bar on 7th, or bike into downtown St. Paul. Even for recreational users, these trails paralleling Shepard Road are not particularly pleasant rides because there are only a few feet of separation between cars traveling 60+ mph on Shepard Road and the bicycle path. Additionally, crossings between the 4-6 lanes of high speed vehicle travel are few and far between along the Shepard Road, meaning that using this trail for intra-neighborhood travel requires significant detours and multiple crossings. West 7th itself lacks any bike lanes and sections of the street range from unsafe (Grand to 35E) to perilous (Kellogg to Grand) to deadly (35E to St. Paul Ave). Getting from the heart of the neighborhood to the shopping centers at West 7th and Davern or in Highland Village requires either a

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significant detour along the river or extremely treacherous cycling on West 7th, particularly the area between Montreal and St. Paul Ave. Given that bike lanes appear increasingly unlikely on West 7th itself due to the Riverview Corridor Project, this CP Rail Spur bike trail should be a much higher priority.

In addition, as the city endeavors to construct additional miles of separated bikeways, we urge planners to prioritize any and all methods that do not add to the overall amount of paved surface in our city. While increased bicycling infrastructure will theoretically help reduce climate warming emissions, we must still contend with the immediate conditions of the urban heat island and warming weather, things that are exacerbated by asphalt. Whenever possible, new separated bikeways should be accomplished through lane reductions and lane narrowing, measures which also tend to have traffic calming effects. We also implore the city to take all measures possible to protect mature, healthy trees. In our neighborhood and many others, we have felt the acute impacts of the City of St. Paul's management of the emerald ash borer crisis and we see how many recently planted trees fail in the first or second year after planting. The remaining non-ash trees in St. Paul are a precious community asset and simply replacing them with a young tree is not a sufficient mitigation measure.

Thank you for the opportunity to weigh in on this matter.

If you have any questions, please contact us at 651.298.5599 or julia@fortroadfederation.org.

Thank you,



Meg Duhr
Board President
West 7th / Fort Road Federation



Julia McColley
Executive Director
West 7th / Fort Road Federation

CC: Councilmember Noecker

The Fort Road Federation coordinates participation in advocacy and planning and builds community connections for the residents, businesses, and nonprofit organizations of the West 7th neighborhood so that it is a place where people want to live, work, and play.

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Abundant housing, low-carbon transportation, and sustainable land use

Sustain Saint Paul

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Our Mission

Sustain Saint Paul champions abundant housing, low-carbon transportation, and sustainable land use in the City of Saint Paul through education, advocacy and political action, to ensure a more just and equitable city for all current and future residents.

September 28th, 2024

Attention: Saint Paul Planning Commission

Dear commissioners,

Thank you for reviewing and sharing the upcoming revisions to the city's bike plan. As the board of Sustain Saint Paul we would like to voice our support for the new bike plan's emphasis on protected bikeways, which we view as a necessary part of making cycling as transportation accessible to more people in our community. We have outlined below the primary reasons why we feel protected bikeways are important.

Climate Change and Reducing VMT

A critical part of addressing our climate goals as a city is making it easier for people to travel from place to place without requiring that they drive. This will also decrease the traffic demands on city streets, making life easier for people who do still choose to drive by decreasing the number of other drivers on the road, and will decrease the rate of wear and tear on our streets by decreasing vehicle miles travelled.

Public Health - Active Transport

Active transportation modes such as walking and cycling can have a huge impact in public health. As the detrimental health impacts of sedentary lifestyles become more well known it's more important than ever that we enable modes of transportation that allow people to build exercise into their regular day to day lives just by going about their day without requiring that they dedicate additional time to it.

Winter Biking

In many parts of Saint Paul on-street bike lanes disappear completely in the winter, either under snow and ice or under parked cars as snow and ice push them farther from the curb. While this could be mitigated to some degree by focused snow clearing, to a



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large extent the realities of winter maintenance and on street vehicle parking make it infeasible to do this reliably. The situation is entirely different for off-street bike facilities, as proven by routes such as Como Avenue or Whilock Parkway remaining passable all winter, even during the exceptionally snowy 2022-2023 season. Off-street bikeways are much more maintainable since they do not develop the hard-packed ice from being driven on by cars. This will open up the possibility of year-round cycling to many more people than are currently able.

Safety

On street bike lanes are not safe on streets with heavy vehicle traffic. In order to use them one must be comfortable biking with moving traffic to the left and parked cars with doors that may or may not swing open unexpectedly feet to the right. Frequently, the paint of the inner line marking the separation from vehicle lanes becomes extremely worn down from cars driving over it as they park or pass left-turning traffic, further reducing their effectiveness as a means of separation. By moving bike lanes outside of the area designated for cars the opportunities for many of these collisions are entirely eliminated.

A research review by the BMJ concluded that the risk of cycling on protected bike lanes was 30% lower as compared to mixed traffic streets, summarizing with the statement "These data suggest that the injury risk of bicycling on cycle tracks is less than bicycling in streets. The construction of cycle tracks should not be discouraged." ("Risk of injury for bicycling on cycle tracks versus in the street" — <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3064866/>). This study also highlights that separation from traffic is disproportionately desired by women, children, and seniors, who are underrepresented in commuter cycling in the US in part due to the lack of protected bike lanes. In The Netherlands where there is an extensive network of protected bike lanes, 55% of bicycle riders are women.

This finding is also backed up by the Transportation Association of Canada's report "Safety Performance of Bicycle Infrastructure in



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www.sustainstpaul.org | info@sustainstpaul.org

Canada” —

http://https://bikehub.ca/sites/default/files/imce/safety_performance_of_bicycle_infrastructure_in_canada.pdf, which noted that off-road bike facilities and one-way protected bicycle lanes have “well supported positive safety outcomes” for both the overall risk of collisions and the perception of safety, and recommended protected bike lanes for any street with a high volume of traffic.

Comfort and preference

Protected bike lanes are critical to making more people comfortable using cycling as a regular method of transportation to get around Saint Paul.

