

PAYNE PHALEN DISTRICT FIVE PLANNING COUNCIL

STRONG  SAFE  WELCOMING  CONNECTED  NEIGHBORHOODS

506 Kenny Road, Suite 130, Saint Paul, MN 55130 651-774-5234

www.paynephalen.org

DRAFT MINUTES

District Five Community Planning and Economic Development Committee

September 13, 2011, 6:30 p.m.

Wilder Recreation Center, 958 Jessie St.

This meeting was entirely devoted to a hearing on a proposed bicycle lane on Edgerton Street between Payne and Maryland Avenues.

CPED Members Present: Chair David Syers, Darlene Adams, Ed Davis, Roy Evans, Ted Hecht, Ryan Kapaun, Janice LaFloe, Al Oertwig, Cheryl Peterson, Regina Rippel, Patrick Ruble, Virginia Rybin, James Smith, and Buzz Wilson. Others present: Sheldon Schwartz; District Five staff Patty Lammers; Ramsey County Commissioner Janice Rettman; Linda Jungwirth, assistant to Rettman; East Side resident Jimmy Gerding; Mai Xiong of the East Side Neighborhood Development Corp.; three representatives of the City of St. Paul Public Works Department – Emily Erickson, Mike Klassen and Kevin Nelson, and Eastside residents who live on or near Edgerton Street (See Sign In Sheet).

Chair David Syers called the meeting to order. One agenda item will be addressed – bike lanes proposed for Edgerton by Saint Paul's Public Works.

Bike Lane Proposal - Mike Klassen, project manager for transportation planning in the Public Works Department, presented most of the information on the two proposed bicycle lanes. Although this part of Edgerton is a Ramsey County road, city employees will be doing a mill and overlay project (replacement of the first layer of pavement) on Edgerton between Payne and Maryland for the county in late September and October. Klassen said the street improvement project provides an opportunity to add two bike lanes while saving about \$25,000 of the total cost if the lanes were added separately.

The city has studied parking and traffic patterns on the stretch of Edgerton between Payne and Maryland at various times of day, Klassen said. The planners concluded that, absent a big event like a wedding, one lane would be sufficient for parking. Noting that Edgerton probably is one of the city's busiest streets, he said the bicycle lanes would encourage traffic calming (slower driving speeds) on a street used by school buses. There would be one parking lane and two driving lanes, one in each direction. The location of the parking lane would vary from one side of Edgerton to the other.

Chair Syers said proposed bicycle lanes usually provide connections to trails and asked if there are any such connections here. Klassen said the Edgerton bike lanes would improve access to trails. After the meeting, Emily Erickson, a sustainable transportation planner for the

city of St. Paul, said that, while there are no direct connections, the new bike lanes would make it easier to get on the Vento Trail.

INPUT AND DISCUSSION POINTS RAISED BY COMMUNITY RESIDENTS AND CPED MEMBERS –

“The plan looks really promising,” “The city definitely needs more bike lanes.”

“Safety! Have been hit by several cars while biking” (favors bike lanes)

“Would like to see Edgerton connected to the Gateway Trail”

“Bike lanes would cause many problems for neighbors. “

“Buses would not fit on the street if it were implemented”

“Don’t currently see or observe bikers currently using Edgerton”

“There are other places you can go (with the bike lane),”

“There already is a bike path connected to Larpenneur Avenue. Suggest that bike lanes should be located on a quieter street, such as Greenbrier.”

“Nothing tops enforcement as the means to calm traffic – this is the wrong answer to the wrong problem”

“St. Paul has a great reputation as a livable city and has received awards for this (biking amenities and biking lanes). Residents should not have to drive a car to take care of their day-to-day needs. More bicycle lanes will increase the use of bikes. Even with police patrols, drivers will tend to go as fast as they can go.”

“The weaving across the centerline is a bad idea. Greenbrier may be one other option. Shouldn’t plan suggest one bike lane on Edgerton; as this would leave two parking lanes?”

“I don’t get it! (This plan) Parked cars (on Edgerton) would be hit if the plan were implemented...”

PROPOSED MOTION: Ed Davis moved that the bike lane proposal be approved as submitted. Cheryl Peterson seconded the motion.

Clarifying questions:

What times did the city make parking checks on this stretch of Edgerton while planning the bike lane project? Klassen said they were done in the morning and early afternoon, at rush hour and after rush hour. He said the city planned to add a weave in the centerline on Edgerton to encourage slower traffic so pedestrians can cross the street more safely.

Does the City have any similar plans for other streets in the area or City? Klassen said stretches of Cleveland, Fairview and Hamline Avenues are being considered for bicycle lanes.

Role of Ramsey County in road improvements? Edgerton between Payne and Maryland is a Ramsey County roadway. To add the bike lanes will require a variance from the County Commissioners.

Informal assessment of resident input:

Resident participants were asked to indicate their support or disapproval of the plan as presented. The community input appeared largely in opposition to the plan.

CPED ACTION:

A move to a CPED vote was suggested. Davis repeated his motion. CPED members rejected the proposal with a vote of 11 to three. The dissenters were Davis, Peterson and Rybin.

The meeting was adjourned.