



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

*1500 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660*

Fax: 651-266-6222

MEMORANDUM

DATE: 3/7/2016

SUBJECT: 2/29/2016 Cleveland Avenue Open House Comments Received

This memorandum presents all the comments received at the 2/29/2016 Open House for Cleveland Avenue Bike Lanes and Parking Mitigation Strategies. A transcription of all written comments received at the Open House as well as scanned copies of the original comment forms are attached to this memo.

Attachments:

1. Transcription of all Open House statements received by city staff
2. Scanned copies of the original Open House sign-in sheets and Comment Forms



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Transcribed Open House Comments

(Scanned copies of the original statements are also included in this document)

1. Sean Ryan 203 Montrose

I think the layout looks great. Expanding bike facilities in the city will be a net positive for our neighborhoods. The minimal loss of parking for residents is a non-issue. The mitigation for the 128 café looks great. A business that has been in operation since the 1920s has just as much right to public streets as a homeowner (that likely has a garage) who has lived here for 20 years.

One only has to look to Fairview to see that this will work!

Now can we do something about Cretin? It's awful and dangerous.

2. Terrance Michael Thomas Bushard

Don't do it. The kids can't afford it. If you do it, please explain how much it will cost each child in the 4th ward and, given that each 4th ward child's share of the national debt is over \$58,330, what information do you have that leads you to believe they can afford it.

3. Michael Wilson 2053 Dayton Ave

I am dismayed by several things in the proposal. I am a biker April – October. I have not used Cleveland Ave and would not use it with bike lanes. The car traffic is too aggressive. There are better routes. For bike traffic St. Thomas to St. Kate's. Prior would be so much more accommodating. The other main item is that now parking on Cleveland south of Marshall to Dayton will be eliminated. These businesses, our neighbors, will lose these spaces for their customers. These businesses, and others down Cleveland have been there for decades and will suffer greatly. Cleveland ave is such a poor choice for bike traffic, others are better, and it is not business friendly. Will St. Thomas be required to build more parking ramp space for spaces lost along Cleveland, Dayton to Summit. There is so little accommodated of people who are looking parking the whole length of Cleveland.

4. Andrew Singer

I think they're great!

I live a ½ block from Cleveland and will ride them every day. My niece and nephew both attend U.S.T. and ride bikes and will use them. Go for it!

5. Kirk Withers

Your traffic study shows very little parking on Cleveland between Lincoln and Goodrich during early morning hours and weekends. This implies home owners do not park on Cleveland. If that is true why are we handing out 6 permits for area 22 to those homes? Are they even asking for them?

What mechanism will stop the student rental houses there from just selling them to their friends? Since the folks who actually live on Cleveland have ample parking in their alley?

6. Angel Chandler

Please do not remove our parking

7. Emily Metcalfe

I support the bike lanes on Cleveland. It is an important north/south route and the lanes will support cycling in this corridor. I am a resident of Union Park and I support changes to permit parking to accommodate residents and businesses who currently use on-street parking on Cleveland. We have abundant on-street parking available and by optimizing it, we can accommodate the needs of cyclists for safe bike infrastructure and the needs of businesses and residents for on-street parking.

8. Tom Mollner

I am an avid bicyclist, but I am opposed to the Cleveland Ave bike lanes. This also is a sham of a political process. A public hearing means a hearing. Not writing down notes. Allow us our right of freedom of speech. 90% of the people here raised their hands in objection to the lanes.

Where are the numbers that show we need another north/south bike lane? The plan wants to increase the 2%-5% of bikes. Why is a 3% increase important + not the people who live in the area?

How many bicyclists actually use bike lanes compared to cars? Where do all the cars actually prove that it is needed, and prove the side streets can handle the parking load?

9. Dick Trotter

As a business owner I'm concerned how the lack of parking will effect my business. I can't afford to lose too busy of a street (traffic wise) to encourage bicycling.

Prior would be a better alternative.

10. Jeani Maas

Very pleased w/ the accommodation made for the businesses between Randolph and the intersection of Palace. Small business contributes to a thriving community + to the lifeblood of Mac/Grove + Highland.

Still concerned w/ the safety of bikers/drivers on a street (Cleveland) to narrow for busses/traffic/+bikes.

11. Doug Hennes (St. Thomas)

1. City staff should have done a brief powerpoint presentation on the proposed permit parking zone changes so everybody had a clear understanding of what will happen then allow people to walk around and talk with city staff who had maps taped to the walls. Just doing the walk around was not sufficient.

12. The 1-hr permit areas on the south side of Grand from Cleveland to Finn will be effective only if they are maintained/policed by parking enforcement staff. If not,

people will park in those areas for a long period of time and the zone will not help businesses such as Davanni's and those in the building owned by the Chandler's.

13. It was a mistake for the city not to allow any public Q+A during the open house. That smacks of "we don't want to listen to you or answer your questions." Setting Aside 15-30 minutes for open Q+A would have demonstrated openness.

14. Craig Hamm

No enough parking on Selby + Dayton to cover the cars coming off Cleveland Ave. Student houses have 4 cars per house. Selby + Dayton are full.

The alleys are full.

We have handicapped elderly parent who can't walk 2 blocks to our home.

Snow emergency on Selby + Dayton, cars park on Cleveland Ave – where will they park?

We live on Cleveland – are you trying to get us out of St. Paul?

15. Craig + Nancy Hamm

Essentially – at any given time our family can only have the number of guests to our home that we are allowed permits.

Craig + Nancy Hamm

Who exactly did you speak with regarding this bike lane back in 2012 – not us.

Craig + Nancy Hamm

This bike route will make relations with St. Thomas off campus housing worse.

Students will park in our alley more often than they do now.