It is well proven by that protected bike lanes are generally preferred by the public and that the construction of protected bike lanes leads to a large increase in ridership on a corridor

- “Estimating the effect of protected bike lanes on bike-share ridership in Boston”
<https://www.sciencedirect.com/science/article/abs/pii/S2213624X21001097>
- “Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.”
https://pdxscholar.library.pdx.edu/cengin_fac/144/
- “Safety Performance of Bicycle Infrastructure in Canada”
http://https://bikehub.ca/sites/default/files/imce/safety_performance_of_bicycle_infrastructure_in_canada.pdf

This preference is shown as well in the city’s own survey, cited in this bike plan update, which shows that a majority of people are not comfortable biking in mixed traffic or in painted bicycle lanes, but that a majority of people would be comfortable biking on protected bicycle paths. Expanding our network of separated paths is a necessary prerequisite for many people to consider cycling as a mode of transportation, and studies have shown that creating a protected bicycle lane increases the number of cyclists using that facility by 21% to 171% (“Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.” — https://pdxscholar.library.pdx.edu/cengin_fac/144/)



Abundant housing, low-carbon transportation, and sustainable land use

Sustain Saint Paul

PO Box 16164, Saint Paul, MN 55116

www.sustainstpaul.org | info@sustainstpaul.org

Thank you again commissioners for reviewing this proposal. We would like to extend a huge thank you to the city staff members who worked on developing this plan. We are very excited to see these bikeways become a reality.

Sincerely,

Sustain Saint Paul Board of Directors

As a St Paul resident of over 25 years, I have great difficulty with the bike plan. I for over thirty years have run, walked, biked, or skied into my work place along the Mississippi River Boulevard Trails. Quite frankly, there are very few mornings when more than three bikes passed me on my way to work. During the winter months most days there were none although with the advent of fat tire bikes there might have been one or two. I passed the Pelham bike trail and not once have I seen a bike on that pathway. That bikeway at times was not plowed during the winter. I feel sorry for the individuals whose driveways back up into any bike trail. Not only are there safety issues but these individuals seemed to have more piles of ice to overcome. Personally, the city has difficulty maintaining the current bikeways it has and certainly as we all know has had extreme difficulty maintaining safe streets particularly in the winter. This Sunday on a gorgeous warm day, I was out hiking on the trails/bikeways for two hours, I saw six bikes. I do not feel that a biker represents the average St Paul resident. The bikers I commonly see appear to be biking for recreational purposes. I do that too on my 25 year old bike. The equipment that they use, bikes alone range from hundreds to over thousands of dollars, and that does not include the helmets, clothing, and bike accessories, all of which are not cheap items. Bike advocacy groups seem to be well funded.

Do we really need a bikeway on Jefferson, Randolph, Ford Parkway, St Paul Ave, Mt Curve, Cleveland, Fairview at the expense of snow clearance and parking? I personally ride the Mississippi BLVD, Shepard Road bikeway if I need to get into downtown St Paul. If I need to be north, I ride the Grand Round.

I am quite concerned with the loss of the tree canopy and the elevated bikeway proposed for Summit Avenue. There is nothing better than riding in the shade on a hot day. Many trees date to over 100 years on a historical land site

I am also quite concerned that you have not taken into account that the population in St Paul is aging. Are older citizens going to continue to ride, maybe so for those who can afford electric bikes? Will they be going to the grocery store or appointments on bikes particularly in the winter? No, I think not. They will need accessible parking in front of their homes, businesses, schools, places of worship. The number of parking spaces that have been lost over the past several years is sad. Even sadder is not to require all new developments to have adequate parking for their residents or resident businesses. It will be interesting to see what happens at Highland bridge with a total of 3,800 units, with one car/unit. Do we have 3,800 parking spaces at this location? Winter snow removal should be interesting

Thank you, for allowing citizens to give their input. Thanks to the Star tribune for posting the information for this communication.

Sincerely,

D.L. Smith-Wright
552 Mt Curve Blvd
St Paul, MN 55116

Brian Rivers
111 East Kellogg Boulevard
Saint Paul, Minnesota 55101

Questions about Bike Plan:

- For higher volume streets like Western Avenue and Minnehaha that will be designated as on-street bicycle lanes, what type of separation installation will the lane receive (horizontal or vertical?). If vertical separation is selected, would temporary or “low-cost” installations be applied, such as form-in-place curb or jersey barriers? I would prefer vertical separation because it can create a physical barrier (i.e. concrete) between the bicycle lane and traffic.
- The plan could explore the potential of this network to attract people to Saint Paul, establishing it alongside Minneapolis as a premier cycling destination in the United States and even the world. Who would move here, tour, or vacation here if they hear St. Paul is great for cycling. (Consult Adventure Cycling Association)
- Budget: “Concept level cost estimate” should detail lifecycle cost of the network, not simply construction and maintenance
- Page 53, “INTERIM/NEXT BEST BIKEWAY” call-out box appears twice
- For on-street bicycle lanes, such as 10th street in downtown Saint Paul, is there a way to deter entry of cars/ non-authorized vehicles into the on-street bike paths? I’ve recently seen an orange sign placed at the beginning of the lane on 10th street,, but that might not totally prevent confused or rushed drivers from mistakenly accessing the path and potentially colliding with a cyclist.
- What are the eminent domain concerns about separated bike paths?
- With additional separated bike paths, there will be more impervious surfaces added to Saint Paul. Can an estimate of the total extra surface area be calculated? How is that accounted for in stormwater management? Also, can this lost green space be credited?
- One of the primary drivers of the bicycle plan is combating climate change and lowering emissions in Saint Paul with decreased vehicle use. However, to build this network, it will undoubtedly require that greenhouse gasses are emitted during construction, material preparation, and long-term maintenance. Could an estimate of the emissions, even if it is a “rough,” be prepared for the expansion and any associated activities?
- What is the expected lifespan of new bikeways and how often do you schedule resurfacing/ repaving separated bike paths? I assume major bikeways will have a priority.

- A public comment session of 4 days is absurdly brief and I request that any subsequent period be longer (a week?) and advertised much more broadly. Also, the submission time of 4:30 pm is not friendly to those who work.
- Temporary or low-cost bikeways; what areas will be implemented first?

Good afternoon.

I am against the proposed regional trail plan that the City Council approved last year.

I live adjacent to Summit Avenue. I walk, run and bike on it frequently. I have 3 points to consider:

First, mature trees that are otherwise not a problem need to be preserved. It's very species-ist of us to eliminate mature trees for the sake of human predictions, which are often proved wrong. What's particularly unpersuasive is that this proposed bike facility will combat climate-change. This indirect attempt to combat climate change is insulting to intelligence. As in basketball, it's a hail-Mary, eyes-closed bank shot. If local officials want to address climate change, then address climate change. Why not eliminate ICE traffic entirely from certain streets. Moreover, again, mature, healthy trees are more important in remedying climate change than this disingenuous bank shot.

