

From: [Marybeth Coonan](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: I OBJECT to the Regional Bike Trail Plan
Date: Tuesday, May 23, 2023 12:33:46 PM

To members of the City Council:

I object to the Regional Bike Trail Plan for so many reasons, including the following:

1. The manipulative way that the organizers conducted the unveiling of THEIR PLAN WITHOUT LISTENING TO THE CONCERNS OF THE RESIDENTS and businesses and non-profit institutions—**groups that more than surpass the few cyclists served.** Ever hear of the Bell Curve??? Ethically, the Council needs to **serve the greater good of our population.**
2. NOT even cyclists are in favor of this plan, for valid reasons. **They don't like constant start and stopping — which they would continue to endure at the 150 driveways and 8 major intersections** along Summit Avenue.
3. The **bike lanes that the city has already spent money establishing (On Como ... Pelham Ayd Mill) are not used in proportion to the tax dollars spent.** Also, has the city ever conducted a review of the usage of what even cyclists refer to as **“orphan trails”**???
4. Can we learn from the experience in Minneapolis? Their Park Board is considering canceling plants for the Midtown's Greenway because of the expensive needs involved in maintenance, from plowing, to lights. Even though the Met Council provided \$40,000 a year for operations and maintenance, that is “just one-tenth of the total cost of managing the Greenway.” (Mpls Star Tribune, 5/18/23)
5. Meanwhile, the “bike lanes” on Cleveland Avenue, St. Clair, etc. etc. are a joke as far as safety for cyclists go. The City is already considering improving lanes here, since even the cyclists agree: **Summit Avenue already has the safest bike lanes in operation. Whatever tax dollars that are in the budget are better spent on the lanes that need attention.**
6. Speaking of budgets: **FIRST THINGS FIRST! FIX THE (damn) POTHOLES!** Summit Avenue between Lexington and Snelling is now a joy to drive. Meanwhile, the rest of Summit is a challenge to drivers who risk ruining their tires every time they navigate the road that's supposedly the pride of the city??? **NOT IN THE CONDITION THAT IT'S CURRENTLY IN!**
7. Please move beyond the magical and cavalier vision of the bike trail supporters and **SERVE THE POPULATION** that you were elected to care about most. **PLEASE BE GOOD STEWARDS OF OUR TAXES and address our foremost needs first!**

Sincerely,

Mary Beth Coonan (a renter in a 2500 sq ft home that's not a mansion)
1431 Summit Avenue
St. Paul, MN 55105

Sent from my iPad

From: [Abby Nachtsheim](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Opposing Summit Regional Trail
Date: Tuesday, May 23, 2023 12:33:40 PM

Good morning,

I am opposed to the Summit Regional Trail due to safety concerns.

The proposed plan will result in significant reduction of street parking. This is a safety issue for the many residents who live in apartments, condos, or multi-family homes and who rely on street parking. With less available parking, residents will have to walk longer distances to and from their cars -- often in the dark, due to the short days we experience in Minnesota much of the year. This is a serious safety concern and I am troubled by the city's seeming indifference to this issue.

I urge you to consider alternative plans like in-street, wider, high-visibility bike lanes, rather than moving ahead with this ill-conceived and irresponsible plan.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Sincerely,
Abigael Nachtsheim
111 Western Ave N. Apt 2S
Saint Paul, MN, 55012

From: [Azimir Mahmic](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Summit Ave
Date: Tuesday, May 23, 2023 12:33:38 PM

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Azimir Mahmic
1970 Fairmount Ave
St Paul, MN 55105

From: [Rachel Inkala](#)
Subject: Summit Ave Regional Trail Comments
Date: Tuesday, May 23, 2023 12:33:37 PM

Hello,

I am opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees and will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- The plan calls for the widening of drive lanes in almost all segments and closing median crossings. This will lead to an increase in speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs, and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car-bike accidents. Vehicles turning into driveways will also be less aware of bike traffic on an off-road trail, raising the chances of crashes and injuries.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Thank you,
Rachel Inkala
1914 Iglehart Ave #3
Saint Paul, MN 55104

From: [John Wood](#)
To: [*CI-StPaul_Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#); [Melvin Carter](#); [Joan Phillips](#); [Jaime Tincher](#); [Kamal Baker](#); [Peter Leggett](#)
Subject: Proposed Bike Trail on Summit Avenue
Date: Tuesday, May 23, 2023 12:33:35 PM

I am adamantly opposed to the proposed bike trail on Summit Avenue for four main reasons

- Potential damage to trees on Summit Avenue boulevards: Many trees will be removed, destroyed or irreparably damaged during the construction of the bike path. It will negatively change the aesthetic appeal of Summit Ave for decades to come.
- Historic character of Summit Avenue will be forever altered: Summit Avenue is a nationally significant historic landmark, the longest stretch of existing turn of the century Victorian homes in the country, workplace of literary great F. Scott Fitzgerald. Why would we ever dream of tampering with this historic landmark and economic boon for St Paul?
- Parking: Current plan calls for the loss of 50% of the parking on Summit Avenue. Businesses and residents depend on this parking for their livelihoods. Once again, why would we ever dream of tampering with this current arrangement?
- Cost: Upwards of 12 million dollars! Really? For a bike path? That is a tremendous amount of money to spend on a relatively small and mostly privileged constituency especially when St Paul has ongoing and critical issues that need to be addressed now.

Please do the right thing and vote down this current bike path plan. Send it back to the drawing board and consider a bike path that joins the Mississippi River at Marshall Avenue, ties into the lovely, underutilized and already existing bike path on Ayd Mill Road, joins Jefferson Avenue and thence crosses Warner Shepard Road to the existing bike path along the Mississippi also accessing downtown St Paul. Let's be smart about this. It is worth studying and will ultimately cost a lot less along with being less disruptive.

Thank you,

John Wood
1042 Summit Ave
St Paul, MN 55105
(651) 226-9031

From: [Maureen Kenney](#)
To: [*CI-StPaul>Contact-Council](#); [CouncilHearing@ci.st](#); [ward1@ci.st](#)
Subject: Please Vote NO on the Summit Avenue Regional Bike Trail Plan
Date: Tuesday, May 23, 2023 12:33:30 PM

Hello,

I urge you to vote NO on the Summit Avenue Regional Bike Trail Plan. It doesn't belong on a residential street where street parking is needed and access for Emergency vehicles, Metro Mobility, ride-share, service and delivery vehicles. The reduction of parking in some sections of Summit does not meet the needs of a residential community. The expense of snow removal to groom the bike trail during our extended winter months (if it even happens) is not justified when we need to invest in public safety, roads, affordable housing and education.

At first, I was concerned about the removal of the amazing tree canopy on Summit Avenue that I have enjoyed for so many years, and have shared with many visitors to our beautiful neighborhood. The more I learned about the project through attending online forums and in person town hall meetings has convinced me that the regional bike trail needs to be planned for a non-residential area such as Shepard Road from Mississippi River Blvd to Bruce Vento Sanctuary. Adding this trail down Summit Avenue does not serve all ages, and all abilities. Please vote against moving forward with this plan!

Respectfully,
Maureen Kenney
711 Portland Avenue, 104
Saint Paul

From: [Alice Hanson](#)
To: [*CI-StPaul_Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#); [Melvin Carter](#); [Joan Phillips](#); [Jaime Tincher](#); [Kamal Baker](#); [Peter Leggett](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Cc: [Barry Hanson](#)
Subject: Summit Avenue Regional Bike Trail Plan
Date: Tuesday, May 23, 2023 12:33:24 PM

I live at 1742 Portland Avenue, St. Paul MN 55104 and literally walk down Summit Avenue every day and have done so for over 10 years. When out of town guests visit, I walk them, drive them, tour them up and down the historic Summit Avenue district as well as the boulevard to and along the Mississippi River. I am opposed to the planned Summit Avenue Regional Trail because the plan will destroy the beauty and character of Summit Avenue needlessly as other options are available and more bike/car/pedestrian friendly.

- The plan puts 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- Daily, I dodge speeding autos and those running red lights that endanger pedestrians and cyclists. The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead increase speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

I ask that you vote no and/or otherwise stand in opposition to the Summit Avenue Regional Bike Trail Plan in favor of preserving the unique heritage and environmental treasure of Summit Avenue.

Alice Hanson
1742 Portland Avenue
St. Paul MN 55104

From: [Susan Morrison](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Summit Avenue Regional Bike Trail Plan
Date: Tuesday, May 23, 2023 12:33:19 PM

Dear City Council Members,

We are writing to ask that you please NOT approve the plans currently outlined for what is being called the **Summit Avenue Regional Trail Plan**. The rush by City planners and officials to embed this plan into the future of Summit Avenue is hugely premature. The sole focus of this plan is a new, improved and supposedly safer, more accessible bike trail. We have been told that the costs, disruption, and potential environmental damage related to construction of this bike trail should not be concerns because ALL of Summit has to be rebuilt anyway. Then where is this overall plan for rebuilding Summit?

The conversation on that huge Summit Avenue Reconstruction project is only just beginning now. At a public meeting held on February 27, 2023 City Public Works director Sean Kershaw explained that Summit has storm and septic sewers, water lines and other infrastructure that need to be replaced, some of which may be more than a century old and “they’re at great risk of failing.” City officials have said the total rebuilding of Summit could require up to \$100 million in funding and is many years down the road. No one disputes that Summit Avenue is in terrible condition and that failing sewers are a huge public safety concern. **Why then is the City’s first priority to focus on very specific details of this bike trail for which there is no funding?** Shouldn’t that trail logically be considered as a PART of the big picture rebuilding of Summit? The considerations of safety and accessibility could then be considered as a whole, not just for bikes in isolation.

Unfortunately, approving an isolated plan for a bike trail on its own risks adding to costs and reducing effective choices and options down the road when the facts about entire Summit Reconstruction are clearer. Bike activists are likely to complain and disallow changes to an already “approved” bike trail plan, even if these changes might work better for sidewalks, sewers, water lines and other crucial pieces of the Summit Reconstruction Plan. Putting the bicycle trail “cart before the horse” in this way also means everyone is arguing a lot about hypotheticals because the plans and standards for the much more important larger reconstruction plan are entirely unknown at this stage. Better, less contentious decisions would be made if the bike trail were considered at the time facts about the overall Summit Reconstruction Plan are better known. Please do not let some small amount of funding from the Met Council for a bike trail gum up the works of sound decision-making for the larger, more crucial overall Summit Reconstruction Plan. Approving a bike trail plan now is premature and a threat to the successful implementation of a much more important project yet to be established.

Meanwhile, at least repaving the badly deteriorated road surface would prove safety really is a motivating factor for the City. Instead, this bike trail proposal is causing delays to basic repaving plans between Victoria and Lexington, a perfect example of letting the “tail wag the dog” when it comes to real safety on Summit

Thank-you for your attention to this problem.

Sincerely,

Susan and Bob Morrison
1649 Summit Avenue

(Are street addresses required so the City can continue to discount views of anyone who actually lives on Summit?)

From: [Melanie](#)
To: [#CI-StPaul_Council](#)
Subject: Fwd: Opposed to Summit Trail
Date: Tuesday, May 23, 2023 12:07:04 PM

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

Sent from my iPhone

Begin forwarded message:

From: Melanie <melaniegermain9@yahoo.com>
Date: May 23, 2023 at 11:53:40 AM CDT
To: contact-council@ci.stpaul.mn.us
Subject: Opposed to Summit Trail

Hello,

I live on summit and I am opposed to the planned regional trail because it violates the city ordinances which state the new, public infrastructure construction in historic preservation districts should preserve the traditional pattern of the streets, the granite curbs and the lateen style street lights. The plan intends to change all of these in the name of "improvements".

Sincerely,
Melanie Danielson
1464 Summit Ave.