- High school daughter missed school because of student cars blocking our garage

- Cars are actually parked in the alley, blocking alleyway. – Students will not answer doors when knocked on to move cars

16. Nancy Hamm

Don't insult us by saying the bike lanes are "proposed." That is what we were told last time.

17. Elise Amel

There may be an initial increase in demand for parking in neighborhoods once bike lanes reduce Cleveland parking. However, safe bike lanes will increase the number of people biking instead of driving/parking. I believe well beyond the #s of lost parking spots.

More biking = fewer cars needing to park

Businesses along Cleveland between UST and Highland will get more business than when people drive from point A (UST) to point B (Highland) as it is currently set up. Check out the benefit to businesses along the "bike highway" in Copenhagen!

18. Jeff Fenske, Fenske Law Office, 239 Cleveland Ave. N SW corner Cleveland + Marshall

Proposal takes away parking in front of my office and north of Marshall on west side of Cleveland

Need to accommodate clientele

Now also find out won't renew permit parking for self & staff, need accommodation in form of continued exemption for business in permit parking zone. No conflict because opposite hours of residents permit parking area 16.

No analysis of cost-benefit to business owners affected by parking v. bike lane
Lane [??] University in [??] space [??] sign, etc.

Now routes changed for which accommodations are needed.

Short term parking for clients

Permits for self + staff

19. John Thompson, The 128 Café

We are losing 15 to 25 spaces on the west side of Cleveland and we are concerned that the mitigation efforts, so far, do not go very far to replace that parking. The 85' of Laurel on each side provides a total of 8 to 10 spaces. As I look at those spaces at this time, they are at least 50% filled with residential permit parking. Many of the houses are rentals and there are many people who get resident passes. Offering 8 to 10 spaces when half are always going to be full does not go very far in mitigating the situation for us. I am concerned that we will lose our entire investment of time, energy and money because no one will be able to find a spot to park so that they can come into our restaurant.

20. Cara Anthony

I live in Mac-Groveland + work at the University of St. Thomas. I commute on foot or by bike.

I strongly support the bike lanes! Many students + employees live nearby + commute by bike. Any loss of parking would easily be offset by the number of new bike commuters.

My nephew is a good example/ he is a sophomore at UST + lives off campus. He is currently not comfortable traveling to campus from his apartment north of campus in Merriam Park. He sometimes bikes on sidewalks. Bike lanes on N. Cleveland would make a big difference for people like him.

21. Marjorie Kelly 2164 James Ave

The proposals seem to me a great compromise between people who are concerned about parking and adding lanes for biking. The studies show how little parking is

needed south of St. Clair and the permit adjustments should meet the needs of residents north of St. Clair.

Please add the lanes to Cleveland.

22. Pat R.

Would like to see “parking preservation” strategies and “expanded parking” strategies so there is no loss – but a gain – in parking in existing locations... and preservation of all parking on all streets in entire area – including for example, Finn Street.

23. Thomas Hielsberg

If the street conditions between St. Anthony and Marshall are such that the bike lane would not be implemented in this segment, then focus for public works should be on improving that section and to repair Cleveland Ave between Marshall and Highland Parkway instead.

The proposed parking mitigation will increase overcrowded parking within alleyways, increasing conflicts between neighbors. The effort and expense of implementing this “make-work” project could be better spent maintaining the existing infrastructure.

Please do not implement this plan.

24. Peter Pitman

I’m thrilled that the bike lanes will be implemented along Cleveland Ave. The proposed parking mitigation should solve the problems that were raised by business concerns along Cleveland Ave. In addition, the bicycle lanes will serve as a traffic calming measure so speed should be reduced. This as a win – win situation. Congratulations to the bicycle planning commission and the Mac Groveland Community Council, and the City Council in having the progressive thinking to bring St. Paul [??] modal transportation into the 21st century.

25. Bob Buck

I’m excited about having a clear north/south bike route from Highland Pkwy to Univ Ave. Its such a difficult to take by bike presently.

Generally I thing the comprehensive bike plan will serve the city well.

I also think that its imperative that we extend all reasonable efforts to accommodate parking for businesses, including [??] provisions for adding parking comes in special, though limited areas. However, my view is that the future is less about providing parking for all, and more about encouraging multiple forms of transit.

26. Brian Martinson

I'm wondering whether the businesses adjacent to the proposed new parking bays will be assessed any part of the costs? These businesses stand to financially benefit from this new "off-street" parking, so it seems only fair they share in some of the costs.

27. Ryan Nelson (2149 Selby Ave)

Permit Area # 16 has 184 permits issued for 2016. South side of Selby is not permit parking. College students leave cars there for a week at a time. Area 16 is already tight on parking. If permits were maxed out just for the 10 properties on Cleveland an additional 152 permits could be issued! Because one of the properties is an apartment unit (29 units) that is eligible for 4 permits a piece that would move to Dayton or Selby. There is not enough room in Area 16 to accommodate permit parking that will be removed from Cleveland Ave. I recommend taking 2062 Marshall (Apt building) out of Area 16 permit parking. College students already over run the streets with parking. University Ave to St. Anthony Ave needs to be finalized before anything else moves forward. "A future date on completion" is unacceptable.

28. Lynn Meyer – Rising Sun 2058 Marshall Ave – Corner of Marshall and Cleveland
I am definitively not in favor of the bike lanes if they will remove the parking that is vital to the survival of my business. I had some ideas of how to make everyone happy at Marshall and Cleveland

#1 Narrow the sidewalk on the west side, thereby allowing both a parking lane and a bike lane for the one block from Marshall to Dayton

#2 Remove the bus stop & gain a minimum of 4 spots

#3 Increase the 15 min parking in front of Trotter's & Midway Cleaners to 1 hr

#4 Remove the bumpouts at either end of Marshall between Cleveland and Finn – resurfacing another 4 spots to the street

#5 Route the bike lane over to Prior for the route from Marshall to Summit Where it meets with another route

29. Jerry Brennan

Where is the data about bike traffic that warrants any changes?

