

From: [Joshua de block](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Bike Plan
Date: Tuesday, April 23, 2024 9:03:25 AM

Hi,

My name is Joshua de Block and I live in the Payne-Phalen neighborhood. I'd like to reach out for the record that I'm in full support for the proposed dedicated bike lanes. It's about time that bike infrastructure got the same attention as cars do in this country.

Please remember that as our city becomes more bike friendly, we'll need to expand bike rack access. The last time I biked to a concert to Xcel energy center for a concert I had a difficult time finding areas to leave by bike.

Thanks,
Joshua

From: [Tim M](#)
To: [*CI-StPaul Contact-Council](#); [#CI-StPaul_Ward7](#); [#CI-StPaul_Ward6](#)
Subject: St Paul Bike Plan Comments from Ward 7 Resident
Date: Tuesday, April 23, 2024 11:05:35 AM
Attachments: [image.png](#)

Good Morning,

I am a resident of Dayton's Bluff and these are the comments I have on the St Paul Bike Plan. Overall it's a good plan, but there's a lot of missing pieces on the East Side.

The East Side will have a lot of investment in transit over the next decade with the Gold Line opening next year, and the H and Purple Line opening by the time the next bike plan will come out. We need to make sure that we maximize our investments in transit by increasing bike connections to these lines. Combining rapid transit and biking allows for a huge increase in travel times compared to just taking one mode, and makes biking a lot more accessible for people who don't want to ride 5+ miles to get somewhere but can ride a mile to the bus station, put their bike on the bus, and take transit for the rest of the way. We're spending millions on park and rides for cars in the suburbs on the Gold Line. The least we can do is create safe paths to our stations to allow people to bike and ride.

Mounds Blvd Gold Line Station, Arcade Purple Line Station - East 7th is planned for a future bike path, but it will be reconstructed this year without any bike facilities. If it won't be included in a full street reconstruction, when can we realistically plan for off street bike paths to be added? 20-30 years? Either we need to tell MnDOT to rework it's designs to include bike paths, or we need to look at 6th street as a parallel route to access Purple and Gold Line stations. Arcade also needs a better connection from the south to access the Purple Line. It seems like between 7th street and York it would be easy to retrofit in the MnDOT final designs as there's a 10 ft planted blvd, plenty of room for a bike path. In addition, Mounds Blvd is extremely overbuilt for the traffic it gets, there definitely needs to be an addition of a bike path between Indian Mounds Trail and 7th street.

Earl Street Gold Line Station - The Forest St path is a great idea, I would just like to see an off street connection from that path to the Earl Street Station potentially upgrading Euclid.

Hazel Street Gold Line Station - There are so many apartment buildings near Hazel and Wilson. And if you go north on Hazel it has a bridge that travels over the railroad tracks we shouldn't force bikers to go out of their way and in shared lanes in order to get to Ruth street. Hazel should be upgraded as a off street path that connects to the Gold Line. Also directly south of I-94 from Hazel is one of Ward 7's few opportunity zones, but yet there will be limited potential for transit oriented development because the freeway will block off any connections. There should be a long term look at connecting a path underneath I-94 (Since the freeway is at a higher grade here), that would create better connections to the existing apartments on Burns Ave as well as future development.

There are a lot of bike routes that are in the Purple Line Station Area Plans that I do not see incorporated into the city bike plan. While I understand that all of the bike routes won't be included there are some major connections that are missing. Attached below.

<https://hkgi.konveio.com/purple-line-cook-ave-station-area-working-group-2-review>
<https://hkgi.konveio.com/purple-line-payne-ave-and-arcade-st-station-area-working-group-2->

[review](#)

<https://hkgi.konveio.com/purple-line-olive-st-and-cayuga-st-station-area-work-group-2-review>

<https://hkgi.konveio.com/purple-line-14th-st-mt-airy-station-area-working-group-2-review>

Railroad Island - There's a reason why this neighborhood has its name. By being fenced in on all sides by railroads, it requires bikers to go out of their way to go north or west of the neighborhood. The Cayuga Street station area plan had identified a reconnection of the former bridge over Phalen of Burr Street, and a connection from Bush Ave to Cayuga, not only creating a good connection for the future Purple Line but also to the Gateway Trail.