Second, given the proposed plan thus far, have planners and decision makers really thought through the flow-of-traffic implications of this plan. Driving lanes will be narrowed. Curb-separated bike lanes will be built. What happens when the Amazon truck needs to deliver on Summit? They will simply park in the now-narrowed Summit lane. Meanwhile, serious cyclists will still be opting to ride on the street. This sounds like a recipe for slow traffic and accidents. Moreover, in winter (assuming winter will still be a thing), what is the budget and plan for maintaining clearance of the bike path? Moreover, for the residents along Summit Ave, those leaving driveways directly onto Summit will now have to navigate a walking trail, a bike lane, and the narrowed Summit lane. I frequently run along the West River Blvd. This is acceptable for a curb-protected bike and (very un-generous) run/walk lane, because there is only nature off to its east. Despite this being ideal for situating a curb-separated bike/walk/run lane, the bikers are often arrogant and pushy about their ample space. Following through with this plan will actually decrease human happiness along Summit.

Finally, change is inevitable and often good, but not always. Is social media good? Debatable. Summit Avenue is a gem, really something to behold. I think the proposed plan will be a boondoggle and a subject of complaint for years to come.

I do think folks on both sides are good and have valid points, but, as a heavy-user of Summit Avenue, I think this will be a big mistake.

Thanks for taking the time to read this comment.

- Jeremy Page (resident of Summit Hill)
641 Lincoln Avenue

Planning Commission,

As a St. Paul citizen since 1998 I'm excited to see the changes our great city has added in the form of cycling infrastructure. Not long ago, it would have been jaw-dropping for our city's bike network to be compared in the same sentence to Minneapolis, Portland, or other large U.S. metropolitan centers' - in 2021 that became [a reality](#) with St. Paul ranked in the top-10 with other large U.S. cities. You might think St. Paul's top-10 arrival means our great public works department can stop and rest; however, our peers have plans to continue to improve their metro cycling networks. I hope you review and approve our 2023 bike plan so that Saint Paul Public Works can continue expanding our developing cycling network.

I've reviewed portions of the latest bike plan and I'm excited for the next decade-plus of development. Thanks for reviewing our comments, including this one. I was hoping to attend last Friday morning's public hearing, but I was busy tending to some car battery maintenance - boo! I'd like to share this story that highlights our cycling network:

Last Thursday, after I removed my car battery I planned to finish the day with two afternoon errands by bike: one stop was to drop a water sample at St Paul Regional Water Services and the other stop was to pick up a repair at Red Wing Shoes in Roseville. I left my St. Anthony Park neighborhood home during rush hour (~15:45), merged on to Como Ave's eastbound bike lane, and soon joined the Grand Round bike path on the north side of Como Avenue - thanks Don Pflaum and Saint Paul Public Works' team, this trail rocks! I rode the Grand Round trail east through Como Park, popped out the east side of Como Park and continued on the Grand Round trail up Maryland to Rice Street where I used sidewalks for only a couple blocks to reach SPRWS (I could've skipped the sidewalks for Trout Creek Regional Trail, but I think there's only stairs down to the trail from the Grand Round). In the absence of bike infrastructure I'm comfortable riding with car traffic, but for this gap I wanted to highlight/remember how good our network is and how bike infrastructure gaps have shrunk since 2015. After I dropped off the water sample, I headed west from SPRWS on to McCarrons Lake bike trail to reach Reservoir Woods and continued to Lexington Ave's bike trail where I rode south to Red Wing Shoes to pick up my repaired boots. From Red Wing Shoes, I continued south on Lexington (using sidewalks from Larpenteur to Como Park) where I rejoined St. Paul's Como Park bike trails that ultimately took me back to the lovely Grand Round trail and home.

How long did this take? Despite the warm weather, I rode my human powered fat-bike with 4.3-inch wide tires round trip - it was rush hour and the total time, including time spent at the two locations, was 1 hour 16 minutes. Most of this occurred on St. Paul bike trails with only minor breaks where I scammed sidewalks (no pedestrians were out), crossed roads, or used portions of Roseville's bike network. I realize not all areas of St. Paul are as well-served/connected as this loop, so I hope you approve the bike plan and allow St. Paul Public Works to continue its implementation that will continue connecting and making our network accessible to more citizens.

Thanks for your consideration.

Brad Schwie
2353 Buford Ave

P.S. If you don't believe the excitement that this bike plan generates from people like me, please talk to Saint Paul Public Works' staff. When bike lanes were painted on Como Ave several years ago, SPPW on-

site staff were surprised how quickly cyclists like me were hopping onto the freshly painted bike lanes, seemingly before the paint could even dry. If you build it, we will ride!

Mayor Carter and The Saint Paul City Council,

>

> Let me begin by saying that that I admire your desire to reduce carbon admissions and to slow the pace of climate change. These are frightening times. While the precise progression and impact of climate change seems indeterminable, there does not seem to be room for reasonable doubt that human activity is accelerating this change and worsening its consequences.

>

> I believe, though, that the plan to greatly expand Saint Paul bike paths should be much more robustly means tested before more public resources are dedicated to this project. I have commuted into downtown Saint Paul since the construction of the Wabasha Street and Jackson Street bike paths and, more recently, the Kellogg Boulevard bike path. During all this time I have never (not once, zero) seen a bike rider on these paths. The message seems clear — if you build it, they will not come. A great deal of public resources have been consumed in building these paths with no meaningful impact on carbon emission reduction. The same is true, undeniably, for the many billions spent on light rail projects in the metro area. What's more, I believe that these projects have a negative impact on small business and sustainable job creation along the paths during and after construction. If you believe there is credible, Saint Paul sourced evidence to support that these projects are reducing carbon emissions or creating sustainable jobs I would love to see it.

>

> You are entrusted with the responsibility to spend public resources wisely. As much as I admire many of your priorities and the work that you do, I think that you are on the wrong path here, and strongly ask that you reconsider your direction based on a robust, means-tested analysis.