How many bikes now use north-south routes of all kinds?

Please publicize the data on the economic impact of the changes that are being made.

Without valid parking data, decisions are speculation with taxpayers money.

30. John Dan

The meeting format dodges the concerns of your citizens. Same St. Kate's.

Cleveland is very narrow from Randolph to St. Anthony + has a lot of traffic including city busses. It is not safe for all especially with bike lanes taking over 1/3 of the road.

Why no residents included in the core group including side streets which are being impacted!

This is a horrible decision to appease a small group of bikers + the desire to demonstrate how bike friendly the city is.

Why are you ignoring our rights. Also we are now increasing costs for construction + increasing frustration of those living in the area?

31. (No Name)

Haters gonna hate. Put in the bike lanes! Your kids will thank you!

32. Michael Ramstad

As a bike commuter and local resident (2014 Berkeley) I support bike lanes on Cleveland

33. Patricia Trotter

I am co-owner of Trotter's Café at 232 N. Cleveland. I am a biker and a driver. We had bike racks put in front of our business and we give a discount if you bike to Trotter's. I would much prefer the bike lane not be on Cleveland but rather Prior, but if it is a done deal I'm very concerned about losing almost all our parking. We have permit parking on our neighborhood which further takes away parking. I realized today that the Cleveland bike route ends at Highland Pkwy – what? Where will the bikes go at that point? That is not safe. My understanding is that the Prior Ave bike lane proposal ending at Randolph was unsafe. That is inconsistent thinking. If the bike lane is to remain on Cleveland Ave we need better parking mitigation. There are 2 parking bays going (proposed) south of St. Clair – the sidewalk on the SW corner of Cleveland/Marshall is wide enough for a bay to be put in there, I know because I worked with Nice Ride to put a bike rack there and then it was moved to Wilder & Marshall Ave. We would like you to look at changes to the permit parking also on Dayton Ave one block to the west and east of Cleveland Ave. Also, to look at the parking bay west side of Cleveland Ave south of Marshall. It is not fair if bays are going in areas that had more people speaking out and not considering all the places that could benefit from a parking bay. Please work with us to help get parking back. It is challenging to be a small business owner and you will further challenge us if you take away all this parking.

BTW – the show of hands tonight was unanimous for not wanting to lose all this parking.

34. Amy Schwarz

I support the bike lanes on Cleveland Avenue. I was a part of the task force that looked very closely at all the options. I believe Cleveland is the best north/south route in this part of St. Paul. It provides connectivity to Highland Park and the businesses along Cleveland. The bike lanes will make the road safer for bikes, cars + pedestrians. We

need to move towards recognizing multiple modes of transportation. The city has proposed great parking mitigation strategies that will help. The parking on Cleveland is underutilized. The task force was balanced, fair + worked hard to come up with a good solution. The bike lane will have a positive impact on the community.

35. Vicki Ryan

Hi – I am new to the neighborhood and I am shocked that taking away any more parking spaces in this neighborhood is even being considered seriously. Home values and quality of life have already been affected negatively by the parking issues here in the St. Thomas area. This issues has served to alienate numerous neighbors. Please be a good neighbor, contribute to the health of the neighborhood and model this type of behavior to college students.

Cleveland Avenue (in the St. Thomas area) is high traffic, congested, many alleys & driveways, many people (cars) stopping-starting is not a safe street on which to encourage biking. PLEASE RECONSIDER this idea; respect the neighborhood, work with the neighborhood.

Thank you

36. Stephen Maas

I'm concerned the current plan does not accommodate parking needs of businesses like 128 café, Trotters, Davannis. Proposed parking mitigation will fail because students will take any 1 hour parking around the university.

Cleveland is too narrow for bike lanes. It's not safe for riding even with bike lanes. Too busy, too many busses and big trucks.

Busses need to be moved back to Cretin.

37. (No Name)

- No permits to be given to #22 units

*Vetted thru [??]

*Process in place and to control sale/giveaways to other students

- Have you made sure Metro Transit in the loop on narrowing lanes on Cleveland for 2 busses passing (sure looks tight!!!)

38. George Tiers

1. Comments on the accompanying statement titled "A Practical Soutlion for the Grand Round on Cleveland Ave."
2. Cleveland Ave residents south of the currently designated permit areas NEED parking permits usable on their adjacent side streets. No such provision is currently being proposed.

3. All the side streets south of Grand Ave. (and maybe also north) NEED to be designated as permit parking, as the side streets will become crowded with UST students parking – if not restricted – all those residents as well as the displaced Cleveland Ave, residents will find parking difficult at best if not restricted.

A Practical Solution for the “Grand Round” on Cleveland Ave 2/28/2016

My suggestion, which can be easily enacted, is to designate the Cleveland Ave SIDEWALKS to be bike lanes (south on west side, north on east side). They are used lightly, even by children, and at present many bikers ride both ways on them – the new mandated curb-replacement ramps are quite convenient for (and popular with) the bikers, and also with rollerblade skaters and skateboard riders. Whenever bike traffic increases significantly, the sidewalks can then be widened appropriately.

It is neither cost-effective nor reasonable to SEIZE ONE_THIRD of the full width of the deeply-paved arterial Cleveland Ave. (carrying about 10,000 vehicles per day) for the EXCLUSIVE use by 50 or 100 bikes per day – much less in winter or during storms. Note that the car/bus lanes will be squeezed to 11 feet, barely enough for bus side mirrors to pass without damage.