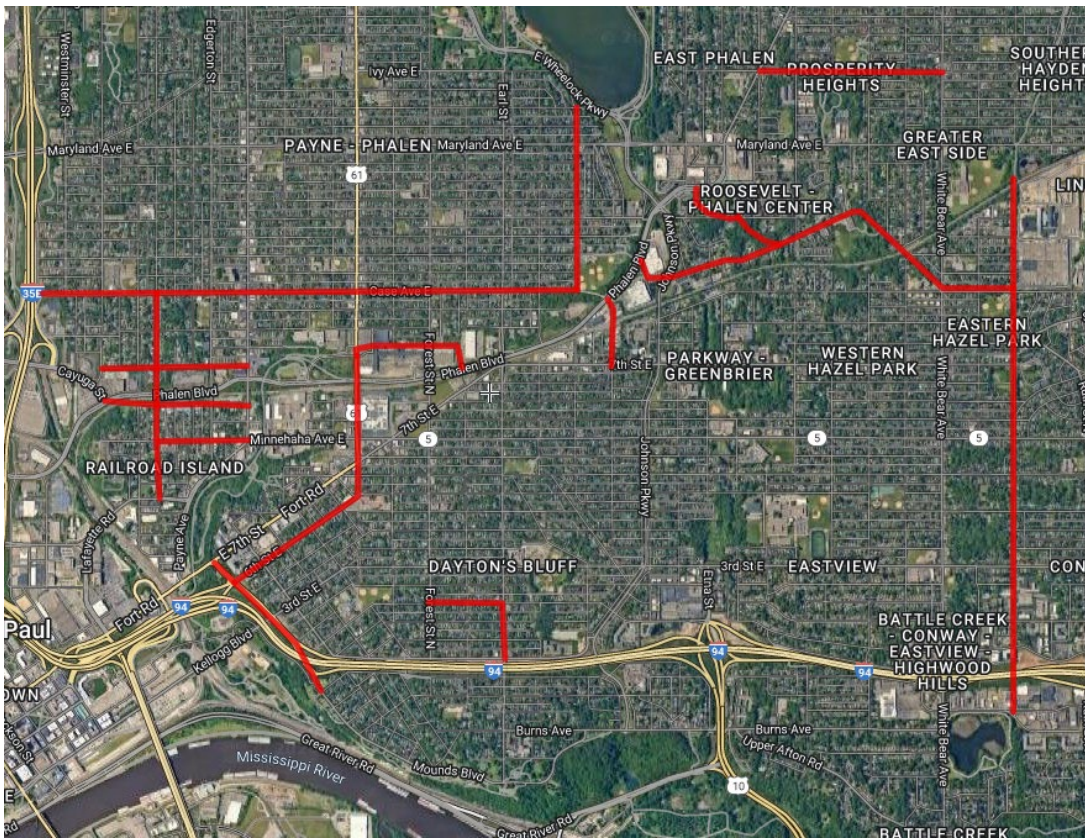
Other routes identified include: Case Ave, Whittall St, Wells St including an alleyway connection to Seeger Square Minnehaha Ave west of Edgerton, Duluth St north of Phalen and Atlantic south of Phalen

Maryland Ave Replacement - This road had the bike path removed from the plan because of the Purple Line. While I agree that it's the right decision, there is still a major need for the many renters that live in this area, many of whom don't own a car. Ames Ave east of Johnson to Hazel Ave with a connection to Phalen behind Hmong Village was another route identified by the station area plans, this would help to fill the gap of Maryland. We should also add a connection through the wooded areas in between Ames Ave and Ames Lake Park to connect residents to the Aldi's, Cub, and other stores near Clarence and Maryland. North of Maryland, we should upgrade Ivy ave to a separated path since there isn't one on Maryland anymore.

Side Street Safety - Minneapolis has extensively added roundabouts on many side streets throughout its bike network and safe routes to schools. We need to be doing the same on our side streets in St Paul, especially on bike blvds, but not only there. They don't even require full construction. Some boulders, or old pipes with some planters inside can do the trick for cheap until there's money for a permanent upgrade. We can't wait! Our side streets are getting people killed and we can't wait around for perfect solutions.