>

> Dan Schmechel

> Ward 3

> 269 Stonebridge Blvd

St. Paul, MN 55105

> PS I also think that hoisting a public comments session during normal working hours is a disservice to the public.

I'm writing as a resident of the Cathedral Hill neighborhood, and a frequent cyclist on Summit Avenue. In my (and my fellow cyclists') view, the current bike lanes are safe as long as we practice safe cycling. All they need is resurfacing to smooth out the bumps and potholes - those are dangerous. What we don't need is to remove hundreds of trees to recreate what some view as a safer bike path, damaging the environment and wasting our resources "fixing" what doesn't need to be fixed.

As a resident of the Cathedral Hill area, keeping our beautiful neighborhood healthy and livable for all is of utmost importance. Losing even more trees and more parking spaces would detrimentally affect the neighborhood, far more than keeping our currently adequate bike path. Please don't waste our tax dollars and other resources on "fixing" something that doesn't need to be fixed. There are far greater needs in our community than updating bike lanes. Thank you for listening.

Sandra Peterson

165 Western Ave North, Unit 504, St Paul, MN 55102

Hi,

I use Summit Avenue for biking, walking, scootering and general enjoyment. I am very concerned about the proposal by the city to "upgrade" bike lanes. I think the city is not being realistic about the high number of trees that would be removed and/or compromised. Summit Avenue is perfectly safe as it is now for bikers. I think the city's proposal is a solution in search of a problem.

Regards,

Janice Johnson

3329 47th Avenue South

Minneapolis, MN

Main points I feel are very important:

Protect the mature tree canopy.

The city's bike trail plan for Summit Ave shows the trail will cut into the grass boulevard by three feet on both sides for over 62% of the length of the avenue. The increased risk to boulevard trees will be catastrophic, as well as the loss of green space. Will this be the formula for the rest of the city too?

Prioritize safety for pedestrians and cyclists.

Retaining existing on-street bike lanes is the safer approach. We want bike lanes marked for higher visibility and driving lanes narrowed to add more buffer and slower traffic everywhere in the dense city neighborhoods.

Preserve current parking as an accessibility right.

Not only do residents need parking in front of their homes, schools and churches need parking, as do area businesses. This is a significant accessibility issue.

Karoline,

I just wanted to state my support for the updated Bike Plan. However, I want to make sure that there is language (with teeth) to no longer allow bike lane implementation to end a block before a major intersection.

This just happened on Randolph Ave a block west of Snelling. It happened on Cleveland Ave a block north of Highland Pkwy. It is going to happen on Rice at every major intersection (this is a Ramsey County project, as was both Randolph and Cleveland).

I'd like to see the city move into the 21st Century with bike facilities. Door zone bike lanes are the past but it is even worse when they disappear at conflict points.

Thank you,

Mike Sonn

14XX Wellesley Ave

There are so many potential negative impacts related to the Summit Avenue Regional Trail 90% draft recommendations that have gone unacknowledged and unexplored, much less addressed. Many have serious safety consequences. Rushing this plan through an approval process that has not only suffered from inadequate public communication, input and unanswered questions—and withheld information as evidenced by the Data Privacies Act violations that are still being adjudicated—and on what can only be described as an artificial timeline, the City Council would not only commit a disservice to residents and taxpayers, but potentially create harm.

The City of Minneapolis wasted hundreds of thousands of tax payer dollars on the Bryant Ave bike trail project, only to find out that the lanes were too narrow to accommodate emergency vehicles. The fire station at Victoria and Ashland uses Summit as a primary route on calls. Summit is a primary route for EMT/ambulances enroute to United and Children's Hospitals. After bike lane construction, traffic lanes along parts of Summit would be too narrow for emergency vehicles, especially in winters with lots of snow pile up.

The city has committed to clearing snow on the bike path. At what cost? Since the bike path will have the least amount of traffic, especially in the winter, it should be the very last to cleared of snow. The city council has turned a deaf ear to the cries of residents over property tax increases. It's not just the percentage increase, but also the increased assessed revenue when home values increase.

The recently uncovered issues on Bryant Avenue in Minneapolis (see: <https://www.startribune.com/minneapolis-officials-admit-they-messed-up-the-bryant-avenue-project-now-they-want-to-make-it-right/600269423/?refresh=true>) are just one example of the results of rushed, inadequate planning. Similarly, the questioning by the Minneapolis Park Board regarding whether or not to even move forward with the Midtown Greenway regional trail (see: <https://www.startribune.com/minneapolis-park-board-to-consider-killing-plan-to-make-midtown-greenway-a-regional-trail/600275412/>) identifies the many unidentified and unaddressed costs and risks.

Because of the steep hill from Summit into downtown, the bike trail will never connect downtown St. Paul to anywhere. Even the most experienced bikers will find that hill extremely challenging and most likely totally unusable and unsafe in winter.

In this letter, I would like to focus on the many potential negative impacts, should this plan go through as proposed, to the disabled and the older adult (65+) populations—who together

comprise approximately 23% of the population of the Summit Avenue-adjacent neighborhoods according to the latest data on MN Compass comprising Mac-Groveland, Union Park, Summit-University and Summit Hill. There is surely overlap between those groups, but even a 50% overlap represents about 15% of residents in this area—representing at least 10,000 individuals. This does not take into account the large number of visitors in these demographics who visit Summit Avenue—guests of residents and businesses, parishioners of the many houses of worship which line Summit Avenue, and tourists from across Minnesota, the US and the world who come to enjoy the beauty and historic uniqueness of the avenue.

For those with disabilities, the situation is potentially more complex due to the many forms a disability can take, including some which are not visibly apparent. The MN Council on Disability, regarding parking, writes:

To be eligible for a disability parking certificate, the applicant must meet one or more of the definitions of a “physically disabled person.” The applicant is eligible if he or she:

- Has a cardiac condition to the extent that functional limitations are classified in severity according to the standards set by the American Heart Association.
- Uses portable oxygen.
- Is restricted by a respiratory disease.
- Has an artificial oxygen tension (PAO₂) of less than 60 mm/Hg on room air at rest.
- Has lost an arm or a leg and does not have or cannot use an artificial limb.
- Cannot walk without the aid of another person or device, e.g., wheelchair or cane.
- Walking 200 feet would be life threatening.
- Cannot walk 200 feet without stopping to rest.
- Cannot walk without a significant risk of falling.