It is generally understood that bicycle travel on Cleveland Ave is perceived as very hazardous even with bike lanes. This will be true even if the “striping” were done with “rumble strips” to remind inattentive drivers. Bikers seeking safety will use the sidewalks.

We are well aware that banning ALL residential parking on Cleveland Ave. will inflict hardship on the residents, as UST students will shift cars onto the side streets. During periods of street cleaning, and especially snow removal, cars on side street could be forced to go great distances for parking. For some – elderly or disabled - the long hikes could be lethally hazardous.

I am told that bikers are currently by ordinance forbidden to ride on sidewalks. Granting an exception for Cleveland Ave. should be feasible. However, if street lanes are imposed, I believe we should demand that signs be posted warning bikers to stay off the sidewalks.

A final suggestion – require all bikes being ridden in streets, in bike lanes, or on sidewalks, to bear a rear-facing reflective license plate. This plate, whether annual or multi-year, would be purchased and thus provide revenue.

Scanned Open House Comment Forms

Cleveland Avenue Open House

Woulfe Alumni Hall, 3rd Floor, University of St. Thomas

6:30-8:00 PM

2/29/2016



Sign In

#	Name	Address	Email or Phone
1	Tam Mollner	2062 Marshall Ave	mollner.thomas@gmail.com 651-592-2222
2	Patrick Redmond	337 North Finn Street	651-646-4254
3	Whitman Barrett	1602 Selby (Union Park DC)	Whitman@unionparkdc.org
4	SUSAN MOLLNER+	2062 Marshall Ave	Suemollner@msn.com
5	JOHN MOLLNER	2062 Marshall Ave	Suemollner@msn.com
6	John Ryan	1710 Beechwood	651 698 6695
7	JOHN DAN	1248 STANFORD AVE	651 698 1595
8	Lynn Meyer	2058 Marshall Ave	651-647-6987
9	Carolyn Edwards	2084 Grand Ave	
10	Bill Casey	1882 Selby Ave	651 644-5371
11	Samantha Henningson	15 W Fallagey	ward4@ci.stpaul.mn.us
12	Cathy Plessner	2038 Summit Ave	cathyplessner@me.com
13	John Thompson	128 Cleveland Av N.	jtthompson48@gmail.com
14	Ryne Nelson	2142 Selby Ave	rynegnelson@gmail.com
15	Lick Wilhoit	1964 Goodrich Ave	
16	CRAIG HANON	153 N. Cleveland Ave	651-644-1227
17	L. N. Dobrowski		645-2368
18	PETER PITMAN	2036 PRINCETON AVE	ppitman@gmail.com
19	Thomas Hielsberg	2070 Marshall Ave	thomas@hielsberg.com

Cleveland Avenue Open House

Woulfe Alumni Hall, 3rd Floor, University of St. Thomas

6:30-8:00 PM

2/29/2016



Sign In

#	Name	Address	Email or Phone
20	Jennis Casey	98 N. Cleveland	651-644-7978
21	BOB Buck	1494 SARGENT	bobebuck-bros.com
22	KIRK WYTHEBS	2096 LINCOLN AVE	651.492.4640
23	BRIGGS & ALLAN ALES	715 LINWOOD AVE	651-229 ⁶⁵¹ 336 4007
24	Michael Wilson	2053 Dayton Ave	657-646-4316
25	Julie Reder	1623 Hague Ave	612 532 0445
26	Nancy + Craig Hamm	183 N. Cleveland	651-644-1223
27	Steve Polansky	185 Cleveland Ave S.	
28	LIZ Boyer	Mac-Grone DC	657 liz@macgrone.org
29	JEFF FENSKER	239 CLEVELAND AVE. N.	JEFF@JEFFERLAW.com
30	MARY SAUL	1727 Highland Pkwy	651-699-9795
31	Doag Hennes	2115 Summit	@dohennes@stthomas.edu
32	JANLEE BUTERS	3013 GRAND AVE S	-
33	CARA ANTHONY	2103 Berkeley Ave	clanthyony@yahoo.com
34	MIKE SORAN	1450 Wellesley	
35	Dick Trotter	202 N. Cleveland	Trotters Cafe eatlocal@trotters cafe.com
36	Pat Trotter	1990 GARROLL	trottersfour@gmail
37	PETER DAHL	1998 LAUREL	dahl.pete@gmail.com
38	GEORGE TIERS	165 CLEVELAND AVE. SO.	gtiers@aol.com

Cleveland Avenue Open House

Woulfe Alumni Hall, 3rd Floor, University of St. Thomas

6:30-8:00 PM

2/29/2016



Sign In

#	Name	Address	Email or Phone
39	ANDREW SINGER	2103 BERKELEY AVE,	andy@andysinger.com
40	Spahr Sonz	1458 Wellesley Ave.	
41	Brian Mattinson	1943 Princeton Ave	
42	Jerry Brennan	2200 Fairmount Ave	gerald.brennan@gmail.com
43	Leo VIKTORA	2129 JAMES AVE	LeoAV@MSU.COM
44	Amy Schwarz	2031 Fusca Ave	amy.z.schwarz@gmail.com
45	Derek Burk	4495 Lake Ave S. (White Bear Lake)	dtb@u.northwestern.edu
46	Amy Gage	1851 Selby Ave., 55104	agage@stthomas.edu
47	Angel Chandler	805 Fairmount Ave	angelchandler@mac.com
48	Vicki Ryan	494 Curfew St	martinryan80@comcast.net
49	Kevin Gallatin	1822 Highland Pkwy	
50	MICHAEL RAMSTAD	2014 BERKELEY AVE	michael.ramstad@gmail.com
51	Elise Amel	1295 Portland Ave.	elamel@stthomas.edu
52	Emily Metcalfe	1128 Hague Ave	emily.met75@gmail.com
53	Stephen Moas	2065 Jones Ave	semaas@exorde.com
54	SEAN Ryan	203 MONTROSE PL	FRANKHARDY@BNAW.com
55			
56			
57			

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME SEAN O'AN 203 MONTROSE

I THINK THE WAY YOU LOOKS GREAT. EXPANDING BIKE FACILITIES IN THE CITY WILL BE A NET POSITIVE FOR OUR NEIGHBORHOODS. THE MINIMAL LOSS OF PARKING FOR RESIDENCES IS A NON-ISSUE.