Sent from my iPhone

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Opposition to the planned Summit Avenue Regional Trail Received by Ward 3
Date: Tuesday, May 23, 2023 12:04:23 PM
Attachments: [image001.png](#)

From: Renate Sharp <rmesharp@gmail.com>
Sent: Monday, May 22, 2023 5:48 PM
To: Chris Tolbert <chris.tolbert@ci.stpaul.mn.us>; CouncilHearing (CI-StPaul) <CouncilHearing@ci.stpaul.mn.us>; Melvin Carter <Melvin.Carter@ci.stpaul.mn.us>; #CI-StPaul_Council <Council@ci.stpaul.mn.us>; M.Tripp@ci.stpaul.mn.us; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>
Subject: Fwd: Opposition to the planned Summit Avenue Regional Trail Received by Ward 3

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

Dear Mr. Tolbert,

Permit us to add to our original email in opposition to the proposed Summit Ave bike trail. It's been difficult to stay current on this topic.

1. Summit Ave is a treasure for all Minnesotans, not just Summit Avenue residents and Saint Paulites.
2. Bikers in winter can be counted on one hand.
3. The supposedly existing funding for this ill-advised plan is no argument to proceed as we have many basic needs that should take priority including keeping existing bike paths in good shape without supposed improvements.
4. The proposed plan pays scant attention to the needs of pedestrians who can now enjoy the median, even with little kids and /or dogs in tow but always without fear of racing bikers.

Thank you so much for your attention and we hope you will vote NO.

Sincerely,

Renate Sharp and Don Notvik

536 Mt. Curve Blvd.

Saint Paul, MN 55116

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

From: **Marvalyne Tripp** <Marvalyne.Tripp@ci.stpaul.mn.us>

Date: Mon, May 22, 2023 at 10:21 AM

Subject: Opposition to the planned Summit Avenue Regional Trail Received by Ward 3

To: Renate Sharp <rmesharp@gmail.com>, #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>

Hello Renate,

Thank you for reaching out to the Ward 3 office regarding the Summit Avenue Regional Trail Master Plan process. Your message is important to us and has been shared with Councilmember Tolbert. I wanted to share useful information to keep up to date with what is happening and a few engagement opportunities where you can share feedback.

The approach to community engagement for regional park projects is multi-faceted, utilizing a variety of methods to capture feedback including several tools on the [Engage Saint Paul](#) website, in-person events, and advisory groups. The Parks and Recreation Department previously solicited an initial survey for comments that was open to the public for over 12 months. A brief video is also available outlining the proposed trail facility: [Video Link](#).

Additional Engagement Opportunities

Here are some further opportunities for [engagement on the master plan](#), which allows for several additional opportunities for commentary and reaction, including:

- May 2023 - Parks and Recreation Commission- public hearing
- May 2023- Saint Paul City Council review
- June 2023- Metropolitan Council Parks and Open Space Commission (MPOSC)-public comments
 - Metropolitan Council Community Development Committee
 - Metropolitan Council Board- public comments

Future steps

If the master plan is approved, Parks and Recreation would begin to secure funding for design, engineering, and construction of the future trail. Further design and engineering will be required to advance important

aspects of the project beyond the master planning phase to prepare a future project for construction. With years of underfunding from state resources like Local Government Aide, Saint Paul is looking to a variety of street funding sources like a proposed 1ct sales tax to help rebuild streets that would include funding for arterials like Summit Avenue.

Thanks again for writing to the Ward 3 office about the Summit Avenue Regional Trail masterplan.

Regards,

Marvalyne Tripp

Executive Assistant to Councilmember Chris Tolbert

Pronouns: She/Her

Saint Paul City Council Ward 3

15 West Kellogg Boulevard, Suite 310

Saint Paul, Minnesota 55102

Office : 651-266-8630

Direct: 651-266-8633

Marvalyne.Tripp@ci.stpaul.mn.us

www.StPaul.gov



SAINT PAUL
MINNESOTA

From: Renate Sharp <rmesharp@gmail.com>

Sent: Sunday, May 21, 2023 9:09 PM

To: #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>

Subject:

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

Dear Councilperson Tolbert,

We are opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, and will not be safer, especially when there are less

costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.

- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead to increased speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of “improvements”.
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicles turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Respectfully,

Renate Sharp and Don Notvik
536 Mt. Curve Blvd. Saint Paul, MN 55116

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Summit avenue bike trail
Date: Tuesday, May 23, 2023 12:04:10 PM

From: Owen Sorenson <olsorenson@gmail.com>
Sent: Monday, May 22, 2023 5:58 PM
To: Mary Norton <Mary.Norton@ci.stpaul.mn.us>; *CI-StPaul_AskHPC <AskHPC@ci.stpaul.mn.us>; Jaime Tincher <Jaime.Tincher@ci.stpaul.mn.us>; Rachel Coyle <rachel.coyle@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: Summit avenue bike trail

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

I have lived in St. Paul for over 53 years . Approximately 21 of which have been on Summit. The bike trail is a bad idea ,an unnecessary expense and will ruin one of St. Paul's treasures (perhaps a national treasure). I strongly oppose this plan and request that it be stopped. My wife ,an avid cyclist, is also against it. The plan eliminates much needed on street parking, access to the homes of Summit residents by their family friends,guests delivery people, etc. It will damage or destroy hundreds of mature trees. There certainly does NOT appear to be any public demand/ Hue and cry for such a monstrosity/mistake ... in fact the only public comment I have seen is against it. . It will no doubt cost more to maintain (a subject I have NOT seen addressed). Summit has worked just fine since it was built and continues to do so.To ruin this beautiful gem with bike trails criss crossing it so a few (if any) bikers (dumb enough to want to ride through downtown St.Paul) might/can/ potentially connect to the bruce vento trail is insanity/pure folly and the wishful thinking of a very few "activists" who don't like combustion engines. Bikers ride on Summit all the time in it's present configuration.If the few ,if any, of them are are really in need of a connection to vento trail then make such a connection from the Cathedral to the trail.(maybe you could use the old -shuttered - Selby street car line tunnel.) Otherwise LEAVE IT ALONE !! Vote NO!!

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Please VOTE NO on the Summit Avenue Regional Bike Trail plan
Date: Tuesday, May 23, 2023 12:02:31 PM

From: Janice Miller <janicefmiller@gmail.com>
Sent: Monday, May 22, 2023 6:22 PM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>; Jaime Tincher <Jaime.Tincher@ci.stpaul.mn.us>; Kamal Baker <Kamal.Baker@ci.stpaul.mn.us>; Peter Leggett <Peter.Leggett@ci.stpaul.mn.us>
Subject: Please VOTE NO on the Summit Avenue Regional Bike Trail plan

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

All,

Please VOTE NO on the current Summit Avenue Regional Bike Trail plan!

- Instead, please just fix the potholes and roads in the city to make it safer for everyone.
- Instead, please clear the snow in the winter so emergency vehicles and handicapped and elderly people can navigate our streets.
- Instead, please make it a safer place to live and raise a family.

Putting a bike trail on Summit won't improve life for most of us living in the City. Biker's also do NOT like the current recommendation.

Please put this money to better use. You don't have enough tax dollars that way it is to take care of the basic needs. Fix the basic needs first. This cannot be a top priority for our City.

This area is historic and beautiful. When you travel to other Cities they have beautiful historical neighborhoods. Don't ruin one of the only historical areas we have in our City.

Let us vote - it is our money you are spending. Let us decide if this is where we want you to spend our hard earned money.

30+ year resident of Ward 3

Thank you!

From: mike.mrdan.com
To: [*CI-StPaul_Contact-Council](#)
Subject: Summit Avenue
Date: Tuesday, May 23, 2023 12:02:16 PM

>

> I live on summit and I am opposed to the planned regional trail because it violates the city ordinances which state the new, public infrastructure construction in historic preservation districts should preserve the traditional pattern of the streets, the granite curbs and the lateen style street lights. The plan intends to change all of these in the name of "improvements".

>

> Sincerely,

Michael Danielson

Sent from my iPhone

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: A note from a small business owner...
Date: Tuesday, May 23, 2023 11:57:47 AM
Attachments: [Letter from DAC Members - Signed.pdf](#)

From: David McLaughlin <david@summitmanor.com>
Sent: Tuesday, May 23, 2023 11:50 AM
To: #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: A note from a small business owner...

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

Councilmember Prince,

My family moved in and started our family business on Summit Avenue in 1971 and have been very involved in the historic preservation of Summit Avenue. Our small family business has hosted literally thousands of weddings and receptions as well as political events, neighborhood events, anniversaries, and celebrations of life events. I was asked to be on the Design Advisory Committee for the proposed bike lane and wish to bring to your attention my extreme disappointment with the process and strong opposition to the bike lane as proposed. The Design Advisory Committee was against this proposal, and we were not listened to in any way. To be clear we are not saying no bike lanes we are saying this proposal is the less safe, will drastically affect not only residents, but the many small businesses, churches and community gathering spaces on and near Summit Avenue. Most of all it will be tragic for what St. Paul has as national treasure not only figuratively, but literally.

On a practical level taking away a large amount of the parking will be a direct and difficult challenge for our business. Parking is the number one concern of our customers, and we do our best to have our events not interfere with our neighbors lives as much as possible. This will cause so many problems when we have an event, the University Club, Germanic Institute and Cathedral all have one at the same time. It will be a literal parking nightmare. We already must plan our availability calendar with grace to all the major events like fun runs and marathons that cause Summit to be unavailable. Just think of the reality of eliminating half the parking on Summit for not only our portion with so many businesses and public buildings but the entire length that is just one block off Grand Ave.

On a historic side, we simply can't do this. The look and feel of Summit Avenue is essential to be preserved. I'm very reminded of the quote read by Dave Moore in the Lost Twin Cities shows "Damn us they will" We can't push historic preservation aside for a very minority voice. If it wasn't for historical preservation stepping up and being vocal like we are now St. Paul simply wouldn't have Summit Avenue at all.

On another very practical note. This is a solution looking for a problem. The bike lanes now are fine for those who wish to use. Those of us with kids (8 and 10 years old myself) use it and when the kids

were too small to really bike we used the wide Summit Avenue sidewalks. Why are we doing all this major infrastructure work that will only be used a few months of the year at best. It won't be used all winter. It won't be used the crazy hot days of July. We have far too many problems to tackle first before considering this.

Do we really think that people will bike to work, weddings, church and many other activities because there is a new bike lane. Especially consider this question in November, December, January, March... It is pure fantasy to think they will. Do you think you will be biking to council meetings on a regular basis?

I wish to also be very clear about something. I was a member of the Design Advisory Committee and wish to share with you my extreme disappointment with that process. Here is copy from an email I sent to the committee leadership that was at best placated:

"As this moves forward and documents are produced that reference the Design Advisory Committee what assurance can we have that the documents will reflect in writing many members of the committee are against any of the proposed plans?"

We don't wish to be de facto in support of this because we were on the committee that seems to not be interested in opinion of many of its members. I have neighbors that have learned I'm on the committee calling and stopping me on the street under the assumption that I'm in favor of this project or I'm pushing it forward. It is frustrating.

Can we have assurance that any and all documents or presentations will reflect the feelings of members of the Design Advisory Committee that are firmly against this project?

This will most likely end up in litigation and any document with my name on it should reflect my opinion."

I'm exhausted of having neighbors approach me saying they are so angry this is being pushed through. I also have to say as a resident who lives here 24 hours a day, I very much consider some of the information from the "studies" to be suspect at best. The current usage bike counts that were cited are pure fantasy my and many neighbors' opinions. I was on the committee and my voice on this was not listened to. I know I'm not alone in that feeling.