State law allows for residential streets to have disability parking. For example, if you have a disability parking permit, you may request that the on-street residential parking in front of your house be converted into a disability parking space.

This begs the question of what happens when the only on-street parking in front of one’s residence is across the street?

Regarding the 65+ population—who may or may not have disabilities—potential problems start with the removal of parking, but also the certain added risk for falls associated with the proposed design, exacerbated in the winter by poor plowing of not only the streets, but now a raised bike lane which would require a separate service and equipment for plowing—as yet unaddressed and undefined. The CDC notes that 1 out of every 4 older adults in this age group will fall in a given year, and that one out of every 5 falls results in an injury such as broken bones or a head injury. (See: <https://www.cdc.gov/injury/features/older-adult-falls/index.html>) And, per a recent article published in JAMA, falls are the leading cause of injury and among the leading causes of death among older adults in the US, and their prevalence is increasing, so this is an important safety issue.

All of these people would be disproportionately and negatively impacted by 1) the proposed removal of at least one lane of parking from Lexington Avenue and eastward along Summit and 2) the proposed configuration which, starting at the curb, involves a bike lane—raised—and associated buffer lane, abutting the lower-grade sole parking lane (where it exists) and finally, the adjacent traffic lane.

Furthermore, given the lack of clear design definition, it is not clear if residents' existing sidewalks and driveways (where they exist) will be at grade level with raised bike lanes, creating even more potential hazards. Based upon the research I've done to date, it does not appear that the changes proposed in both street design and parking--especially east of Lexington--would be compliant with Federal and/or State ADA regulations. Moreover, these populations are very likely to be largely coincident with the Vulnerable Road User population as referenced in the Federal Highway Administration's "Vulnerable Road User Safety Assessment Guidance" memorandum issued in October, 2022. (see: https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf)

These changes in streetscape would likely result in significantly increased fall risk and related safety challenges for older and/or disabled adults through increased exposure to more hazards which could result in a fall, especially in winter. Even if parking is maintained on both sides of the street, having to cross—after leaving the public sidewalk—multiple hurdles comprising a) a raised bike lane, then b) a vegetated/different substrate buffer, to c) an unbuffered, lower-grade parking lane represents considerable risks for people prone to falls, worsened in winter weather.

For those unfortunate enough to live on the side of the street without parking, crossing another 2 lanes of traffic presents yet one more set of hazards, especially in the middle of the street and intersections without marked crosswalks. This would need to be navigated to get to a parked vehicle or mobility transport such as Metro Mobility—or the Uber and Lyft rides so many rely on.

Related to this, for those dependent on disability mobility transportation, the elimination of clear spaces directly adjacent to public sidewalks in front of the disabled person's home—or the reduction of same due to more competition for the remaining available spaces—could result in reduced or no service.

Moreover, these additional burdens would be placed not only on individuals residing on Summit, but also visitors—who may not even drive, themselves, but rely on transportation services such as Metro Mobility, and/or use walkers, canes, wheelchairs and other assistance to go about their daily lives.

This situation is further complicated by several more unacknowledged realities that Summit Avenue presents to and affect these populations:

1. There are several blocks east of Lexington where no alley exists through which at least provides some alternative access. Per the Exhibit A below, this affects a minimum of 106 residential units as well as 2 sober houses, 3 churches, a hotel, the James J Hill House and the University Club.
2. Many Summit Ave. buildings/lots with alleys would be inaccessible to EMS, service and commercial vehicles—or mobility parking—from the alley due to buildings (carriage houses, garages, fencing) that span all or most of the lot line. Examples: 710 Summit, 780 Summit, 790 Summit.
3. Reduced or eliminated parking would also have secondary safety and wellbeing impacts through reduced access by the caregivers, EMS, service and delivery providers who comprise a disabled person or older adult's support services that enable them to live independently at home. For lower-income older adults who cannot afford assisted living, this is also an equity issue.
4. There are also a large number of multi-family residences--as well as churches, schools and institutions such as the James J Hill house, the Governor's mansion and the Cathedral--which have a) inadequate or no off-street parking and b) rely heavily on having abundant on-street parking. The elimination of on-street parking—already at a premium on many sections of Summit—would disproportionately and negatively impact older adults and disabled persons live in, work at and/or attend these residences and institutions. Most of these buildings do not begin to have enough off street parking. Some have zero off street parking and are totally dependent on street parking. Many times throughout the year there is no parking anywhere in the neighborhood within a half mile of the Cathedral.
5. Without Summit parking, there are several reception houses on Summit that would likely close, depriving the city of tax revenue.

Exhibit A

Blocks on Summit East of Lexington Avenue Without Alleys and Affected Property Addresses

Selby to Western/Irvine: Total: 48 units (minimum) plus James J Hill House and a hotel
South: 226, 240 (James J Hill House), 260, 266, 280 (6 units), 294, 302 (5 units), 312 (apt. 7-19),
318 (w/ADU), 322, 324 (2 units), 332, 340, 344 (hotel—number of units unknown), 360, 362 (3
units), 366 (apt. 4-6), 370 (4 units), 376 (4 units), 378 (3 units)
Western/Irvine to Arundel/Summit Ct.: Total 11 units (minimum) plus University Club
North: 415 (2 units), 421 (3 units), 435
South: 420 (University Club), 426, 432 (apt. 4-6)
Mackubin to Kent: Total: 13 units (minimum) plus sober house
North: 505 Summit/5 Mackubin (sober house), 513, 533 (apt. 4-6), 545 (apt. 4-6), 555 (4 units)
Dale to St. Albans: Total: 18 units (minimum)
North: 623, 629, 635 (2 units), 641, 643, 649, 659 (apt. 4-6), 665 (3 units), 669, 677 (3 units)
St. Albans to Grotto: Total: 13 units (minimum) plus church
North: 683, 701, 705 (apt. 4-6), 715, 717, 719, 721, 725, 727, 729, 739 (church)
Grotto to Avon: Total: 1 unit plus sober house, church
North: 749, 761 (sober house), 797 (church)
Avon to Victoria: Total: 2 units plus church
807, 821, 845 (church)

Notes:

1. The minimum number of units reflects the low end of the actual number of units due to the way multi-family rentals are categorized in this database. So, even though a building may be categorized as having 7-19 units, the count above only recognizes the lower end of that range. Similarly, although sober houses may have multiple residents as well as resident employees, they are counted only as one unit.
2. Churches and other non-residential uses may have multiple employees and large numbers of visitors/users, often throughout the week for meeting