THE MITIGATION FOR ~~THE~~ CAFE LOOKS GREAT. A BUSINESS THAT'S BEEN IN OPERATION SINCE THE 1920S HAS JUST AS MUCH RIGHT TO PUBLIC SPACES AS A HOMEOWNER (THAT LIKELY HAS A GARAGE) WHO HAS LIVED HERE FOR 40 YEARS.

ONE ONLY HAS TO LOOK TO FAIRVIEW TO SEE THAT THIS WILL WORK!

NOW CAN WE DO SOMETHING ABOUT CRETIN LITS ANFUL AND DANGEROUS?

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2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Terrance Michael Thomas Bushard

Don't do it. The kids can't afford it.
If you do do it, please explain how much it will
cost each child in the 4th Ward and, given that
each 4th Ward child's share of the National Debt
is over \$58,330⁺⁺, what information do you have
that leads you to believe they can afford it,

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NAME Michael Wilson
2053 Dayton Ave.

I am dismayed by several things in this proposal. I am a biker April - October. I have not used Cleveland Ave and would not use it with bike lanes. The car traffic is too aggressive. There are better routes. For bike traffic St. Thomas to St. Kate's, Bryon would be so much more accomodating. The other main item is that new parking on Cleveland, south of Marshall to Dayton will be eliminated. These businesses, our neighbors, will lose these spaces for their customers. These businesses, and others down Cleveland, have been there for decades and will suffer greatly. Cleveland Ave is such a poor choice for bike traffic, others are better, and it is not business friendly. Will St Thomas be required to build more parking ramp space for spaces lost along Cleveland Dayton to Summit. There is no little accomodation of people who are losing parking the Cleveland

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Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME ANDREW SINGER

I THINK THEY'RE GREAT!

I LIVE A 1/2 BLOCK FROM CLEVELAND AND WILL RIDE THEM EVERY-
DAY. MY NIECE AND NEPHEW BOTH ATTEND U.S.T. AND RIDE
BIKES AND WILL USE THEM.

GO FOR IT!

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME KIRK WYTHE

YOUR TRAFFIC STUDY SHOWS VERY LITTLE
PARKING ON CLEVELAND BETWEEN LINCOLN'S
GOODRICH DURING EARLY MORNING HOURS AND
WEEKENDS. THIS IMPLIES HOME OWNERS DO NOT
PARK ON CLEVELAND. ~~IF THAT IS~~ IF THAT IS
TRUE WHY ARE WE HANDING OUT 6 PERMITS
FOR BRED 22 TO THOSE HOMES? ARE THEY
EVEN ASKING FOR THEM?
WHAT MECHANISM WILL STOP THE STUDENT
RENTAL HOUSES THERE FROM JUST SELLING
THEM TO THEIR FRIENDS? SINCE THE FOLKS
WHO ACTUALLY LIVE ON CLEVELAND HAVE A HARD
PARKING IN THEIR AREA?

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NAME Emily Metcalfe

I support the bike lanes on Cleveland. It is an important north/south route and the lanes will support cycling in this corridor. I am a resident of Union Park and I support changes to permit parking to accommodate residents and businesses who currently use on-street parking on Cleveland. We have abundant on-street parking available and by ~~not~~ optimizing it, we can accommodate the needs of cyclists for safe bike infrastructure and the needs of businesses and residents for on-street parking.

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NAME Tom Mollner - 651.592.2222

I am an avid bicyclist, but I am opposed to the Cleveland Ave bike lanes. This also is a sham of a political process. A public hearing means hearing. **NOT WRITING DOWN NOTES. ALLOW US OUR RIGHT OF FREEDOM OF SPEECH.** 90% of people here raised their hands in objection to the lanes.

Where are the numbers that show we need another North/South bike lane? The plan wants to increase the 2% - 5% by 2025. Why is a 3% increase important for not people who live in the area?

HOW MANY BICYCLIST ACTUALLY USE BIKE LANES COMPARED TO CARS? WHERE DO ALL THE CARS ACTUALLY? PROVE THAT IT IS NEEDED, AND PROVE THE SIDE STREETS CAN HANDLE THE NEW PARKING LOAD.

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NAME

Dick Trotter

As a business owner I'm concerned how the lack of parking will affect my business. I can't afford to use

too busy of a street (traffic wise) to encourage bicycling on Cleveland.

Pool would be a better alternative.

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NAME Jeani Maas

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Still concerned w/ the safety of bikers/drivers on a street (Cleveland) too narrow for buses/traffic/+ Bikes.

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NAME Day Hennes (St. Thomas)

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- ② The 1-hr permit areas on south side of Grand from Cleveland to Finn and on the south side of Randolph east of Cleveland will be effective only if they are monitored/policed by parking enforcement staff. If not, people will park in those areas for a longer period of time and the zones will not help businesses such as Davanni's and those in the building owned by the Chudlers.
- ③ It was a mistake for the city not to allow any public Q&A during the open house. That smacked of "we don't want to listen to you or answer your questions." Setting aside 15-30 minutes for open Q&A would have demonstrated openness.