I'm trying to raise a family and run a successful small family business that has served the community for half of a century. Its very existence is rooted in people who live here standing up to preserve what is here for all to enjoy. We are a very liberal and progressive family as my father was long time DFL 4th district chairman, member of the Metropolitan Council and St. Paul Charter Commission and my mother was long time Chief of Staff for Speaker Fred Norton. It was my brother William McLaughlin who was the college kid lost on the plane with Senator Wellstone. We love green energy and what the future holds, but this as proposed is not a good or safe idea.

Please be open to the reality that this as proposed is a bad idea. This is an opinion of someone who lives here, works here and is very aware of the proposal as I was on the "Design Advisory

Committee” . I also spoke at the Parks Commission hearing and I wish to also bring light to the odd circumstances of four members not being present for the final vote and it “passing” four to three.

If anyone wishes to ask questions of how this will affect my livelihood and the history of St. Paul, they should not hesitate to contact me directly at 651-387-3283 and I’m very happy to have a conversation about it.

From the Heart,

David

David McLaughlin
651-387-3283



David McLaughlin

Summit Manor – *Wedding & Event Venue in the Heart of St. Paul*

[275 Summit Ave.](#)

[St. Paul, MN 55102](#)

651-387-3283

www.SummitManor.com

[Facebook](#)

[The Knot: Best Of](#)

[The Knot: Hall of Fame](#)

[Instagram](#)

Twin Cities Business: *Best Outdoor Space*

[Schedule a tour and complimentary wedding consultation here!](#)

From: [Melanie](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Opposed to Summit Trail
Date: Tuesday, May 23, 2023 11:56:49 AM

>

> Hello,

>

> I live on summit and I am opposed to the planned regional trail because it violates the city ordinances which state the new, public infrastructure construction in historic preservation districts should preserve the traditional pattern of the streets, the granite curbs and the lateen style street lights. The plan intends to change all of these in the name of "improvements".

>

> Sincerely,

> Melanie Danielson

> 1464 Summit Ave.

>

> Sent from my iPhone

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Opposing Summit Regional Trail
Date: Tuesday, May 23, 2023 11:56:24 AM

From: Abby Nachtsheim <anachtsheim@gmail.com>
Sent: Tuesday, May 23, 2023 11:48 AM
To: #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: Opposing Summit Regional Trail

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

Good morning,

I am opposed to the Summit Regional Trail due to safety concerns.

The proposed plan will result in significant reduction of street parking. This is a safety issue for the many residents who live in apartments, condos, or multi-family homes and who rely on street parking. With less available parking, residents will have to walk longer distances to and from their cars -- often in the dark, due to the short days we experience in Minnesota much of the year. This is a serious safety concern and I am troubled by the city's seeming indifference to this issue.

I urge you to consider alternative plans like in-street, wider, high-visibility bike lanes, rather than moving ahead with this ill-conceived and irresponsible plan.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Sincerely,
Abigael Nachtsheim
111 Western Ave N. Apt 2S
Saint Paul, MN, 55012

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Please VOTE NO on the Summit Avenue Regional Bike Trail plan
Date: Tuesday, May 23, 2023 11:56:17 AM

From: Amber Evens <ambrj1981@gmail.com>
Sent: Tuesday, May 23, 2023 11:40 AM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>; Jaime Tincher <Jaime.Tincher@ci.stpaul.mn.us>; Kamal Baker <Kamal.Baker@ci.stpaul.mn.us>; Peter Leggett <Peter.Leggett@ci.stpaul.mn.us>
Subject: Please VOTE NO on the Summit Avenue Regional Bike Trail plan

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

Hi

I am opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead increase speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Thank You,

Amber Evens

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: VOTE NO on a Bike Trail on Summit Avenue
Date: Tuesday, May 23, 2023 11:56:07 AM

From: defollmer <defollmer@compuserve.com>
Sent: Tuesday, May 23, 2023 11:19 AM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: VOTE NO on a Bike Trail on Summit Avenue

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

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.

As a long-time Saint Paul resident, I urge all Council members to VOTE NO on the current proposal for a bike trail on Summit Avenue. The proposal in its current form threatens this historic street that is nationally recognized as a tourist destination. And, importantly, this proposal does not meet the needs for all different kinds of bikers (MinnPost April 28).

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. 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. Parking for schools and churches and businesses, including businesses on Grand Avenue, has been minimized. The estimate of tree loss is untrustworthy. This is not a proposal that works for our city.

I urge you to not jump into this proposal in its present form. Residents have been telling the city to make revisions. The city is not listening. There are too many ignored/unresolved issues in this proposal to adopt in its present form. (And, many more issues than 10% changes can solve!)

There are options for placement of a trail that will better serve bikers and the city.

Residents are not against a bike trail in the city. We are against rushing into a boondoggle expensive project that is poorly designed and ruins an historic designation.

Bike trail decisions are separate from street rebuilding. Fix the streets!
Wait for decisions for bike riders until there is a more workable proposal.

Vote No.

DE Follmer
Summit Avenue

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Opposing Summit Regional Trail
Date: Tuesday, May 23, 2023 11:55:27 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

E: kristin.koziol@ci.stpaul.mn.us

From: Abby Nachtsheim <anachtsheim@gmail.com>

Sent: Tuesday, May 23, 2023 11:41 AM

To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>

Subject: Opposing Summit Regional Trail

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

Good morning,

I am opposed to the Summit Regional Trail due to safety concerns.

The proposed plan will result in significant reduction of street parking. This is a safety issue for the many residents who live in apartments, condos, or multi-family homes and who rely on street parking. With less available parking, residents will have to walk longer distances to and from their cars -- often in the dark, due to the short days we experience in Minnesota much of the year. This is a serious safety concern and I am troubled by the city's seeming indifference to this issue.

I urge you to consider alternative plans like in-street, wider, high-visibility bike lanes, rather than moving ahead with this ill-conceived and irresponsible plan.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Sincerely,
Abigael Nachtsheim
111 Western Ave N. Apt 2S
Saint Paul, MN, 55012

From: mrl.paul@usfamily.net
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue 90% Plan comment
Date: Tuesday, May 23, 2023 11:55:27 AM

Tuesday, May 23, 2023

From:
Paul L Nelson
1678 Van Buren Avenue
Saint Paul, MN 55104

Good Morning to The Honorable City Council of Saint Paul:

I am in strong support of the Summit Avenue Regional Trail 90% Plan.

I understand that the utilities below the street on Summit need to be upgraded and/or replaced, and this work has not been done for over 100 years. This work will require removing the surface and tearing up the street to gain access to the utilities to be worked on. When this work is completed, the surface of the street can then be rebuilt.

The overall design of the 90% Plan for Summit Avenue provides a much better and safer street system for everyone who uses the street. By design, everything works better.

I wrote an article for StreetsMN for reference:
<https://streets.mn/2023/03/28/summit-trail-design/>

The MV traffic lanes right now induce speeding on Summit because of the extra space perceived with the adjacent painted bike lane in the street. With the new plan, the in street painted bike lane will be removed and the adjacent space will be a parking lane for cars. As a result, the perceived space for motorists will be narrowed and will induce some traffic calming.

Thank you
Sincerely, Paul Nelson
W4 D11
1678 Van Buren Avenue
Saint Paul, MN 55104
mrl.paul@usfamily.net

From: [Jacob Powers](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Opposing Summit Regional Trail
Date: Tuesday, May 23, 2023 11:49:25 AM

Good morning,

I am opposed to the Summit Regional Trail due to safety concerns.

The proposed plan will result in significant reduction of street parking. This is a safety issue for the many residents who live in apartments, condos, or multi-family homes and who rely on street parking. With less available parking, residents will have to walk longer distances to and from their cars -- often in the dark, due to the short days we experience in Minnesota much of the year. This is a serious safety concern and I am troubled by the city's seeming indifference to this issue.

I urge you to consider alternative plans like in-street, wider, high-visibility bike lanes, rather than moving ahead with this ill-conceived and irresponsible plan.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Sincerely,
Jacob Powers
111 Western Ave N. Apt 2S
Saint Paul, MN, 55012

From: [James Carlson](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Summit Avenue Bike TRAIL
Date: Tuesday, May 23, 2023 11:48:50 AM

Summit Avenue is a treasure. The City of St. Paul should not put a disruptive TRAIL on this beautiful historic street. TRAILS belong along rivers and lakes, not on a beautiful historic city avenue like Summit. Summit Avenue already has bike LANES. The City should improve these bike LANES, minimizing tree damage and loss. I live miles from Summit Avenue but love to walk on its historic shady sidewalks. We always take our visitors for a drive or walk on Summit. The TRAIL is the wrong model for Summit Avenue. Please do not let the Met Council or others dictate an inappropriate choice for our beautiful Summit Avenue. Thank you. Anne Carlson, 1914 Beechwood Avenue, St. Paul, MN 55116

From: [Bridget Allan Ales](#)
To: [*CI-StPaul>Contact-Council: CouncilHearing \(CI-StPaul\)](#)
Cc: [Rebecca Noecker](#); [Melvin Carter](#)
Subject: Summit Avenue "Off-Road" Regional Trail is not equitable. The Score is Bicyclists 12,000,000 vs. Pedestrians/Tree Canopy 0 (zero)
Date: Tuesday, May 23, 2023 11:39:05 AM

The score is Bicyclists 12,000,000 vs. Pedestrians/Tree Canopy Preservation 0 (zero)
This is not equitable.

Respectfully, Please vote no on this version of the plan.

OR, FRIENDLY AMENDMENT: *affirmatively site language* - "the City Council is open to **on-road Trail Facilities** to preserve the natural resources base." (see page 11 of 90% Summit Avenue Regional Trail Plan Draft in Progress, based on Met Council 2040 Regional Parks Policy Plan, regional trails) Yes, this can be **on-road** and designated as a Regional Trail.

1) **Find low volume, nearby streets to accommodate 8 - 80 cyclists.** This current plan will create chaos given the variety of bicycle speeds.

- Re-configure low traffic streets to one-side parking, and use as a Regional Linking Trail. Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.
- Use High Visibility Markings for the Summit Avenue bike lanes for an **on-road facility Regional Trail**), let the commuters/high performance ride safely at fast speeds.
- \$12 Million would generously stretch to include miles of lanes around the City, and build on current trail.

2) **A Pedestrian focus for Summit Avenue is the best course of action for increasing a park-like use on Summit Avenue.** For \$12 Million, install a heating element technology to clear sidewalks, Now that would be spectacular! Pedestrians use of Summit Avenue is equal to bicyclists and spread evenly over 365 days per year. Focus on Pedestrian usage would be an easier way to increase recreational numbers.

8 year old people Walk (no bike expenditure needed) Great for Summit Avenue

80 year old people Walk (no bike expenditure needed) Great for Summit Avenue

3) **With Regard to Street Reconstruction:** By the time the Summit Avenue is reconstructed; hopefully MN will be using Minimally Invasive Technology such as current sewer cleaning/lining used on Summit Avenue Summer 2019. My guess is minimally invasive infrastructure will prove to be more environmentally and tree friendly. No guarantee the trees will be killed with a street reconstruction.

4) **Stripe & Use High Visibility Paint, designate Summit Avenue a Regional Trail.**

Can Summit Avenue be a Regional Linking Trail by using **on-road facilities? YES!**

See page 11 of the 90% City Summit Avenue Regional Trail plan:

" As outlined in the Metropolitan Council 2040 Regional Parks Policy Plan, regional trails:

- include sufficient corridor width to protect natural resources

- are off-road facilities, **on-road facilities are acceptable when off-road trails are not feasible**
- should be placed where the trail tread way will have no adverse on the natural resources base."

Bridget Allan Ales
715 Linwood Avenue
St. Paul, MN 55105
651-338-4007 (mobile)
BridgetAA@comcast.net

From: [Lori Brostrom](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Comment re: St. Paul Regional Trail
Date: Tuesday, May 23, 2023 11:36:53 AM

To the St. Paul City Council:

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 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/>) not only identifies the many unidentified and unaddressed costs and risks, but calls into question the *raison d'être* behind a St. Paul extension.