Bettyann Pappenfus

1128 Laurel Ave

The revised bike plan is clearly based on certain assumptions that are not necessarily shared by a majority of St. Paul residents. It does not represent a balanced view of the benefits and costs (financial and otherwise) of a drastic expansion of bicyc...(staff note: this email had all text in the subject line and was truncated)

Winston Kaehler

1712 Palace Avenue

St. Paul, MN 55105

winkaehler@gmail.com

651-699-4183

Comments on St. Paul Bicycle Plan – February 2, 2024

Gary R. Todd
682 Summit Ave
St. Paul, MN 55105

The City has an obligation to adopt plans that:

1. Are fiscally responsible
2. Benefit the largest number of its citizens
3. Foster its strengths, to attract people and businesses

This new bicycle plan fails in all three of these requirements.

First, the plan does not discuss any of the costs associated with building 153 new miles of separated, off-street bike trails. The plan recommends the most expensive biking facility for the majority of the new construction. Using the cost figures from the proposed Summit Ave Regional Trail of ~\$2.7 million per mile, this new plan envisions an overall cost of over \$413 million for this construction. This is nearly 50% of the latest annual budget for the whole city. How does this qualify as a fiscally responsible plan?

Secondly, and tied to the first point, what percentage of the population benefits from planning to spend this huge amount of money? Currently, at best there is about 2-3% of the population that are regular cyclists. This plan does not give any estimates on how many more cyclists would result from these new trails. Nor does it give any estimates on how much vehicle travel will be reduced. How do you justify this plan in that it only benefits a small portion of our citizens? Is this the most equitable way to spend our tax dollars? Maybe spending to develop more walkable neighborhoods would benefit a larger group of people and be a better investment to reduce vehicle miles driven.

Thirdly, St. Paul's population is decreasing at an annual rate of 1.2% and the City is struggling to retain businesses. The strength of St. Paul is its neighborhoods. What analysis has been done to determine the best biking facilities for all these neighborhoods? Have these target neighborhoods been asked or expressed interest in having these new separated trails built? Imposing a one-size-fits-all plan everywhere does not qualify as context-sensitive design, ignores the uniqueness of each neighborhood and risks damaging the primary strength of St. Paul. The insensitivity of the City forcing plans, without consent of the people, drives both people and businesses away. This will shrink the tax base and bring us back to the first point.

Please avoid approving a blanket, one-size-fits-all plan for our city. Demonstrate that the City will engage with all its citizens, and not just a small, partisan group, before committing to spending taxpayer dollars.

Thank you.

Gary R. Todd

Email and U.S. Mail Public Comment Received – Package 3

Sixteen additional comments below are added to the public record and provided to the public and City Council prior to April 24, 2024.

Safety is what I like when I bike. I will continue to bike in the street on Summit if the raised path is built. The separate raised path WILL be full of dogs dog leashes kids on trikes roller-skates and skate boards etc. this path will also not be safe because cars on side streets and every driveway will drive to the street and stop- not stop before the intersection where the raised path is. NOT SAFE !!!
Sent from my iPhone

We definitely should not mess with Summit Ave. I bike here and have been a cyclist for many years and find this decision economically and environmentally insane. Forget about a raised lane.
Sent from my iPad

Please include licensing for bikes. Like automobiles, they should have to renew every year.
Sent from my iPad Kim

- Bike paths are NOT NEEDED in St. Paul
- I'm sick of my taxes going up in St. Paul - no bike paths, especially on Summit Ave
- This will ruin Summit Ave - don't be another San Francisco
- bicyclists can only use bike paths six months of the year
- These paths ruin city streets/trees and are a waste of taxpayer money
- Bike paths are making traffic more unsafe
- the 1% of city tax is the last straw for us - we're moving out of the 7-county metro area - Thanks Melvin Carter, et al.
- You'd think the Carter office will put the brakes on their government decisions... businesses and people are fleeing the city of St. Paul - not safe, hardly anything down there and criminals run the streets

Melissa Albrecht

Hi there,

As a West 7th resident, I fully support the St. Paul bicycle plan! I will not be able to attend the Friday meeting so wanted to submit this now.

Best,
Emily

Although I moved to Falcon Heights about 30 years ago, I continue to identify strongly with St. Paul, where I lived & worked for 30 years. I am in St. Paul most days. I subscribe to the Pioneer Press. I love St. Paul.

In my travels through St. Paul, summer & winter, I see very few bicyclists, maybe one per month. I am careful in my driving near them to ensure their safety. This is sometimes difficult as these (all adult) cyclists rarely follow the road rules & are unpredictable in their actions.

I do not believe there will be a surge in bicyclists in St. Paul in the near future. I believe it is a serious mistake to destroy St. Paul's unique Summit Avenue in hopes that more cyclists will magically appear.

While I am a supporter of all transportation alternatives to individual autos (I was a loyal bus rider until my 2 available routes were cancelled), I do not think the plan to destroy Summit will result in fewer cars on St. Paul streets. I know that biking is good exercise, & I biked to my classes at the U of M & to stores in my youth. However, I do not think the plan to destroy Summit will result in healthier St. Paulites.

Please do not destroy Summit Avenue.

A public hearing about bike lanes is becoming increasingly moot. Bike enthusiasts turn out to district councils, they vote, donate and the Mayor and Councilmembers gladly tag along.

So, go ahead and build the bike lanes.

When we're finished building the "multi-modal city of the future" and appeasing the 15 guys in Highland who will use the bike lanes four (4) months out of the year as a leisure activity, please come-by and clean-up the drugs where our children play.

There are parks in my ward 1 neighborhood that are overrun by drug use, specifically fentanyl. There are overdoses, deaths, open drug use and no one at City Hall or anyone with influence cares.

I wish we cared 1/10th about drug use in our community as we do about bike lanes. We might actually see some progress if that were the case.

Dillon Donnelly
Ward 1

Dear Committee Members:

I am a biker and a pedestrian. I also pay property and sales taxes in the city.