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NAME CRAIG HAMM

Not enough PARKING ON SELBY & DAYTON
to cover the cars coming off of CLEVELAND AVE
STUDENT HOUSES HAVE 4 CARS PER HOUSE
SELBY & DAYTON ARE FULL.

THE ALLIES ARE FULL.
WE HAVE HANDICAPPED elderly PARENT. who CAN'T WALK 2 blocks
to our HOME.

SNOW emergency ON SELBY & DAYTON, CARS PARK ON CLEVELAND AVE
WHERE W'LL they PARK?

WE LIVE ON Cleveland - ARE you trying to get us out of St. Paul?

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Craig & Nancy Hamer

Essentially - at any given time our
family can only have the number of guests
to our home that we are allowed permits.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Craig & Nancy Hamm
Who exactly did you speak with
regarding this bike lane back
in 2012 - not us

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Craig + Nancy Hamm

This bike route will make relations with St Thomas off campus housing worse. Students will park in our alley more often than they do now!

- high school daughter missed school because of student cars blocking our garage

- Cars are actually parked in the alley blocking alley off. - Students still not answer doors when knocked on to move cars

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Nancy Hamm

*Don't insult us by saying the
bike lanes are "proposed." That is
what we were told last time -*

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Elise Amel

There may be an initial increase in demand for parking in neighborhoods once bike lanes reduce Cleveland parking. However, safe bike lanes will increase the number of people biking INSTEAD of driving/parking. I believe well beyond the #s of lost parking spots.

More biking = Fewer cars needing to park

Businesses along Cleveland between VST and Highland WILL get more business than when people drive from point A (VST) to point B (Highland) as it is currently set up.

Check out the benefit to businesses along the "bike highway" in Copenhagen! 😊

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME JEFF FENEKE

FENEKE LAW OFFICE 239 CLEVELAND AVE. N. SW CORNER - CLEVELAND + MARSHALL

PROPOSAL TAKES AWAY PARKING FROM IN FRONT OF MY OFFICE AND NORTH OF MARSHALL ON
WEST SIDE OF CLEVELAND

NEED TO ACCOMMODATE CLIENTS

NOW ALSO FIND OUT MUST NEED PERMIT PARKING FOR SELF + STAFF, NEED
ACCOMMODATION IN FORM OF CONTINUED EXISTING FOR BUSINESS IN PERMIT
PARKING ZONE - NO CONFLICT BECAUSE OPPOSITE HOURS OF RESIDENTS
PERMIT PARKING AREA 16

NO ANALYSIS OF COST-BENEFIT TO BUSINESS OWNERS AFFECTED BY REMOVAL OF
PARKING V. BIKE LANE

BANKS FINANCIAL INVESTMENT IN REMODELING SPACE RAMPING, ELEV SIGN ETC.
NOW MUST CHOOSE FOR WHICH ACCOMMODATIONS ARE REQUIRED
SUBSTANTIAL PARKING FOR CLIENTS
PERMITS FOR SELF + STAFF

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME John Thompson, The 128 Cafe

We are losing 15 to 25 spaces on the west ~~of~~ side of Cleveland and we are concerned that the mitigation efforts, so far, do not go very far to replace that parking. The 85' of Laurel on each side provides a total of 8 to 10 spaces. As I look at those spaces at this time, they are at least 50% filled with resident parking. Many of the houses are rentals and there are many people who get resident passes. Offering 8 to 10 spaces when half are always going to be full does not go very far in mitigating the situation for us. I am concerned that we will lose our entire investment of time, energy and money because no one will be able to find a spot to park so that they can come in to our restaurant

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME CARA ANTHONY

I live in Mac - Groveland + work at the
University of St. Thomas. I commute on foot or
by bike.

I strongly support the bike lanes! Many students +
employees live nearby + commute by bike. Any loss
of parking on Cleveland would easily be offset
by the number of new bike commuters.

My nephew is a good example. He is a sophomore
at UST + lives off campus. He currently is not
comfortable traveling to campus from his apartment
north of campus in Merriam Park. He sometimes bikes on
sidewalks. Bike lanes on N. Cleveland would make
a big difference for people like him.

dl

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Marjorie Kelly 2164 JAMES AVE ST PAUL 55105
651-690-9223

The proposals ~~to~~ seem to me as great compromises between people who are concerned about parking and adding lanes for bikings.

The studies show how little parking is needed south of St Clair and the permit adjustments should meet the needs of residents North of St. Clair.

~~but~~
Please ~~to~~ add the lanes to Cleveland.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Tat R.

Would like to see "Parking Preservation" strategies and "Expanded Parking" strategies so there is no loss—but a gain—in parking in existing locations...and preservation of all parking on all streets in entire area—including, for example, Finn Street.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Thomas Hielsberg

If the street conditions between St Anthony and Marshall are such that the bike lane would not be implemented on this segment, then focus for public works should be on improving that section and to repair Cleveland Ave between Marshall Ave and Highland Parkway instead.

The proposed parking mitigation will increase over crowded parking within alley ways, increasing conflicts between neighbors. The effort and expense of implementing this "make-work" project could be better spent maintaining the existing infrastructure.