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 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 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.

I have lived on Summit for 25+ years and luckily I am still able-bodied and have off-street parking accessible by driveway from Summit (we're a condo association that has no alley access due to the design of our lot--a factor for many properties along the avenue as noted above). I, like many, want to age in place. If I were ever rendered unable to drive, I can't imagine how a mobility transportation service could even serve my needs if they had to park across the street and I had to negotiate a raised bike lane, buffer lane, and 2 traffic lanes to get to the Metro Mobility van with a walker or wheelchair. Even with parking on my side of the street, there would still be the raised bike lane, buffer lane and parking lane before I could get to the van. And that's in the summer without snow! And then there would be the issue of where my caregivers/service providers could park. Even if I weren't wheelchair/walker-dependent, the statistical fall risk for those 65 and older impacts many of my neighbors already and will soon impact me, as well. The design and parking changes being considered would most certainly exacerbate that risk, especially in the winter months.

Please do not approve this plan as proposed. There are so many potential issues that have been unaddressed, over and above the very real ones outlined above. Moving forward without ensuring the safety of all stakeholders would be at best irresponsible, and in the case of some of these ADA compliance-related issues, likely a breach of Federal and state law.

Thank you for your consideration.

Lori Brostrom
710 Summit Avenue
St. Paul 55105

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 meetings and events, as well as worship services.

Source: Ramsey County Interactive Property Map



Virus-free www.avast.com

From: [Judith Altobell](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Kids and trees, and Minnesota history - verses Ebikes
Date: Tuesday, May 23, 2023 11:34:46 AM

Dear City Council Council Members,

Writing this seems pointless, as I've been told by several people, in the know, that the new bicycle trail on Summit Avenue is a done deal - that it's been in the planning stages for more than 10 years, probably 13. Hard to fight City Hall and a national organization like the Bike Alliance, to say nothing of the profits to be made from ebikes.

But, I'm concerned for those who cannot speak - our trees on Summit Avenue and the wildlife communities that live in them. Each tree contributes to the biodiversity of wildlife along Summit Avenue. When a tree is cut down, more than a tree is lost. I'll especially miss the birds that can be easily heard and seen.

I'm concerned for kids use to living in a family neighborhood having to deal with bicycles traffic, much of it ebikes traveling nearly Sq 30 mph. And, I'm concerned for our kid's schools, as we loose a significant amount of our tax base, as people living along Summit sell their homes and move out of the city.

I'm concerned for our neighbors on Summit Avenue, many who moved into the homes along the Avenue when the area was in decline. They renovated their historically significant houses, brought Summit Avenue back and brought tax dollars to our public schools. They've fought to maintain the historical significance of Summit Avenue more than once.

Several days ago when I was out walking on Summit Avenue, which I often do, a group of about 14 cyclist, riding shoulder to shoulder, drove by. The car following them had to go into the other lane to pass them. Minutes later a person on an ebike sped by. If the new bike trail plan passes, the environment on Summit Avenue and nearby streets will completely change. These expensive ebikes will need a place to be locked up, so the trees that are left will have cable locks wrapped around them securing a bike. Bicycle racks will take up parking area that will have already been diminished by 50 %, in some areas. Charging stations will need to be built, someplace. This is going to be more than a 12 million dollar project. The ambiance created by our street lights will be gone, as the lights will be declared too expensive to refurbish and will be replaced.

If you weren't living here in the early 1970's, you might not be worried about the effects of this new plan for the bicycle trail on Summit Avenue. I was here then and I am very worried. Please vote no on this plan that will benefit only a few. Enough time and money has already been spent on it. Ironically, sadly, the Rondo neighborhood, that lost so much the last time Mpls. and St. Paul pushed through plans to connect, the building of I94, once again is being ignored. Instead of holding meetings and looking for funding for the landbridge the Rondo community has been planning for years, we're spending money and time on the plans of a few white privileged people.

Sincerely,

Judith Altobell

584 Lincoln Avenue, St. Paul, MN

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: VOTE NO on a Bike Trail on Summit Avenue
Date: Tuesday, May 23, 2023 11:28:13 AM

From: defollmer <defollmer@compuserve.com>
Sent: Tuesday, May 23, 2023 11:19 AM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: VOTE NO on a Bike Trail on Summit Avenue

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

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.

As a long-time Saint Paul resident, I urge all Council members to VOTE NO on the current proposal for a bike trail on Summit Avenue. The proposal in its current form threatens this historic street that is nationally recognized as a tourist destination. And, importantly, this proposal does not meet the needs for all different kinds of bikers (MinnPost April 28).

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. 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. Parking for schools and churches and businesses, including businesses on Grand Avenue, has been minimized. The estimate of tree loss is untrustworthy. This is not a proposal that works for our city.

I urge you to not jump into this proposal in its present form. Residents have been telling the city to make revisions. The city is not listening. There are too many ignored/unresolved issues in this proposal to adopt in its present form. (And, many more issues than 10% changes can solve!)

There are options for placement of a trail that will better serve bikers and the city.

Residents are not against a bike trail in the city. We are against rushing into a boondoggle expensive project that is poorly designed and ruins an historic designation.

Bike trail decisions are separate from street rebuilding. Fix the streets!
Wait for decisions for bike riders until there is a more workable proposal.

Vote No.

DE Follmer
Summit Avenue

From: [Laura Norén](#)
To: [*CI-StPaul_Contact-Council: CouncilHearing \(CI-StPaul\)](#)
Subject: Comment on Proposed Summit Avenue Regional Trail
Date: Tuesday, May 23, 2023 11:27:09 AM
Attachments: [SART-The Case for Delayed Decision Making.pdf](#)

Hello-

I have prepared commentary in the form of a pdf presentation pertinent to the City Council vote on the Summit Avenue Regional Trail (**56 RES PH 23-125**).

Please share the presentation with City Council members.

Yours,

Laura Norén
1135 Summit Ave
Saint Paul, MN 55105
646-302-2152

Summit Ave Regional Trail Plan

The Case to Delay a Decision

22 May 2023

City Council Meeting

Presented by Laura Norén, Lex Ham Community Member

Comments to City Council May 23, 2023
Significant Flaws in Proposed Bike Trail Design
Robert E. Cattanach
322 Summit Avenue

Reputable Studies Demonstrate that the Proposed Off-Road Trail Is More Dangerous for Cyclists than the Existing On-Street Bike Lanes

While there are many problems with the proposed off-road bike trail along Summit Avenue, the most serious defect is the myth that it will be safer for cyclists. While off-road trails are in fact safer in some settings, such as for example along natural barriers (like the Mississippi River) which have few if any intersections or conflict points, the International Institute for Highway Safety (IIHS) study, as well as many others, show that off-road trails in urban settings such as Summit Avenue are in fact more dangerous than on-street bike lanes. Cyclists would now have to navigate unmarked intersections, with drivers entering and exiting driveways not expecting to see cyclists off the street. Add to that danger the ever-expanding phenomenon of e-bikes, which can reach speeds of 28 mph, and the risk factor increases exponentially.

Traffic Volumes for Most of Summit do not Justify Imposing Separated Trails That Require the Destruction of Adjacent Trees and Completely Change the Historic Streetscape

Closely related to the misconception that an off-road trail would be safer is the blanket statement that the traffic volumes on Summit Avenue require off street paths. With the exception of a 1.3 mile stretch between Lexington and Ramsey, that statement is simply not true. Where additional safety measures might be appropriate, there are many other options that could and should be considered that would not destroy the historic streetscape or the trees buffering the existing roadway. The drastic consequences of carving out an off-road trail in a tree-filled urban setting should be considered only as a last resort, and no other alternatives have even been considered.

Compounding these problems is the irreversibility of the action the City is proposing to take. Constructing an off-road trail would sacrifice hundreds of mature trees that currently line Summit Avenue, a consequence which the City considered unacceptable when the project was first proposed. Initially the Project Manager reassured concerned citizens that: "few, if any trees will be lost". When a small but influential faction of bike activists objected to the initial design and insisted on two one-way trails, the City's position, without any explanation, suddenly pivoted to a newly invented rationalization: "all the trees will die anyway because the road has to be completely reconstructed". The City's own records, however, show that there is no planned full reconstruction of Summit, and less destructive mill and overly resurfacing, like that just completed between Snelling and Lexington, works perfectly fine. Further, state of the art road repair technology, including the use of horizontal directional drilling (HDD) to replace water lines and in-place re-lining to extend the life of sewers well into the future demonstrate that the City's claim that 'all the trees are going to die anyway' is simply a convenient, but factually unsupported, rationalization.

The City's Position is Being Dictated by a Small but Powerful, Well-connected Minority of Bicycle Activists

The City has yet to disclose critical documents as required under the Minnesota Government Data Practices Act according to a series of Orders issued by Ramsey County Judge Patrick Diamond, but several emails disclosed thus far speak to the power of a small group of special interest activists. As noted above, the city initially recommended a two-way trail in the hopes of minimizing the impact on trees and complying with the recommendations of their consultant Bolten & Menk that the City should not change the historic curbs and preserve the historic aspects of Summit Avenue. A small group of bicycle activists, however, threatened to oppose the design initially recommended by the City and instead lobby to keep the existing on-street bike lanes if the city did not bow to their demands for two one-way trails on either side of Summit, which the City previously concluded were not feasible because that alternative would destroy hundreds of trees, and dramatically change the historic streetscape of Summit Avenue.

Ultimately, the city gave in to the activists, and agreed to expand the required footprint of the proposed trail, which inescapably required the sacrifice of hundreds of trees along Summit Avenue. The city went from rejecting a design that was "not recommended" in the 60% plan because of its unacceptable destruction of trees and the loss of the historic streetscape, to adopting the not-recommended design in the 90% in order to gain the support of the bike activists. Not coincidentally, many of the details previously found in the 60% have now gone missing, replaced instead with vague references to "tool kits" and "aspirational" objectives. Clearly, the City recognized that if the public understood the real implications of the change in design there would be even more outrage than there is today.

The Plan Completely Contradicts the Recommendations of the City's Consultant on Historic Preservation

Despite being asked many times, the City still cannot explain why it is ignoring its own consultant's recommendation that any bicycle facility design preserve the existing curbs. As the Project Manager recognized in an email to colleagues:

If the recommendation is "not to change the existing curb lines" I am unclear what options this leaves us for a physically separated bike trail on Summit. Even a minimal approach of moving a curb line out from the Boulevard to accommodate a trail where the road is currently paved is a change in the curb line.

Unable to explain the clear contradiction between what the City initially understood was required to preserve the historic character of Summit and what the City is now recommending, supporters of the off-street trail now try to disguise the impact of the proposed design by claiming that since construction occurs "within the existing curbs" that should be sufficient. That is not what Bolton & Menk recommended, as the Project Manager clearly acknowledged earlier. Under the currently proposed design, the curb lines will be changed in a way that can't be reversed.

The entire streetscape of Summit Avenue will be dramatically altered. The classic symmetry of Summit Avenue as it currently exists will be replaced by a zigzag roadway from the Cathedral to Lexington Avenue that snakes back and forth between the North side and South side of the existing roadway, alternating between the now-missing parking lanes on one side or the

other, and requiring series of constant directional changes every few blocks. The failed experiment on Bryant Avenue in Minneapolis, which their own Commissioner of Public Works now agrees was a huge mistake, demonstrates graphically what a disaster Summit will soon become.

Met Council Guidelines Do Not Require and Off-street trail

Proponents of the plan are similarly disingenuous when claiming that the Met Council guidelines require an off-road trail; that is simply not the case. Met Council explicitly allows for on road bike lanes when off-road trails are infeasible, as is exactly the case here, especially East of Lexington.

The Proposed Plan Completely Ignores Equity and Inclusion

The incongruity of spending tens if not hundreds of millions of dollars on Summit Avenue on a trail to please hard-core bike activists, when many streets and neighborhoods completely lack any bike facility, even painted stripes on the road, speaks for itself.