I do not think that the current bike plan, as proposed, is something St Paul can afford. I also don't think some of the bike lanes slated for re-construction are as bad as others make them out to be. I bike on Summit all the time, and while I strongly support changes like adding a stop sign on Mississippi River Blvd where the bike trail needs to cross it, I don't feel it is responsible to spend millions per mile to add a separated trail. Even if the number of bikers doubled as a result of the new lanes, they would still only be used by less than ten percent of the city. It's inequitable to spend such a huge amount of money on so few people.

To the point about climate change requiring a move to bikes - Yes. I agree we need to move away from personal cars. I drive fewer than 20 miles in a car per week. But there are ways to reduce car-driven miles without spreading even more unnatural hardscape across the city and with a much lower price tag.

I'm attaching a letter written by someone who really took a close look at the budget. I support all the points in the attached letter. [added below by staff]

Yours,

Laura Norén
St Paul, MN

Comments on St. Paul Bicycle Plan – February 2, 2024

Gary R. Todd
682 Summit Ave
St. Paul, MN 55105

The City has an obligation to adopt plans that:

1. Are fiscally responsible
2. Benefit the largest number of its citizens
3. Foster its strengths, to attract people and businesses

This new bicycle plan fails in all three of these requirements.

First, the plan does not discuss any of the costs associated with building 153 new miles of separated, off-street bike trails. The plan recommends the most expensive biking facility for the majority of the new construction. Using the cost figures from the proposed Summit Ave Regional Trail of ~\$2.7 million per mile, this new plan envisions an overall cost of over \$413 million for this construction. This is nearly 50% of the latest annual budget for the whole city. How does this qualify as a fiscally responsible plan?

Secondly, and tied to the first point, what percentage of the population benefits from planning to spend this huge amount of money? Currently, at best there is about 2-3% of the population that are regular cyclists. This plan does not give any estimates on how many more cyclists would result from these new trails. Nor does it give any estimates on how much vehicle travel will be reduced. How do you justify this plan in that it only benefits a small portion of our citizens? Is this the most equitable way to spend our tax dollars? Maybe spending to develop more walkable neighborhoods would benefit a larger group of people and be a better investment to reduce vehicle miles driven.

Thirdly, St. Paul's population is decreasing at an annual rate of 1.2% and the City is struggling to retain businesses. The strength of St. Paul is its neighborhoods. What analysis has been done to determine the best biking facilities for all these neighborhoods? Have these target neighborhoods been asked or expressed interest in having these new separated trails built? Imposing a one-size-fits-all plan everywhere does not qualify as context-sensitive design, ignores the uniqueness of each neighborhood and risks damaging the primary strength of St. Paul. The insensitivity of the City forcing plans, without consent of the people, drives both people and businesses away. This will shrink the tax base and bring us back to the first point.

Please avoid approving a blanket, one-size-fits-all plan for our city. Demonstrate that the City will engage with all its citizens, and not just a small, partisan group, before committing to spending taxpayer dollars.

Thank you.

Gary R. Todd

To whom in may concern,

I am writing to show my support for the continued improvement of St. Paul's bike infrastructure. As a fairly new resident of Minnesota (less than a year) I wanted to make it known that my family was drawn to the area because of its existing bike infrastructure and its plans to keep on improving. My brother currently does not live in the Twin Cities but has seriously considered moving here because of the purposed improvement plans to the bike network.

Please know that if St. Paul continues to refine and expand its bicycling network it will absolutely attract people. It was already a huge component in getting my family to come here from several states away and the improvements could very well draw in my brother's family as well.

Continuing to invest in the city's bike commuting network will give the area a huge boost going into the future.

Thank you for your time,
Derek J

St Paul has much higher priorities than kowtowing to a small fringe group of Coalition Biker activists. This plan is too expensive and property taxes are too high. Just fix the roads and include painted bike lanes.

Surface repairs and pavement improvements

Streets with cracks and potholes are difficult and uncomfortable to drive on. The same is true for biking, and depending on the condition of the street, one in poor shape can present a legitimate hazard for people biking. Street surface condition was identified in community engagement as one of the main reasons people do not bike. (92)

Best solution: just fix the roads., add painted bike lanes and bike boulevards.

Alex Johnson

Here is my public comment on the Bike Plan: No, thanks. Sometimes you have to just tell the kids they can't have a pony.

This plan costs too much and benefits too few. Based on recent projects -- the bike trail in the median on Wheelock, the trail on Cleveland Ave, and the proposed mess on Summit--hundreds and thousands of trees will be lost (replaced with saplings that aren't watered and die) and more pavement will be added. This makes run off worse and our city hotter. We cannot take trees for granted anymore.

The city should have bike lanes, but within reason. Trails are for parks, bike lanes are for streets. And, better yet, bike routes can be on residential streets and with striped lanes on the less-busy or the arterials. There's no need to spend \$3 million a mile to put bikes "safely" (in quotes because they're not safe) on the same prime arterials as city busses and trucks traveling at 35, 40, 45 MPH, when there's almost always a parallel street with very little traffic just a block or a few blocks away with very few cars a 20 MPH speed limit. We have a grid pattern!

But, in order to accomplish this silly plan, the city is proposing to REMOVE 34 miles of cost-effective bike lanes and replace them with exorbitantly expensive confusingly named "separated bike lanes and paths" (SBLAP?) that cost 2.5-3.0 million per mile (based on the controversial Summit bike trail-style pathway). In total, the proposed bike plan has 153 new miles of "separated bike lanes and paths." At 2.5 million per mile, the cost is \$383 million, and 3.0 million per mile, the cost is \$459 million, and you know in the end it will cost even more. Half a billion? For 1% of the people?

Let's just fix the pavement -- that helps EVERYONE, in ALL WEATHER, not just the privileged cyclist community that is mostly white and mostly male.

Paige Olson

I am writing to express my opposition to the proposed Bike Plan. We are a biking family and we do not support the plan. I have participated—attended meetings and submitted comments—throughout the planning process. My family and I invested considerable time writing heartfelt comments and making thoughtful suggestions. I know I am not the only one who submitted concerns with the plan. And, in the end, the final plan is essentially unchanged from the draft last March. Soliciting public comment is meaningless if there is no response to it.

Instead of re-sharing my comments, I am instead going to quote from an article from the [Pioneer Press](#).

Shoemaker acknowledged that **separated bikeways** pose challenges. They tend to require a full reconstruction of the entire street to install, which means building a network **takes more time, money and planning** than simply drawing lanes in the road or posting signage. Cyclists have also pointed to maintenance concerns, such as delayed snow clearance. [...]