Please do not implement this plan.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME PETER PITMAN

I'm THRILLED THAT THE BIKE LANES WILL BE IMPLEMENTED ALONG CLEVELAND AVE. THE PROPOSED PARKING MITIGATIONS SHOULD SOLVE THE PROBLEMS THAT WERE RAISED BY BUSINESS CONCERNS ALONG CLEVELAND AVE. IN ADDITION, THE BICYCLE LANE WILL SERVE AS A TRAFFIC CALMING MEASURE SO SPEED SHOULD BE REDUCED. THIS IS A WIN-WIN SITUATION. COOPERATION TO THE BICYCLE PLANNING COMMISSION, THE MAC GREGORY COMMUNITY COUNCIL, AND THE CITY COUNCIL IN HANDLING THE PROPOSED NEW LANE TO BRING ST PAUL INTO MODERN TRANSPORTATION INTO THE 21ST CENTURY -

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME BOB BUCK

I'M EXCITED ABOUT HAVING A CLEAR NORTH/SOUTH BIKE ROUTE FROM HIGHLAND PK TO UNIVERSITY. IT'S A DIFFICULT ROUTE TO TAKE BY BIKE PRESENTLY.

GENERALLY, I THINK THE COMPREHENSIVE BIKE PLAN WILL SERVE THE CITY WELL.

I ALSO THINK THAT IT'S IMPERATIVE THAT WE EXTEND ALL REASONABLE EFFORTS TO ACCOMMODATE PARKING FOR BUSINESSES, INCLUDING SMIS PROVISIONS FOR ADDING PARKING SPACES IN SPECIFIC, THOUGH LIMITED AREAS. HOWEVER, MY VIEW IS THAT THE FUTURE IS LESS ABOUT PROVIDING PARKING FOR ALL, AND MORE ABOUT ENCOURAGING MULTIPLE FORMS OF TRANSIT.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Brian Martinson

I'm wondering whether the businesses adjacent to the proposed new parking bays will be assessed any part of the costs? These businesses stand to financially benefit from this new "off-street" parking, so it seems only fair they share in some of the costs.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Ryne Nelson (2149 Selby ave.)

Permit Area #16 has 184 permits issued for 2016.
~~the south side of Selby is not permit parking.~~ South side of Selby is not permit parking. College students leave cars there for a week at a time. ~~There are all permits~~ ~~issued on~~ ~~Area 16~~ is already tight on permits. If permits were maxed out just for the 10 properties on

between Selby & Marshall) → Cleveland an additional 152 permits could be issued! Because one of the properties ~~is~~ is a apartment unit (29 units) that is eligible for 4 permits apiece that would move to Dayton or Selby. There is not enough room in Area 16 to accommodate permits parking that will be removed from Cleveland ave.

I recommend taking 2062 Marshall (Apt building) out of Area 16 permit parking. College students already over run the streets w/ their parking. University ave to St Anthony ave needs to be finalized before anything else moves forward.

$$\begin{array}{r} 29 \\ + 9 \\ \hline 38 \end{array} \quad \begin{array}{r} 38 \\ \times 4 \\ \hline 152 \end{array}$$

"A future date on completion" is unacceptable.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

651-647-6987

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME

Lynn Meyer - Rising Sun 2058 Marshall Ave ^{corner of} Marshall & Cleveland

I am definitely not in favor of the bike lanes if they will remove the parking that is vital to the survival of my business.

I had some ideas of how to make everyone happy at Marshall & Cleveland

#1 ~~add~~ narrow the sidewalk on the west side, thereby allowing both a parking lane & a bike lane for the one block from Marshall to Dayton

#2 Remove the bus stop & gain a minimum of 4 spots
(move) on Cleveland @ Marshall

#3 increase the 15 min parking in front of Trotters & Midway Cleaners to 1 hr

#4 remove the bumpouts at either end of Marshall between Cleveland & Finn - restoring another 4 spots to the street

#5 route the bike lane over to Prior for the ~~shorter~~ route from Marshall to Summit where it meets with another route.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Jerry Brennan

Where is the data about bike traffic that warrants
any changes?

How many bikes now use north-south routes of
all kinds?

Please publicize the data on the economic
impact of the changes that are being made.

Without valid data, decisions are speculation
with taxpayers money.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME JOHN DAN

- THIS MEETING FORMAT IGNORES THE CONCERNS OF YOUR CITIZENS. SAME AT ST KATE'S.
- CLEVELAND IS VERY NARROW FROM LAMARCA TO ST ANTHONY & HAS A LOT OF TRAFFIC INCLUDING CITY BUSES. IT IS NOT SAFE FOR ALL ESPECIALLY WITH BIKE LANES TAKING OVER 2 1/3 OF THE ROAD.
- WHY NO RESIDENTS INCLUDED IN THE CORE GROUP INCLUDING SIDE STREETS WHICH ARE BEING IMPACTED!
- THIS IS A HORRIBLE DECISION TO APPREASE A SMALL GROUP OF BIKERS & THE DESIRE TO DEMONSTRATE HOW BIKE FRIENDLY THE CITY IS.
- WHY ARE YOU IGNOREING OUR RIGHTS. ALSO WE ARE NOW INCREASING COSTS FOR CONSTRUCTION & INCREASING ~~FRUSTRATION~~ FRUSTRATION OF THOSE LIVING IN THIS AREA?

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME _____

Haters gonna hate.

Put in the bike lanes!

Your kids will thank you!

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME MICHAEL RAMSTAD

AS A BIKE COMMUTER AND LOCAL RESIDENT (2014 BERKELEY)
I SUPPORT BIKE LANES ON CLEVELAND

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

BTW - the shows of hands tonight was unanimous for not wanting to lose all this parking.

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Patricia Trotter

I am co-owner of Trotter's Cafe at 232 N Cleveland. I am a Bikeland driver. We had bike racks put in front of our business and we give a discount of 10% Bike to Trotter. I would much prefer the bike lane not be on Cleveland but rather Potts. But if it is a done deal I'm very concerned about losing almost all our parking. We have permit parking in our neighborhood which further takes away parking.