It's Time to Get Real Experts Involved

This litany of problems associated with the proposed bike trail does not mean, however, that the bike facility on Summit Avenue cannot be improved. Easy and inexpensive steps like high visibility buffer striping, basic improvement in the road surface, and better signage would do wonders. But even more could be done to improve Summit if the City was willing to consult real experts in bicycle facility design.

Summit Avenue is not uniform, and different segments may benefit from different design considerations. Despite repeated requests, however, the city refuses even to consider consulting with experts who possess the education, expertise, and experience in bicycle facility design that could assist the City in providing cost-effective improvements to the Summit Avenue bike lanes without devastating impacts on the historic streetscape and tree canopy. We sincerely urge the City to please take a moment to hit pause, seek out the opinions of true experts in the field as to what might be the best possible improvement for Summit Avenue – and none of us really know what those might be, because they've never been investigated – and use the real facts and accepted best practices to make such a critical decision.

The City's Ongoing Violation of the Minnesota Government Data Practices Act Creates Serious Doubts Over the Legality of Proceeding While the City Remains in Violation, and the Very Credibility of the Process

Judge Patrick Diamond has ruled, with the utmost clarity, that the City is forcing the process to a conclusion while in violation of the Minnesota Government Data Practices Act (MGDPA). At the very least, steamrolling to a pre-determined result creates cynicism and doubt in the public, and likely constitutes an illegal action that courts have considered *ultra vires* and unenforceable. This is no way to inspire confidence in the legitimacy and transparency of government. We respectfully request that the City Council keep open the hearing and the

availability for the public to comment until the City has disclosed its documents as required under the MGDPA. There is no need to rush this through, especially if there is a strong likelihood that it will all have to be done over again once the City is in compliance.

Request

Delay decision making on the Summit Avenue Regional Trail until there has been time to compile and review data about:

- Trees, Safety
 - Costs and source of funding
 - Evidence of community support for the final plan (quantitative)
 - Substantial Equity concerns
 - Alternative designs are considered
-

Tree Loss Estimates - Summit Avenue

City's Estimate

Independent Arborist Est.

~221 trees lost

~950 trees lost



Trees: Context

	Before	Actual loss	Takeaway
Cleveland Ave	<u>“50-60 trees will be lost”</u>	160 trees	Ind. arborist is likely right; public needs to know

	City wide	Summit Ave	Takeaway
Emerald Ash borer	<u>23,791</u> trees lost	Relatively few trees lost	Preserving Summit’s mature trees is more important than ever

Trees' Economic Value

Property values decline about 1% for every 1% decrease in tree cover per zip code.¹

- Property taxes from Summit generate >\$30m annually. A decrease in property values would impact city coffers for years.
- Realtors, buyers and sellers impacted

People prefer to walk and bike in the shade.

¹Lu Han, Stephan Heblich, Christopher Timmins, and Yanos Zylberberg. (2021) Cool Cities: The Value of Urban Trees. Pre-print: <https://sites.duke.edu/christophertimmins/files/2021/11/Han-Heblich-Timmins-Zylberberg-2021-Cool-Cities.pdf>

²Estimate included stormwater, energy, and air quality impacts but DID NOT include any property tax adjustment.

Safety: Intersections get *more* dangerous

The raised design is *perceived* as safer, but is *less safe* for Bikers^{1, 3} and Pedestrians².

SUMMIT AVE INTERSECTIONS

- 46 street crossings
- 157 driveways

Why? Intersections get worse.

Cars stopping at cross streets and driveways will have to stop twice, once for bikes, once to check oncoming traffic. Not all drivers will get the message. Accidents will happen.

¹ Cicchino, Jessica B. McCarthy, Melissa L. Newgard, Craig D. Wall, Stephen P. DiMaggio, Charles J. Kulie, Paige E. Arnold, Brittany N. Zuby, David S. (2020) Not all protected bike lanes are the same: infrastructure and risk of cyclist collisions and falls leading to emergency department visits in three U.S. cities. *Accident Analysis & Prevention*. <https://www.iihs.org/topics/bibliography/ref/2193>

² Moving the curb farther away from sidewalk crossings raises risks for pedestrians, too.

³ [Open questions](#) about designing safely for eBikes.

Not all bike lanes are the same¹

FACILITY TYPE (PLAIN ENGLISH)	ORatio	LOCAL EXAMPLE	DEFINITION FROM STUDY
Greenways	0.10	Ayd Mill Trail	Protected bike lanes with heavy separation (tall, continuous barriers or grade and horizontal separation)
Bike boulevards	0.31	Griggs Bike Blvd.	Local roads with bicycle facilities or traffic calming
Local streets (no bike lane)	0.39	Portland Ave.	Local roads without bicycle facilities or traffic calming
On-street bike lanes	0.53	Summit Ave. NOW	Conventional bike lanes
Baseline: big road, no facility	1.00	Grand Avenue	Major road without bike facility
1-way cycle path	1.19	SART 90% plan <i>preferred</i>	One way Protected bike lanes with lighter separation (e.g., parked cars, posts, low curb)
2-way cycle path	11.38	SART 60% plan <i>preferred</i>	Two way Protected bike lanes with lighter separation (e.g., parked cars, posts, low curb)

¹ Cicchino, Jessica B. McCarthy, Melissa L. Newgard, Craig D. Wall, Stephen P. DiMaggio, Charles J. Kulie, Paige E. Arnold, Brittany N. Zuby, David S. (2020) Not all protected bike lanes are the same: infrastructure and risk of cyclist collisions and falls leading to emergency department visits in three U.S. cities. *Accident Analysis & Prevention*. <https://www.iihs.org/topics/bibliography/ref/2193>

Very expensive; source of funding unclear

The selected plan incurs significant costs.

Current City proposal requires :

- Moving light poles
- Rebuilding 157 driveways, 164 home walkways to accommodate at-grade trail
- Building the raised bike lane
- Removing all the impacted trees (~950)
- Rebuilding storm sewers that were rebuilt in 2022 between Lex and Snelling
- Purchasing, maintaining and running special plows just for the bike lane

Mayor's call for 1% City wide sales tax has not passed yet; we can't count on it.

Will home owners be assessed?

Substantial Community Opposition



Lex Ham Community Council has requested a delay of decision making.

- Neighborhood has a lame duck City Council member

“The Lexington-Hamline Community Council feels that the changes proposed by the Summit Avenue Masterplan are substantial with significant impacts on the environment, safety, and city finances. Our community nonprofit organization is still actively contemplating the proposed changes and would request more time.”

Substantial Community Opposition

3000+ signatures on petition

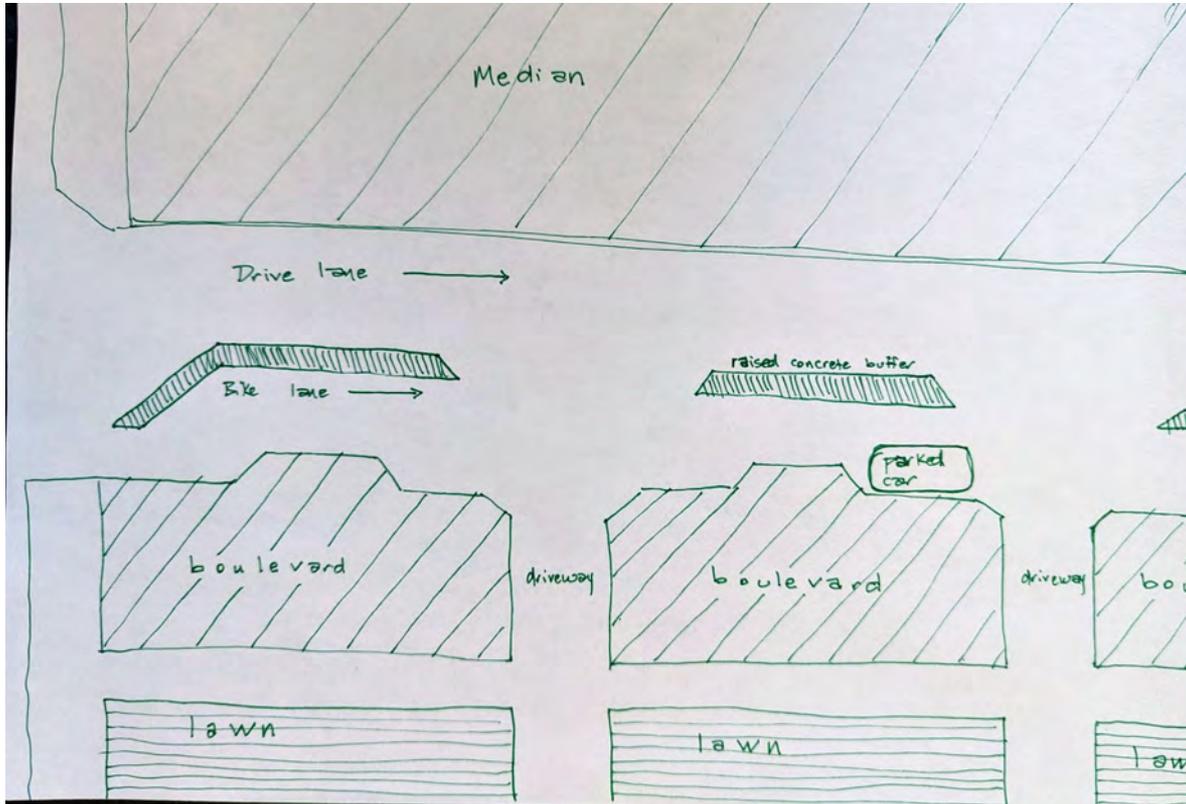
<https://www.savesummitavenue.org/>

“Please sign the petition to save our street and ensure that the parklike conditions will remain for the future.

Say **NO** to the City of Saint Paul's proposed Summit Avenue Regional Trail Plan.”



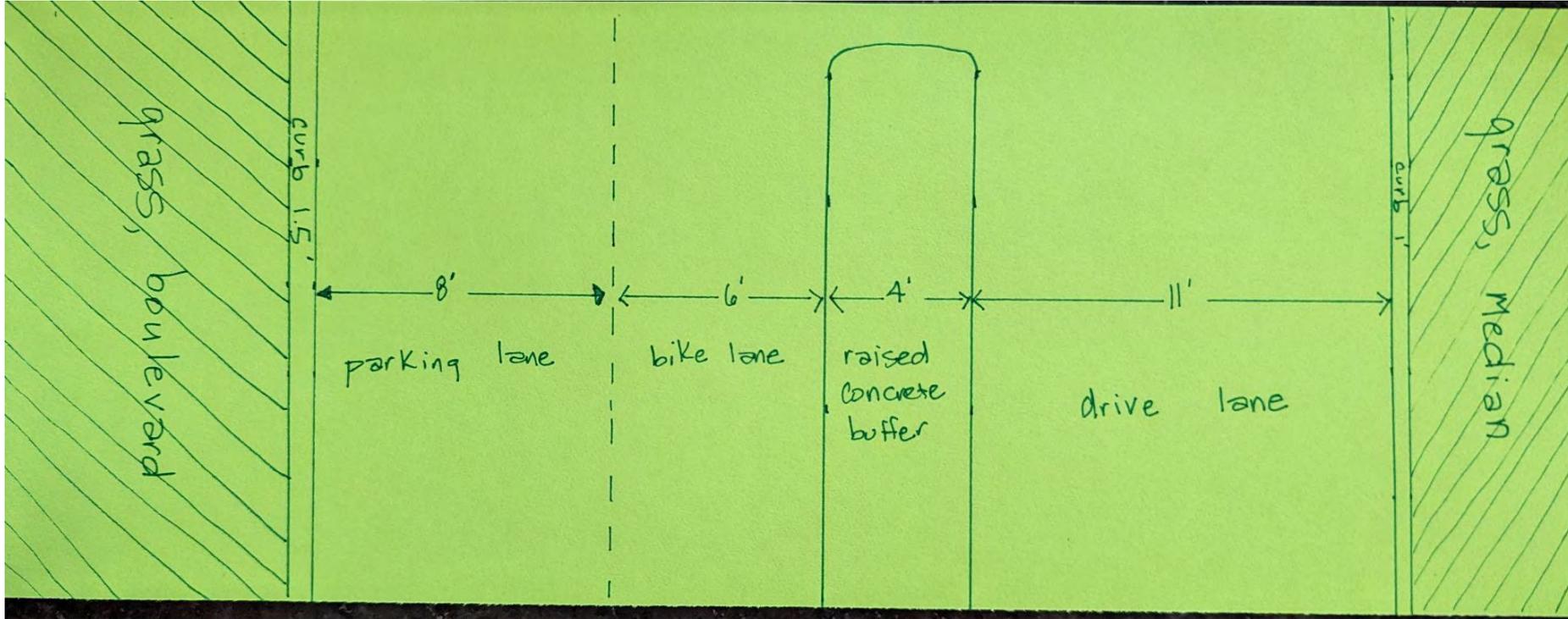
Alternative design



W of Lexington design:

- leaves curbs, bike, drive, and parking lanes where they are
- builds a 4' wide raised concrete buffer in place of current 3' painted buffer
- Takes 1' away from the drive lane
- Prevents cars from driving in the bike lane and gives a space for benches with additional bump outs

Alternative design - Dimensions



Benefits of proposed design

W of Lexington design:

- Protects trees - no construction in the boulevard or green median
 - Improves safety
 - bikers will be more protected from same-direction traffic without becoming MORE susceptible to collisions at intersections
 - Is cheaper
 - driveways and walkways will not have to be rebuilt, trees won't have to be removed
 - Storm sewers that were rebuilt in 2022 won't have to be rebuilt
 - Allows space to improve the pedestrian experience by adding grassy bumpouts for benches and potentially drinking fountains.
 - The plan should benefit pedestrians *and* bikers
-

Drawbacks

The design proposal for east of Lexington hasn't been developed yet.

There would be less parking W of Lexington which is probably fine in most cases, but would be problematic around St. Thomas.

The City would have to make a case to the Federal funders that a *raised* lane doesn't work due to safety, environmental, and historic district impacts, but that this design achieves all the goals of a raised lane to get the federal funding.

But if it's significantly cheaper, maybe we don't need federal funding.

Request

Delay decision making on the Summit Avenue Regional Trail until there has been time to compile and review data about risks and fully prepare alternative design strategies that faithfully reflect community input.

It's not a waste of taxpayer money to delay given the range of open questions and the sustaining and passionate interest of a wide range of community members.

From: [Sally Gardinier](#)
To: [*CI-StPaul>Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#); [Joan Phillips](#); [Melvin Carter](#); [Jaime Tincher](#); [Kamal Baker](#); [Peter Leggett](#)
Subject: I am opposed to the planned Summit Avenue Regional Trail
Date: Tuesday, May 23, 2023 11:25:57 AM

Hello,

My name is Sally Gardinier and I reside at 1684 James Ave, Saint Paul, MN 55105. I want to make you aware that I am opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead increase speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan. Sent from my iPhone

From: Cattanach.Robert@dorsey.com
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Comments on Proposed Summit Avenue Bike Trail
Date: Tuesday, May 23, 2023 11:24:13 AM
Attachments: [Comments to City Council 5.23.23.docx](#)

Please accept the enclosed comments. Respectfully submitted, Bob Cattanach.

Comments to City Council May 23, 2023
Significant Flaws in Proposed Bike Trail Design
Robert E. Cattanach
322 Summit Avenue

Reputable Studies Demonstrate that the Proposed Off-Road Trail Is More Dangerous for Cyclists than the Existing On-Street Bike Lanes

While there are many problems with the proposed off-road bike trail along Summit Avenue, the most serious defect is the myth that it will be safer for cyclists. While off-road trails are in fact safer in some settings, such as for example along natural barriers (like the Mississippi River) which have few if any intersections or conflict points, the International Institute for Highway Safety (IIHS) study, as well as many others, show that off-road trails in urban settings such as Summit Avenue are in fact more dangerous than on-street bike lanes. Cyclists would now have to navigate unmarked intersections, with drivers entering and exiting driveways not expecting to see cyclists off the street. Add to that danger the ever-expanding phenomenon of e-bikes, which can reach speeds of 28 mph, and the risk factor increases exponentially.

Traffic Volumes for Most of Summit do not Justify Imposing Separated Trails That Require the Destruction of Adjacent Trees and Completely Change the Historic Streetscape

Closely related to the misconception that an off-road trail would be safer is the blanket statement that the traffic volumes on Summit Avenue require off street paths. With the exception of a 1.3 mile stretch between Lexington and Ramsey, that statement is simply not true. Where additional safety measures might be appropriate, there are many other options that could and should be considered that would not destroy the historic streetscape or the trees buffering the existing roadway. The drastic consequences of carving out an off-road trail in a tree-filled urban setting should be considered only as a last resort, and no other alternatives have even been considered.

Compounding these problems is the irreversibility of the action the City is proposing to take. Constructing an off-road trail would sacrifice hundreds of mature trees that currently line Summit Avenue, a consequence which the City considered unacceptable when the project was first proposed. Initially the Project Manager reassured concerned citizens that: "few, if any trees will be lost". When a small but influential faction of bike activists objected to the initial design and insisted on two one-way trails, the City's position, without any explanation, suddenly pivoted to a newly invented rationalization: "all the trees will die anyway because the road has to be completely reconstructed". The City's own records, however, show that there is no planned full reconstruction of Summit, and less destructive mill and overly resurfacing, like that just completed between Snelling and Lexington, works perfectly fine. Further, state of the art road repair technology, including the use of horizontal directional drilling (HDD) to replace water lines and in-place re-lining to extend the life of sewers well into the future demonstrate that the City's claim that 'all the trees are going to die anyway' is simply a convenient, but factually unsupported, rationalization.

The City's Position is Being Dictated by a Small but Powerful, Well-connected Minority of Bicycle Activists

The City has yet to disclose critical documents as required under the Minnesota Government Data Practices Act according to a series of Orders issued by Ramsey County Judge Patrick Diamond, but several emails disclosed thus far speak to the power of a small group of special interest activists. As noted above, the city initially recommended a two-way trail in the hopes of minimizing the impact on trees and complying with the recommendations of their consultant Bolten & Menk that the City should not change the historic curbs and preserve the historic aspects of Summit Avenue. A small group of bicycle activists, however, threatened to oppose the design initially recommended by the City and instead lobby to keep the existing on-street bike lanes if the city did not bow to their demands for two one-way trails on either side of Summit, which the City previously concluded were not feasible because that alternative would destroy hundreds of trees, and dramatically change the historic streetscape of Summit Avenue.

Ultimately, the city gave in to the activists, and agreed to expand the required footprint of the proposed trail, which inescapably required the sacrifice of hundreds of trees along Summit Avenue. The city went from rejecting a design that was "not recommended" in the 60% plan because of its unacceptable destruction of trees and the loss of the historic streetscape, to adopting the not-recommended design in the 90% in order to gain the support of the bike activists. Not coincidentally, many of the details previously found in the 60% have now gone missing, replaced instead with vague references to "tool kits" and "aspirational" objectives. Clearly, the City recognized that if the public understood the real implications of the change in design there would be even more outrage than there is today.

The Plan Completely Contradicts the Recommendations of the City's Consultant on Historic Preservation

Despite being asked many times, the City still cannot explain why it is ignoring its own consultant's recommendation that any bicycle facility design preserve the existing curbs. As the Project Manager recognized in an email to colleagues:

If the recommendation is "not to change the existing curb lines" I am unclear what options this leaves us for a physically separated bike trail on Summit. Even a minimal approach of moving a curb line out from the Boulevard to accommodate a trail where the road is currently paved is a change in the curb line.

Unable to explain the clear contradiction between what the City initially understood was required to preserve the historic character of Summit and what the City is now recommending, supporters of the off-street trail now try to disguise the impact of the proposed design by claiming that since construction occurs "within the existing curbs" that should be sufficient. That is not what Bolton & Menk recommended, as the Project Manager clearly acknowledged earlier. Under the currently proposed design, the curb lines will be changed in a way that can't be reversed.

The entire streetscape of Summit Avenue will be dramatically altered. The classic symmetry of Summit Avenue as it currently exists will be replaced by a zigzag roadway from the Cathedral to Lexington Avenue that snakes back and forth between the North side and South side of the existing roadway, alternating between the now-missing parking lanes on one side or the

other, and requiring series of constant directional changes every few blocks. The failed experiment on Bryant Avenue in Minneapolis, which their own Commissioner of Public Works now agrees was a huge mistake, demonstrates graphically what a disaster Summit will soon become.

Met Council Guidelines Do Not Require and Off-street trail

Proponents of the plan are similarly disingenuous when claiming that the Met Council guidelines require an off-road trail; that is simply not the case. Met Council explicitly allows for on road bike lanes when off-road trails are infeasible, as is exactly the case here, especially East of Lexington.

The Proposed Plan Completely Ignores Equity and Inclusion

The incongruity of spending tens if not hundreds of millions of dollars on Summit Avenue on a trail to please hard-core bike activists, when many streets and neighborhoods completely lack any bike facility, even painted stripes on the road, speaks for itself.

It's Time to Get Real Experts Involved

This litany of problems associated with the proposed bike trail does not mean, however, that the bike facility on Summit Avenue cannot be improved. Easy and inexpensive steps like high visibility buffer striping, basic improvement in the road surface, and better signage would do wonders. But even more could be done to improve Summit if the City was willing to consult real experts in bicycle facility design.

Summit Avenue is not uniform, and different segments may benefit from different design considerations. Despite repeated requests, however, the city refuses even to consider consulting with experts who possess the education, expertise, and experience in bicycle facility design that could assist the City in providing cost-effective improvements to the Summit Avenue bike lanes without devastating impacts on the historic streetscape and tree canopy. We sincerely urge the City to please take a moment to hit pause, seek out the opinions of true experts in the field as to what might be the best possible improvement for Summit Avenue – and none of us really know what those might be, because they've never been investigated – and use the real facts and accepted best practices to make such a critical decision.

The City's Ongoing Violation of the Minnesota Government Data Practices Act Creates Serious Doubts Over the Legality of Proceeding While the City Remains in Violation, and the Very Credibility of the Process

Judge Patrick Diamond has ruled, with the utmost clarity, that the City is forcing the process to a conclusion while in violation of the Minnesota Government Data Practices Act (MGDPA). At the very least, steamrolling to a pre-determined result creates cynicism and doubt in the public, and likely constitutes an illegal action that courts have considered *ultra vires* and unenforceable. This is no way to inspire confidence in the legitimacy and transparency of government. We respectfully request that the City Council keep open the hearing and the

availability for the public to comment until the City has disclosed its documents as required under the MGDPA. There is no need to rush this through, especially if there is a strong likelihood that it will all have to be done over again once the City is in compliance.