Bikeways have elicited strong reaction on all sides, with some saying that after the recent post-thaw deluge of potholes, **St. Paul would do better to focus instead on basic street maintenance that the city has been hard-pressed to find funding for.** “Look up what percentage of people (who) bike to work in Minnesota – miniscule,” said Jason George [...]

In downtown St. Paul, after separated bike facilities debuted on Wabasha Street, some businesses have complained that their delivery drivers have had trouble finding parking. In some corners of St. Paul, **a growing number of voters have begun to say St. Paul needs greater focus on core city services – including property tax relief** [emphasis added]

These quotes highlight two key flaws with the bike plan: it relies on a singular facility type that requires **the most time and money**, and ignores the fact that **what most St Paul citizens want is simply better street maintenance**. Better maintenance is a solution that benefits all people, regardless what form of transportation—be it school bus or electric scooter— they happen to be using at a given moment.

Please keep the existing plan until a new, more thoughtful and more affordable update can be developed.

Sincerely,
Sonja Mason

Highest Possible Cost Bike Facility: Meet the Cycle Path

The Proposed revision to the common sense and affordable Bike Plan (2015) is mind blowing out of touch with basic economics. The planners have only considered one facility type: “grade separated bike lane” (MN-DoT) or “cycle path”(NACTO). And by and large want to place this “trail” on super busy streets—St Paul’s primary truck routes, transit routes, and the roads with the highest speeds and most cars. The noisiest, dirtiest, most congested streets, that feed cars to the freeways and a state highways. By and large, these streets have many cross streets, lots of driveways and both business and residential parking needs. The big question is why? We have minor collectors, and even better, low speed, low traffic, residential streets that are already paved, and lined with trees that with slight modifications could be made into primary bicycle focused roads.

(imagine, instead of small businesses, renters, and homeowners “squawking” about parking loss and so forth, the neighbors on the quiet, residential streets will welcome the traffic calming and the diverting of Cutthrough traffic. Wouldn’t it be great to have non controversial bike infrastructure for a change?)

According to NACTO² cycle paths are “most beneficial” for an entirely different context: “Along higher speed streets with few driveways and cross streets.”

The recent example of the Summit Avenue plan is a preview of the angry meetings to come—Ms a preview of the out-of-control, skyrocketing cost of the proposed Plan. *The SART* lists a range of costs for that cycle path: from \$11.2M to \$12.5M, with an averaged estimated cost of \$11,840,325 for the 4.5 miles along Summit from Kellogg to the Mississippi. This is a breathtaking cost of **\$2,631,183 per mile**.

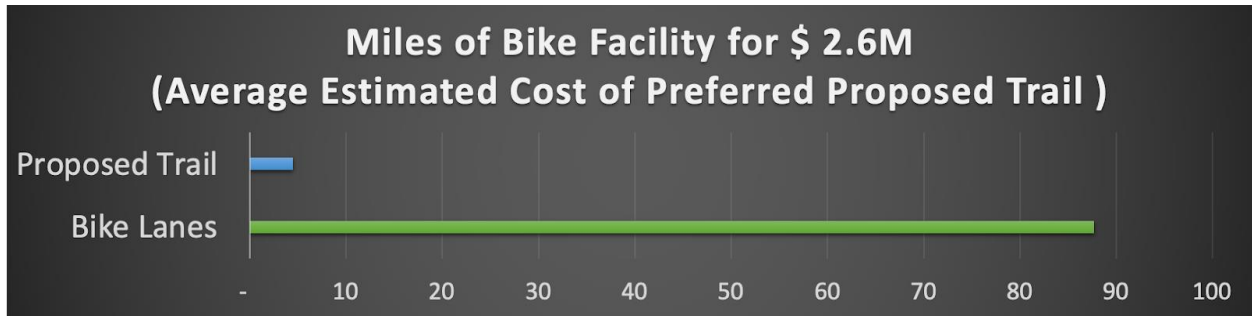
The current St Paul Bike Plan³ estimates the cost of bike lanes at \$30,000 per mile. The City could build 87.7 miles of bike lanes for the cost of this very expensive trail.

According to crash data recently re-published on stpaul.gov,⁴ the streets with the most bike crashes are on University, Rice, Dale, Maryland and Marshall --all streets

truck routes, transit routes, and state highways. Wouldn't parallel bikeway routes on quiet residential streets be a better strategy? Why are we investing in an exorbitantly expensive and unproven style of infrastructure, when we could create more and better bikeways at a fraction of the cost? It's simple math: 87 miles of bike lanes for the cost of only one mile of this (not actually safe) style of bike facility.

Let's choose smart.

J. Baxter



I'm a biker and have appreciated bike paths and trails throughout the city.

I also am dating someone who lives in St Paul and so I am at his place on cathedral hill much of the time.

I feel like Saint Paul needs a lot of work but I don't think wider bike trails on summit avenue is where money should be best spent. Also St Paul has been in a state of construction for what seems like a year. I went to a podcast show with two entertainers from New York and they kept talking about how every street had construction on it. And I think every street truly did.

This construction on summit seems very expensive and I fear would take an excruciating long time.

Also being in St Paul I don't actually see a lot of bikers. I am probably one of the few and feel very comfortable on summit as it is.

I have a lot more to say but I'm sure this is Best kept short.
Thank you. Hallie Ross

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Thank you for the continued investment in bike infrastructure despite the few cranky individuals wanting to hamper the public good these investments bring about.

My colleagues and I cannot thank you enough for the safety improvements, fostering an environment where people who want to bike have the ability to do so, and many other benefits brought about by this infrastructure.

Regards,
Allie

I've been reading...for months...all the news about the proposed bike plan for Summit. Here's my feedback, it's just one word: Don't.

Don't mess with Summit

Don't change anything (except maybe repair and make the street better)

Don't remove any trees

Don't remove any parking

Just don't.

That's all, pretty simple, isn't it? And best of all, it's the cheapest option...do nothing, save money! And just think of all the other places that money can be wasted (errrr, sorry, "spent") by Mayor Carter and his henchwomen (ie. City Council).

I hope you will actually take this feedback seriously and not discount it just because I made a few opinionated comments.

Thanks,

Jim

#####

End of public comment received