Better Bike Blvds - Most bike blvds that exist in St Paul fail at their intended purpose since they don't do enough to discourage driving. I wouldn't feel comfortable with my young nieces riding on Margaret because besides for a few better crossings of major intersections, there is next to nothing that tells drivers that this should not be a shortcut. In order for a bike blvd to be successful it must prevent cars from using it as much as possible. Flandrau's Bike Blvd plan where traffic is not allowed to continue on the street on average every 1/5th mile must be the model for future bike blvds, and we need to retrofit existing ones to this standard too. Otherwise few will use bike blvds, and take their chances riding on dangerous unprotected streets.

Here's an image of the routes that I've mentioned.



Thank you for your consideration,

Tim Marino

From: [Laura Lyons](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Comments RE the St. Paul bike plan
Date: Tuesday, April 23, 2024 11:30:57 AM

Hello,

My name is Laura Lyons, and I live at 655 Holly Ave in Ward 1.

I spoke at the City Council meeting last week to encourage the Council Members to support the revised Bike Plan. It has been thoughtfully researched and updated, and the proposed updates excited a number of my coworkers who are not currently avid bikers, but who would like to bike safely to and from the parks and businesses in St. Paul and teach their children to bike safely within our community.

I also provided feedback that as a community we will have to invest more funding and time into maintaining our bike infrastructure if we truly want people to use it -- be that street sweeping (currently *streets* are often swept right *into* the bike lanes, leaving bike lanes full of glass and grit), timely plowing in the winter, and thoughtful resurfacing (unlike the Summit Ave resurfacing last fall, that left a huge lip between the road and bike lane in certain stretches of the road). I appreciated hearing that the Council Members' agree this is needed.

Prior to the meeting I spoke to a member of the building's security staff about the bike plan, and I didn't have time during the meeting to share her thoughts so I wanted to add those to the record via email. The building staffer shared that she appreciates the renewed energy towards safe bike lanes, but she (and I) would also like to see St. Paul encourage and invest in more bike parking across the city. Just this past weekend I biked to two locations on West 7th for a friend's birthday, and neither had bike parking so I locked my bike to a railing and a steam pipe. In addition to maintenance, bike parking will be integral to people choosing to bike to our businesses and parks rather than drive there.

Lastly, I encourage choosing the plan that allows for additional study in the Maryland corridor. I lived just outside Ward 6 from 2017-2020, biking and busing across St. Paul. That is an integral bus transit corridor, but people will inevitably have to bike down that corridor as well, so I hope a thoughtful study will find solutions that can manage both needs, in addition to those of pedestrians and cars.

Thank you for your time, and thank you to the St. Paul staff who worked so tirelessly on the revised plan!

Regards,
Laura Lyons
655 Holly Ave
Ward 1

From: [Cheniqua Johnson](#)
To: cliffcareycarpentry@gmail.com; [Jimmy Shoemaker](#)
Cc: [Melanie Johnson](#); [CouncilHearing \(CI-StPaul\)](#); [*CI-StPaul Contact-Council](#)
Subject: Public Written Comment - RE: Saint Paul Bike Plan
Date: Tuesday, April 23, 2024 11:32:49 AM
Attachments: [image001.png](#)

Good morning all,

This morning, I received an email from resident, Cliff Carey.

Wanted to both forward Cliff's comment and ensure they get submitted as written public comment. Cliff, I have also cc'd Jimmy Shoemaker who may have further feedback for your suggestions as well.

----- Forwarded message -----

From: **Cliff Carey** <cliffcareycarpentry@gmail.com>
Date: Tue, Apr 23, 2024 at 8:25 AM
Subject: 2015 Bicycle Plan

Council Member Johnson,

I saw the article in the paper today about the upcoming vote on the Bicycle Plan. I looked at the document and found the maps informative. From what I could tell the most effective routes for my part of town (Daytons Bluff) would be a dedicated bike path along Pierce Butler connected directly to a path along Pennsylvania which would then connect to Phalen Blvd. That alignment would allow bikers on the East Side to access connecting trails in the central and western parts of the city without being required to ride on 7th St. or University Ave, neither of which is particularly bike friendly.

Another improvement that could be made to the system is an off street connection from the Bruce Vento Trail to the river. My understanding is that that connection would give access to miles of trails going west and south.

As far as the Summit Ave portion of the plan, there is an island in that street that runs from the river to Lexington Ave that should be able to support a trail without encroaching on the boulevards. Between Lexington and the Cathedral we should find a way to work with the neighborhood to come up with a plan that works for all partners. Summit Ave has an outsized effect on St Paul, both thru the visitors it attracts and the taxes that it generates and that should be considered when making decisions about this portion of the plan.