From: [James Carlson](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue
Date: Tuesday, May 23, 2023 11:18:12 AM

Summit Avenue is an historic asset for the city of St. Paul! Its magnificent carbon loving trees provide cleaner air and shade for all of us. The added expense of a raised bike path adds an expensive cost to the rebuilding of the Avenue. Bikers have many excellent options other than Summit Avenue. One under used path begins at Mississippi River Blvd. and Montreal, Highland Bridges! Bikers can travel on Montreal to Shepherd Road and connect with more pathways! James Carlson 1914 Beechwood Avenue St. Paul
Sent from my iPhone

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Summit avenue bike trail
Date: Tuesday, May 23, 2023 11:13:40 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

E: kristin.koziol@ci.stpaul.mn.us

From: Owen Sorenson <olsorenson@gmail.com>

Sent: Monday, May 22, 2023 05:58 PM

To: Mary Norton <Mary.Norton@ci.stpaul.mn.us>; *CI-StPaul_AskHPC <AskHPC@ci.stpaul.mn.us>; Jaime Tincher <Jaime.Tincher@ci.stpaul.mn.us>; Rachel Coyle <rachel.coyle@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>

Subject: Summit avenue bike trail

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

I have lived in St. Paul for over 53 years . Approximately 21 of which have been on Summit. The bike trail is a bad idea ,an unnecessary expense and will ruin one of St. Paul's treasures (perhaps a national treasure). I strongly oppose this plan and request that it be stopped. My wife ,an avid cyclist, is also against it. The plan eliminates much needed on street parking, access to the homes of Summit residents by their family friends, guests delivery people, etc. It will damage or destroy hundreds of mature trees. There certainly does NOT appear to be any public demand/ Hue and cry for such a monstrosity/mistake ... in fact the only public comment I have seen is against it. . It will no doubt cost more to maintain (a subject I have NOT seen addressed). Summit has worked just fine since it was built and continues to do so. To ruin this beautiful gem with bike trails criss crossing it so a few (if any) bikers (dumb enough to want to ride through downtown St. Paul) might/can/ potentially connect to the Bruce Vento trail is insanity/pure folly and the wishful thinking of a very few "activists" who don't like combustion engines. Bikers ride on Summit all the time in it's present configuration. If the few ,if any, of them are really in need of a connection to Vento trail then make such a connection from the Cathedral to the trail.(maybe you could use the old -shuttered - Selby street car line tunnel.) Otherwise LEAVE IT ALONE !! Vote NO!!

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Please Vote NO to Summit Ave Bike Trail
Date: Tuesday, May 23, 2023 11:08:34 AM

From: debolness@juno.com <debolness@juno.com>
Sent: Tuesday, May 23, 2023 12:44 AM
To: #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>; Jaime Tincher <Jaime.Tincher@ci.stpaul.mn.us>
Subject: Fw: Please Vote NO to Summit Ave Bike Trail

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

Please vote No to Summit Ave. bike trail

I'm against spending 12 Million dollars for this unneeded project that benefits few and a waste many tax dollars.

The phrase if you build it they will come does not work for this city. I have yet to see 1 bike rider on Ayd Mill Rd. Bike lanes on City streets are seldom used.

Voting NO means you are preserving the beauty and legacy of a historic scenic route as well as saving hundreds of trees.

I could add many negatives but the true subject is historic beauty that needs to be preserved.

Thank you,
D. Olness
1890 Robyn Ave.
St. Paul, MN 55104

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: stop
Date: Tuesday, May 23, 2023 11:08:26 AM

From: p.gilbertson@hushmail.com <p.gilbertson@hushmail.com>
Sent: Tuesday, May 23, 2023 10:49 AM
To: #Cl-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #Cl-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #Cl-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>; #Cl-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #Cl-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #Cl-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #Cl-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; Melvin Carter <Melvin.Carter@ci.stpaul.mn.us>
Subject: stop

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

The St. Paul Mayor and the City Council seem determined to ignore critical issues while taking positions that will degrade the city and that residents oppose.

The Hamline Library is beloved community resource on the National Register of Historic Places that the city is determined to tear down to solve issues that would be easier, quicker, and cheaper to address with a renovation.

The Summit Avenue corridor and its trees is one of the iconic and celebrated features of the city, but the city has decided to remove the trees to build a grade separated bike path that even many cyclists view as unnecessary.

The plans to destroy the Hamline Library and the Summit trees have much in common: they are both opposed by most residents and visitors; they both involved city processes with significant lack of transparency; both would requiring spend money that the city does not have, and they both distract from issues that the City should be addressing.

What issues? A dramatic increase in crime; double digit property tax increases that seem unable to fund basic services such as street repair; schools with over half of the students failing to meet basic proficiency tests.

Please rethink these projects and take on the serious work of fixing serious problems.

Peter A. Gilbertson

CONFIDENTIALITY NOTICE: This email and any attachments are for the exclusive and confidential use for the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance on this message. If you have received this in error, please notify us immediately by return e-mail and promptly delete this this message and its attachments from your computer system. There is no waiver of attorney-client privilege by the transmission of this message.

Sent using Hushmail

From: [S.Mason](#)
To: [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#); [Jaime Tincher](#); [Kamal Baker](#); [Peter Leggett](#)
Cc: [*CI-StPaul_Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Please VOTE NO on the Summit Avenue Regional Bike Trail plan
Date: Tuesday, May 23, 2023 11:04:58 AM

What about the renters?

On behalf of my tenants and all renters on Summit—and there are more renters on Summit than there are bikers—I object to the Summit Avenue Plan that will remove needed parking **only in the places it is most needed** and decrease safety across the board.

- The Plan claims to focus on safety for cyclists, but how about pedestrians?
- **Ask any woman whether she's willing to walk a half block or more to her car after dark.** Ask any elder if he can. Ask the renters about carrying groceries? Laundry? Already, people are parking on side streets because Summit and Grand are busy.
- A bike trail future on Summit forces **women and elders** to walk longer distances to their cars. It takes away precious parking spaces and exacerbates the problem.
- Women and elders are most vulnerable when they are walking to their parked cars. How many more law enforcement offices will we need to make the street safe for them?
- Let's talk about law enforcement, because the Plan doesn't.
- How about people walking their dogs on the bike path because it's shoveled and the sidewalk isn't. Will they be ticketed?
- How about women being accosted while walking a block or more to their cars because they can't park on Summit. Will the City hire more law enforcement officers to protect them?
- From what I can see, the Plan "protects" only slow bikers, and only mid block when there are no crossings. **What about the driveways? Intersections?**
- **Women, elders, children, dog walkers and serious, fast bikers are left to fend for themselves.**
- Maybe some of them will even be ticketed to protect the members of the St. Paul Bicycle Coalition.

JUST RE-PAVE SUMMIT AND KEEP THE BIKE LANES.

J. and S. Mason
Paige Properties LLC
659 Summit Avenue

From: [Bethany Gladhill](#)
To: [*CI-StPaul Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: please vote against the Summit Avenue Regional Trail proposal
Date: Tuesday, May 23, 2023 10:56:54 AM

I'll keep this short. Please oppose the trail, or at minimum delay the issue for more study. There are too many issues up in the air about the plan — tree loss, the actual layout (including chicanes), parking, safety, lack of other amenities (such as wider sidewalks), cost, unclear definition of the scope, and a loss of historic character that could potentially affect the city's CLG status. And these are just the things we know about, since much of the data is still not released. Please don't be the council that lets this go ahead, and then is held responsible for its multiple problems within a few years.

Bethany Gladhill
she/her/hers
1358 Summit Avenue, Saint Paul, MN 55105
bethany@gladhill.org
612.414.3790 mobile

From: [Fitzpatrick, Nora B.](#)
To: [*CI-StPaul>Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#); [Melvin Carter](#); [Joan Phillips](#); [Jaime Tincher](#); [Kamal Baker](#); [Peter Leggett](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Cc: [Fitzpatrick, Nora B.](#)
Subject: Public Comment for May 24, 2023 city council meeting - VOTE NO on the Summit Avenue Regional Bike Trail plan
Date: Tuesday, May 23, 2023 10:53:27 AM

Dear Mayor Carter, City Council Members, and City of St. Paul staff,

I am opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- I'm against spending \$12M on new infrastructure, when we cannot maintain our existing infrastructure. Streets, sidewalks, parks, recreation facilities are all in disrepair and staff cannot tell us when they will be repaired.
- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead increase speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".

- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Best regards,
Nora Fitzpatrick
1941 Summit Avenue
St. Paul, MN 55105



From: [Patrick Rhone](#)
To: [*CI-StPaul>Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Let's talk about this \$12,000,000.00 bike path...
Date: Tuesday, May 23, 2023 10:52:49 AM

Respected Council Members,

I'm writing to ask you to take a stand against a \$12,000,000.00 raised bike trail on Summit Avenue.

Let's put aside the fact that this would irrevocably harm almost every boulevard tree on Summit Avenue.

Let's put aside the fact that such a raised trail would ADD over 150 conflict points between cars and bikes and has proven to be far less safe (just compare accidents on Wheelock Parkway and the current Summit bike path for evidence).

Let's put aside the fact that it would ruin the historic character of Summit Avenue and may cost us it's place on the National Historic Register. Thus, compromising one of the things that puts Saint Paul "on the map" when it comes to tourism and great cities to live in.

Yes, let's put aside the fact that the city itself has no data to support any perceived positives of such a lane.

Let's even put aside that cheaper and safer alternatives, such as hi-viz striping and bike specific signaling have not even been considered as an alternative.

Instead, let's talk about spending a minimum of \$12,000,000.00 on a four mile stretch of road for mostly negative returns that benefit a few (mostly white and male) bike riders while the city is BEGGING for a .01 city wide tax to pay for just the basic infrastructure needs of every single road in this city.

Let's talk about how that might look, optics wise. On one hand, let's do this \$12,000,000.00+ project the vast majority don't want, especially the most affected by it, while at the same time claiming that we don't have the money to fix our pot holed roads. How do you think that looks to, say, the Legislature? The Governor? Do you think that's a good look? Does that look like Saint Paul deserves such a tax?

Let's talk about how basic mill and grade projects are at least 10 years behind schedule (20+ in some cases) all over the city. Yet, we are focusing \$12,000,000.00 on a 4 mile stretch of road.

Let's talk about the fact that we don't even know where this \$12,000,000.00 will come from. You know as well as I do that it can't come from assessments because every Summit resident would sue the city's pants off and win (the courts have told the city now repeatedly that it can't do that and the city, thus has to pay hundreds of thousands back).

So, why are we even considering a \$12,000,000.00 raised bike lane again?

For less than that amount of money we could add hi-viz bike lanes to every major artery in

Saint Paul and add bike specific signaling at every major intersection. Something that would improve bike safety everywhere for everyone.

Seriously, stop this madness in it's tracks and let's get back to doing the basic road improvements that are long overdue.

Sincerely,

Patrick Rhone
1358 Summit Avenue
Saint Paul, MN 55105
612-616-8633

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: A note from a small business owner...
Date: Tuesday, May 23, 2023 10:48:25 AM
Attachments: [Letter from DAC Members - Signed.pdf](#)

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

E: kristin.koziol@ci.stpaul.mn.us

From: David McLaughlin <david@summitmanor.com>

Sent: Tuesday, May 23, 2023 07:58 AM

To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>

Subject: A note from a small business owner...

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

Councilmember Balenger,

My family moved in and started our family business on Summit Avenue in 1971 and have been very involved in the historic preservation of Summit Avenue. Our small family business has hosted literally thousands of weddings and receptions as well as political events, neighborhood events, anniversaries, and celebrations of life events. I was asked to be on the Design Advisory Committee for the proposed bike lane and wish to bring to your attention my extreme disappointment with the process and strong opposition to the bike lane as proposed. The Design Advisory Committee was against this proposal, and we were not listened to in any way. To be clear we are not saying no bike lanes we are saying this proposal is the less safe, will drastically affect not only residents, but the many small businesses, churches and community gathering spaces on and near Summit Avenue. Most of all it will be tragic for what St. Paul has as national treasure not only figuratively, but literally.

On a practical level taking away a large amount of the parking will be a direct and difficult challenge for our business. Parking is the number one concern of our customers, and we do our best to have our events not interfere with our neighbors lives as much as possible. This will cause so many problems when we have an event, the University Club, Germanic Institute and Cathedral all have one at the same time. It will be a literal parking nightmare. We already must plan our availability calendar with grace to all the major events like fun runs and marathons that cause Summit to be unavailable. Just think of the reality of eliminating half the parking on Summit for not only our portion with so many businesses and public buildings but the entire length that is just one block off Grand Ave.