I realized today the Cleveland bike route ends at Highland Pkwy - what? where will the bikes go at that point? That is not safe. My understanding was that the Potts Ave. bike line proposal ending at Randolph was unsafe, that is inconsistent thinking. If the bike lane is to remain on Cleveland Ave we need better parking mitigation. There are 2 parking bays going (proposed) south of St Clair - The side walk on the SW corner of Cleveland/Marshall

is wide enough for a ~~Bay~~ Bay to be put in there, I know because I worked with Muz Ride to put a bike rack there and then it was moved to Wilder & Marshall Ave. We would like you to look at changes to the permit parking also on Dayton Ave one block to the west and East of Cleveland Ave. Also, to look at the parking Bay ~~West~~ side of ~~Marshall~~ Ave south of Marshall, ~~we have had a~~ Cleveland

~~What is~~ IT is not fair if ~~new~~ Bays are going in areas that had more people speaking out and not considering all the places that could benefit from a parking Bay. Please work with us to help get parking back. It is challenging to be a small business owner and you will further challenge us if you take away all this parking.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Amy Schwartz

I support the bike lanes on Cleveland Avenue. I was a part of the task force that looked very closely at all the options. I believe Cleveland is the best north/south route in this part of St. Paul. It provides connectivity to Highland Park and the businesses along Cleveland. The bike lanes will make the road safer for bikes, cars & pedestrians. We need to move towards recognizing multiple modes of transportation. The city has proposed great parking mitigation strategies that will help. The parking on Cleveland is underutilized. The task force was balanced, fair & worked hard to come up with a good solution. The bike lane will have a positive impact on the community.

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Vicki Ryan

Hi - I am new to the neighborhood and I am ~~amaze~~ shocked that taking away ANY more parking spaces in this neighborhood is even being considered seriously. Home values and quality of life have already been affected negatively by the parking issues here in the St. Thomas area. This issue has served to alienate numerous neighbors. Please be a good neighbor, contribute to the health of the neighborhood and model this type of behavior to college students.

Cleveland Avenue (in the St. Thomas area) is high traffic, congested, many alleys & driveways, many people (cars) stopping-starting is not a safe street to →

on which to

encourage biking. Please RECONSIDER this idea; respect
the neighborhood, work with the neighborhood.

Thank-You

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME Stephen Moas

* I'm concerned the current plan does not accommodate parking needs of businesses like 129 Cafe, Trotter, Giovanni's. Proposed parking mitigation will fail because students will take any 1 hour parking around the University.

Cleveland is too narrow for bike lanes. ~~It's~~
It's not safe for riding even with bike lanes.
Too busy, too many buses and big trucks.

Buses need to be moved back to Cretin.

NO PERMITS GIVEN TO #22
UNITS

TO BE

→ VETTED THEM W/ SWRC

→ PROCESS IN PLACE AND TO
CONTROL SALE/GIVE AWAYS
TO OTHER STUDENTS

— HAVE YOU MADE SURE

METRO TRANSIT IN THE

LOOP ON NARROWING LINES

ON CLEVELAND AER 2 BUSES

PARKING (SURE LOOKS RIGHT!!)

COMMENT FORM

Cleveland Avenue Open House

2/29/2016

Please provide written feedback regarding Bicycle Lanes on Cleveland Avenue below:

NAME GEORGE TIERS

① Comments are on the accompanying statement titled "A Practical Solution for the "Grand Round" on Cleveland Ave."

② Cleveland Ave. residents ~~west~~ south of the currently designated Permit ~~Area~~ Areas NEED Parking Permits ~~usable~~ on their adjacent side streets. No such provision is currently being proposed.

③ All the side streets SOUTH of Grand Ave. (and maybe also north) NEED to be designated as Permit Parking, as the side streets will become crowded with VST student parking if not restricted - all those residents as well as the displaced Cleveland Ave. residents will find parking difficult at best if not restricted.

A PRACTICAL SOLUTION FOR THE "GRAND ROUND" ON CLEVELAND AVE.
George Tiers 2/28/2016

My suggestion, which easily can be enacted, is to designate the Cleveland Ave. SIDEWALKS to be bike lanes (South on West side, North on East side). They are used lightly, even by children, and at present many bikers ride both ways on them - the new mandated curb-replacement ramps are quite convenient for (and popular with) the bikers, and also with rollerblade skaters and skateboard riders. Whenever bike traffic increases significantly, the sidewalks can then be widened appropriately.

It is neither cost-effective nor reasonable to SEIZE ONE-THIRD of the full width of the deeply-paved arterial Cleveland Ave. (carrying about 10,000 vehicles per day) for the EXCLUSIVE use by 50 or 100 bikes per day - much less in winter or during storms. Note that the car/bus lanes will be squeezed to 11 feet, barely enough for bus side mirrors to pass without damage.

It is generally understood that bicycle travel on Cleveland Ave. is perceived as very hazardous even with bike lanes. This will be true even if the "striping" were done with "rumble strips" to remind inattentive drivers. Bikers seeking safety will use the sidewalks.

We are well aware that the banning of ALL residential parking on Cleveland Ave. will inflict hardship on the residents, as UST students will shift cars onto the side streets. During periods of street cleaning, and especially snow removal, cars on side streets could be forced to go great distances for parking. For some - elderly or disabled - the long hikes could be lethally hazardous.

I am told that bikers are currently by ordinance forbidden to ride on sidewalks. Granting an exception for Cleveland Ave. should be feasible. However, if street bike lanes are imposed, I believe we should demand that signs be posted warning bikers to stay off the sidewalks.

A final suggestion - require all bikes being ridden on streets, in bike lanes, or on sidewalks, to bear a rear-facing reflective license plate. This plate, whether annual or multi-year, would be purchased and thus provide revenue.

George Tiers