Thanks for your consideration on this matter.

Cliff Carey
635 Bates Ave
Sent from my iPad

Thank you,
Cheniqua

Cheniqua Johnson
Council Member
Pronouns: She/her/hers
Saint Paul City Council Ward 7
15 Kellogg Boulevard West, 320-C City Hall
Saint Paul, MN 55102
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Ward7@ci.stpaul.mn.us
www.StPaul.gov

From: [Kate N.](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Bike Plan Final Comments
Date: Tuesday, April 23, 2024 11:41:53 AM

Good morning and thank you for the opportunity to provide feedback.

Bicycle boulevards have the potential to be much better, given the opportunity to limit through-traffic, even adding other traffic calming measures like small roundabouts, speedbumps. If bike boulevards are to comprise much of the network, we need to do them correctly. However, I'm very disappointed to see that the bicycle boulevard is remaining on Jefferson west of Lexington, despite it being a known issue. The median, combined with the highest volume of traffic being between Snelling and West 7th, creates tough situations for those on a bicycle, and I would argue even with lower levels of traffic west of Snelling, it's still worth doing a fully protected lane, which helps narrow the entire corridor. Both St. Clair and Randolph are not going to get fully protected bike lanes in its entirety, meaning that the only fully protected east-west bike paths for those who will want to ride from Highland Park and Macalester-Groveland have to go north of Jefferson. For those bound for downtown Saint Paul, this may work well enough, but for many other kinds of trips, this creates a circuitous routing, unless people feel comfortable riding side streets and bicycle boulevards with minimal, if any, protection.

Other things to note: The east side plan feels a bit lacking, and needs more complete protected infrastructure, same goes for the Lower West Side. More streets need to have protected bike paths that span the entire section. I think it's entirely worth having protected paths on side streets. Any street reconstruction should at least consider adding protected paths. Highland Bridge was built with most streets having them by default, even side streets.

Thank you,
Katie Nicholson

From: [Cheniqua Johnson](#)
To: [Sarah Sinderbrand](#); [#CI-StPaul_Ward7](#)
Cc: [*CI-StPaul_Contact-Council](#); [Jimmy Shoemaker](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: RE: 55119 city bicycle plan
Date: Tuesday, April 23, 2024 3:33:50 PM
Attachments: [image001.png](#)

Thank you Sarah for your feedback! I am cc-ing the necessary emails to get your comment entered in as public comment. I am glad to hear about your support of the bike plan. Sending over a message to Jimmy who may have a couple reasonings surrounding the highwood hill lanes although I think your email does alludes to some of the things that I bet has come up as challenges.

I have loved hearing from our Ward today. I am looking forward to speaking with you further about sidewalks and infrastructure conversations with Director Kershaw in the Highwood area. It is one of the conversations I hope to have yet this year.

Best,
Cheniqua

Cheniqua Johnson
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SAINT PAUL
MINNESOTA

From: Sarah Sinderbrand <spsinderbrand@gmail.com>
Sent: Tuesday, April 23, 2024 3:27 PM
To: [#CI-StPaul_Ward7](#) <Ward7@ci.stpaul.mn.us>
Subject: 55119 city bicycle plan

Think Before You Click: This email originated **outside** our organization.

Hello Councilmember Johnson,

Please support expanded bicycle infrastructure! I would love more off-street bike lanes in our area. My spouse Jake and I bike around the East Side and into downtown St. Paul, and safety is a definite issue (try crossing White Bear Avenue on a bike, it isn't fun).

I'm looking at the proposed plan and it's definitely progress. I'm a bit disappointed at how few separated bike lanes are proposed near where I live (I live in that big separated-bike-lane-desert south of 7th Street and north of Burns). 7th Street would be really nice to have though. Honestly I didn't expect much - I mean, half the blocks in my neighborhood don't even have sidewalks, so I can hardly imagine the city would put off-street bike lanes in around here.

(...can we also please have more sidewalks?)

Sincerely,
Sarah Sinderbrand
1827 Bush Avenue
St. Paul, MN 55119

From: [Jenna McCullough](#)
To: [Greg Weiner](#)
Subject: FW: Bike Lanes Plan
Date: Wednesday, April 24, 2024 1:18:59 PM
Attachments: [image001.png](#)

Hi Greg – I see comments are still being added to Legistar for the bike plan. Could you add this to the 4/23 comments attachment?

Jenna McCullough (she/they)
Executive Assistant to Council Vice President Kim
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ward5@stpaul.gov
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SAINT PAUL
MINNESOTA

From: Mary Beth Redmond <mbredmond003@gmail.com>
Sent: Tuesday, April 23, 2024 8:58 PM
To: #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>
Cc: #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>
Subject: Bike Lanes Plan

Think Before You Click: This email originated **outside** our organization.

Hello, Ms. Kim,

I am writing to express my opposition to the proposed bike lanes - as I read in the Pioneer Press that the council really wants to hear from folks, especially on the East Side.

Well, I am in Ward 5, I know technically the North End, but most would consider us East Side (Burr & Magnolia).

I grew up in Mac-Groveland, lived in Lex-Ham for 20 years, then moved over here. I feel like I have a pretty broad sense of St. Paul folks. I worked for the libraries as a teen, and as the principal's secretary at Central HS for 30 years. I have crossed paths with the breadth of demographics in the city, including supporting and working with the Karenni/Karen community as they began their lives here as a community at Saint Bernards Catholic church.

Under the guise of wanting good things for all and equity - these sorts of plans keep being pushed by the privileged few to the despair of a lot of folks who have just given up on caring, because no matter what we say, those plans are going to go through.

Where is the equity in a 1% tax that's SUPPOSED to be for road improvement and we just know it's going to be used to destroy Summit Ave for the bike lane desired by the cycling community - a 1% tax that was approved by less than 16% of the people of Saint Paul - just about 16% voted in the 2023 election. And 1700 residents were surveyed about bike lanes? That's .05% of citizens. So the entire city is being taxed and dragged into this by the voice of an incredibly small number. As my representative, I would ask that you be a steward of your constituency. Do you really think folks in Ward 5 or the rest of the East Side are going to enter the "cycling community" any time soon? We need our roads repaired and our streets plowed!

I totally agree with Ms. Noecker - it's a wonderful, beautiful plan. But as my husband said at dinner tonight, the priorities for our tax dollars are in the wrong place if bike lanes are at the top of what the council cares about and tends to. Especially for the constituencies over here. I'm a college-educated lifelong St. Paulite homeowner. I have lived over here for over ten years now and find so little community that it's painful. And I realize it's not my neighbors fault. When you're surviving, building community is not something you have time for. Privileged people in the city have time to think about, vote about THEIR priorities, like bike lanes. The "immigrants and working class that appear disconnected from the prospect of long-term bike corridor planning" do not have such luxury as the wealthy and connected from the Highland/Mac Groveland/Merriam Park areas. I would ask YOU to consider the REAL needs of Ward 5 and the whole city - real equity is not chasing the kudos and pats on the back from the small community of cyclists who admit they don't know what the plan is or how anyone will pay for it - it's considering what Saint Paul really is these days.

What about the crisis that will be coming when so many police retire and no one will serve anymore? What's the free/reduced lunch percentage at most of the schools in Saint Paul? What about teen crime and the terrible school attendance - these things are so much more pressing than bike lanes. So many more folks cannot afford to feed their own children in this city than are itching for bike lanes. They need roads that don't wreck their cars as they get to work-when they have cars, as the paper reports - Ms. Johnson thinks many folks over here don't have cars and bike to work - that's disparaging and just plain silly. Do you or Ms. Johnson - or any of the council members ride their bikes to City Hall or work every day?? Even once per week? I've actually done it a few times - from here to Central High School - that's a lot of big hills, let me tell you.

Be a leader and steward of the neighborhoods and people over here. Oppose the bike plan of the few, then get on to making a real difference in the lives of St. Paulites, especially the children.

Mary Beth Redmond
1060 Burr Street

PS - I cannot trust anything about what the cyclists or council members say. As I mentioned to begin with, I assume the decision is going to be forced down our throats and into our tax statements no matter what we say. The stupid bike path in downtown St. Paul took out parking for Candyland, the most loyal business in Saint Paul, and I have seen maybe 3 bikes on that road - and I often go through downtown at all times of day and night.