On a historic side, we simply can't do this. The look and feel of Summit Avenue is essential to be preserved. I'm very reminded of the quote read by Dave Moore in the Lost Twin Cities shows "Damn us they will" We can't push historic preservation aside for a very minority voice. If it wasn't for historical preservation stepping up and being vocal like we are now St. Paul simply wouldn't have Summit Avenue at all.

On another very practical note. This is a solution looking for a problem. The bike lanes now are fine for those who wish to use. Those of us with kids (8 and 10 years old myself) use it and when the kids were too small to really bike we used the wide Summit Avenue sidewalks. Why are we doing all this major infrastructure work that will only be used a few months of the year at best. It won't be used all winter. It won't be used the crazy hot days of July. We have far too many problems to tackle first before considering this.

Do we really think that people will bike to work, weddings, church and many other activities because there is a new bike lane. Especially consider this question in November, December, January, March... It is pure fantasy to think they will. Do you think you will be biking to council meetings on a regular basis?

I wish to also be very clear about something. I was a member of the Design Advisory Committee and wish to share with you my extreme disappointment with that process. Here is copy from an email I sent to the committee leadership that was at best placated:

"As this moves forward and documents are produced that reference the Design Advisory Committee what assurance can we have that the documents will reflect in writing many members of the committee are against any of the proposed plans?"

We don't wish to be de facto in support of this because we were on the committee that seems to not be interested in opinion of many of its members. I have neighbors that have learned I'm on the committee calling and stopping me on the street under the assumption that I'm in favor of this project or I'm pushing it forward. It is frustrating.

Can we have assurance that any and all documents or presentations will reflect the feelings of members of the Design Advisory Committee that are firmly against this project?

This will most likely end up in litigation and any document with my name on it should reflect my opinion."

I'm exhausted of having neighbors approach me saying they are so angry this is being pushed through. I also have to say as a resident who lives here 24 hours a day, I very much consider some of the information from the "studies" to be suspect at best. The current usage bike counts that were cited are pure fantasy my and many neighbors' opinions. I was on the committee and my voice on this was not listened to. I know I'm not alone in that feeling.

I'm trying to raise a family and run a successful small family business that has served the community for half of a century. Its very existence is rooted in people who live here standing up to preserve what is here for all to enjoy. We are a very liberal and progressive family as my father was long time DFL 4th district chairman and my mother was Chief of Staff for Speaker Fred Norton. It was my brother William McLaughlin who was the college kid lost on the plane with Senator Wellstone. We love green energy and what the future holds, but this as proposed is not a good or safe idea.

Please be open to the reality that this is a bad idea. This is an opinion of someone who lives here, works here and is very aware of the proposal as I was on the "Design Advisory Committee" . I also spoke at the Parks Commission hearing and I wish to also bring light to the odd circumstances of four members not being present for the final vote and it "passing" four to three.

If anyone wishes to ask questions of how this will affect my livelihood and the history of St. Paul, they should not hesitate to contact me directly at 651-387-3283 and I'm very happy to have a conversation about it.

From the Heart,

David

David McLaughlin
651-387-3283



David McLaughlin

Summit Manor – *Wedding & Event Venue in the Heart of St. Paul*

[275 Summit Ave.](#)

[St. Paul, MN 55102](#)

651-387-3283

www.SummitManor.com

[Facebook](#)

[The Knot: Best Of](#)

[The Knot: Hall of Fame](#)

[Instagram](#)

Twin Cities Business: *Best Outdoor Space*

[Schedule a tour and complimentary wedding consultation here!](#)

From: [WILLIAM MAHLUM](#)
To: [CouncilHearing_English \(CI-StPaul\)](#)
Subject: Voice Mail (3 minutes and 12 seconds)
Date: Tuesday, May 23, 2023 10:47:55 AM
Attachments: [audio.mp3](#)

I'm calling about item fifty six on tomorrow's agenda for the City Council regional trail plan. My name is Bill Malam. M A H U M Nine Three Seven Summit Avenue, Saint Paul. I've been a resident here in this house on this wonderful historic street for forty five years. During that time we've made a great effort and so many of the neighbors have their preservation. We bought the house when it was all just prior to Dutch Elm. It was all crowned and beautiful and we waited. We had to wait all through that to get it back to where it is now. The proposal for a trail plan on this great historic street is very premature. I think we should postpone this hearing until all the people that will testify will have all of the discovery that's been ordered by a judge and any available to us in time to evaluate it. So we should postpone this hearing until all that information is available about the internal workings of the city and how we got to this point without working with a group of citizens about their knowledge of the street, not some kind of trail planning group. I think it's critical that we consult with residents on the by convening a circle of peace. Some people call it the circle circle of stakeholders to seek acceptable agreement on what's going to be done for this wonderful St. and to change it. Now it was this plan which would in my area Victoria says its elected for example but eliminate parking on the north side and we've got the William Mitchell College of Law with Hamlin Coleslaw there. We've got the a major church we've got just between Victoria and Lexington you've got the governor's mansion, you've got the women's University club, you've got a lot of parking and to take half of it away it's just amazing to me we can't do it and that will not work in that part of the plan. The plan is. Was created without working with residents on the and any of you and it and it's opposed by the resist not to be very significant because we're the we're the maintainers of the great great that is the pride of Saint Paul. Anyway, Bill Malam, 612-810-1247 and 937 Summit Ave. And my e-mail is no.capbill10mahum@gmail.com. Thank you.

You received a voice mail from [WILLIAM MAHLUM](#).

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

[Set Up Voice Mail](#)

From: [Janie Vang](#)
To: [Greg Weiner](#)
Subject: FW: Summit
Date: Tuesday, May 23, 2023 10:47:22 AM

From: Alice Faribault <afaribault@gmail.com>
Sent: Tuesday, May 23, 2023 10:22 AM
To: #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>
Subject: Summit

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

It is reported that the council will be voting on the Summit Avenue Regional Trail Plan. As a citizen of St Paul and a long time member of the St Paul AAUW Branch, I am fearful this plan will do serious and irreversible damage to Summit Avenue. The AAUW St Paul branch (990 Summit Avenue) is a group of women, 300 strong, which advances equity for women and girls through advocacy, education and research. The business hosts events such as weddings which fund activities.

We, the American Association of University Women St. Paul, passed a resolution on April 25, 2023 at our Annual Meeting that is entitled Opposing Approval of Summit Avenue Off-Road Bike Plan. We have sent the resolution to each council member.

As you note if you read the resolution our concern is for trees, parking, and safety of the bikers and traffic. Driving Summit for meetings at AAUW on Tuesdays and traveling to church, the capitol, visit relatives, and exercise at the Y, I find myself on Summit at least 3 or 4 times a week. Besides the current condition because of the many potholes, this street always gives me a feeling of the special city where I live. Please consider all the stakeholders that use this remarkable street as you plan for the future. Thank you for hearing this issue which impact so many taxpayers.

Alice Faribault

afaribault@gmail.com

From: [Janie Vang](#)
To: [Greg Weiner](#)
Subject: FW: Proposed Bicycle Lane on Summit Avenue
Date: Tuesday, May 23, 2023 10:45:51 AM

From: Carole Boyum <carole.boyum@gmail.com>
Sent: Tuesday, May 23, 2023 8:01 AM
To: #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>
Subject: Proposed Bicycle Lane on Summit Avenue

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

Dear Amy Brendemoen,

As a member of the St Paul Chapter of the American Association of University Women (AAUW), I am writing to strongly oppose the current city proposal to to abandon the existing bicycle lanes on Summit Avenue and replace them with two, one way off road trails. I believe that the proposed changes to Summit Avenue would have a permanent and detrimental effect on our chapter building and other buildings along this historic avenue by destroying the historic streets cape of the avenue as well as resulting in the destruction of about 400 mature trees along the route.

Also, as a resident of Summit Avenue, the proposed bike trail will not allow us to have contractors for snow removal and landscape services to access our property. We only have access to Summit by a driveway. This will impact our access to leave our home.

I request that the City of St Paul disapprove of the trail as currently recommended by city staff and consider other alternatives that can achieve the same objectives without destroying Summit Avenues historical feel and it's natural resources.

Sincerely,
Carole Boyum
465 Summit Ave, St Paul, MN 55102

From: [CouncilWard5VM \(CI-StPaul\)](#)
To: [Greg Weiner](#)
Subject: FW: Shared Voicemail (CC-Ward 5)
Date: Tuesday, May 23, 2023 10:40:40 AM
Attachments: [audio.mp3](#)

From: BROWN RUFUS H <+16514580641>
Sent: Tuesday, May 23, 2023 10:36 AM
To: VM-CouncilWard5 <VM-CouncilWard5@stpaulmn.onmicrosoft.com>
Subject: Shared Voicemail (CC-Ward 5)

Hi, this is Jean and I'm calling in opposition for the off road bike trail for Summit Ave. Be very, very concerned about that. My husband and I have written the Saint Paul Classic for years and always have marveled about the National Treasure St. and by raising that bike trail that's going to be very hazardous. And so I certainly hope that you will look at it carefully. I am also a member of a UW. I'm concerned about our house and about the Governor's mansion. Police leave our national treasure alone. Thank you very much for listening to me. I appreciate it.

You received a voice mail from [BROWN RUFUS H](#)

From: [Lisa Nelson](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Comment on the Summit Ave Regional Trail Plan
Date: Tuesday, May 23, 2023 10:33:03 AM

Dear City Council Members,

Please adopt the proposed Summit Ave Regional Trail. The current in-street lanes do not feel safe (and aren't safe) for everyone who would like to bike on Summit. Even if the construction does impact a few trees, those trees can be replanted. Creating a safe and pleasant place to bike will encourage more people to do so rather than driving, which will ultimately have a greater climate impact than any individual trees.

Most of all, a physically separated bike path will eliminate mid-block interactions and crashes between bikes and cars, which will keep people safer and prevent injuries and deaths.

Thanks,
Lisa Nelson

From: [GREGORSON.CAROL](#)
To: [CouncilHearing_English \(CI-StPaul\)](#)
Subject: Voice Mail (2 minutes and 23 seconds)
Date: Tuesday, May 23, 2023 10:29:57 AM
Attachments: [audio.mp3](#)

Hi, yes, my name is Carol Gregerson. GREGORSON. Address, 2353 Youngman Ave. Saint Paul 55116, apartment 420. Phone 612-618-5038. I'm requesting that the council votes no on the proposed bike trail. I worry about historic nature of someone Ave. The cost isn't actually allowed and the detriment ill due to parking. I'm a member of AAUW Saint Paul branch and we have meetings from September through May with middle age to elderly women once a week. This is a wonderful opportunity for us to keep our minds fresh and grow and do civic activities and socialize. It's can be a real burden to have the women that attendees have to walk many blocks to get there. Our building is right next to the Governor's mansion. We also own a business that has we'll have over 100 weddings and I, which we do pay our fair amount or I would say a great deal for taxes on our property. So this was also make it harder for them to deliver for people to attend the weddings Also, I don't think there are a lot of bikers in the winter and these women which could be 70 to 100 every week do attend from fall to spring. And please consider the elderly also when you're considering this bike path. Thank you for your consideration. Goodbye.

You received a voice mail from [GREGORSON.CAROL](#).

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

[Set Up Voice Mail](#)

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Public Comment - Summit Ave Regional Bike Trail proposal
Date: Tuesday, May 23, 2023 10:29:53 AM
Attachments: [image001.png](#)

From: grtodd@comcast.net <grtodd@comcast.net>
Sent: Tuesday, May 23, 2023 8:41 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Cc: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: Public Comment - Summit Ave Regional Bike Trail proposal

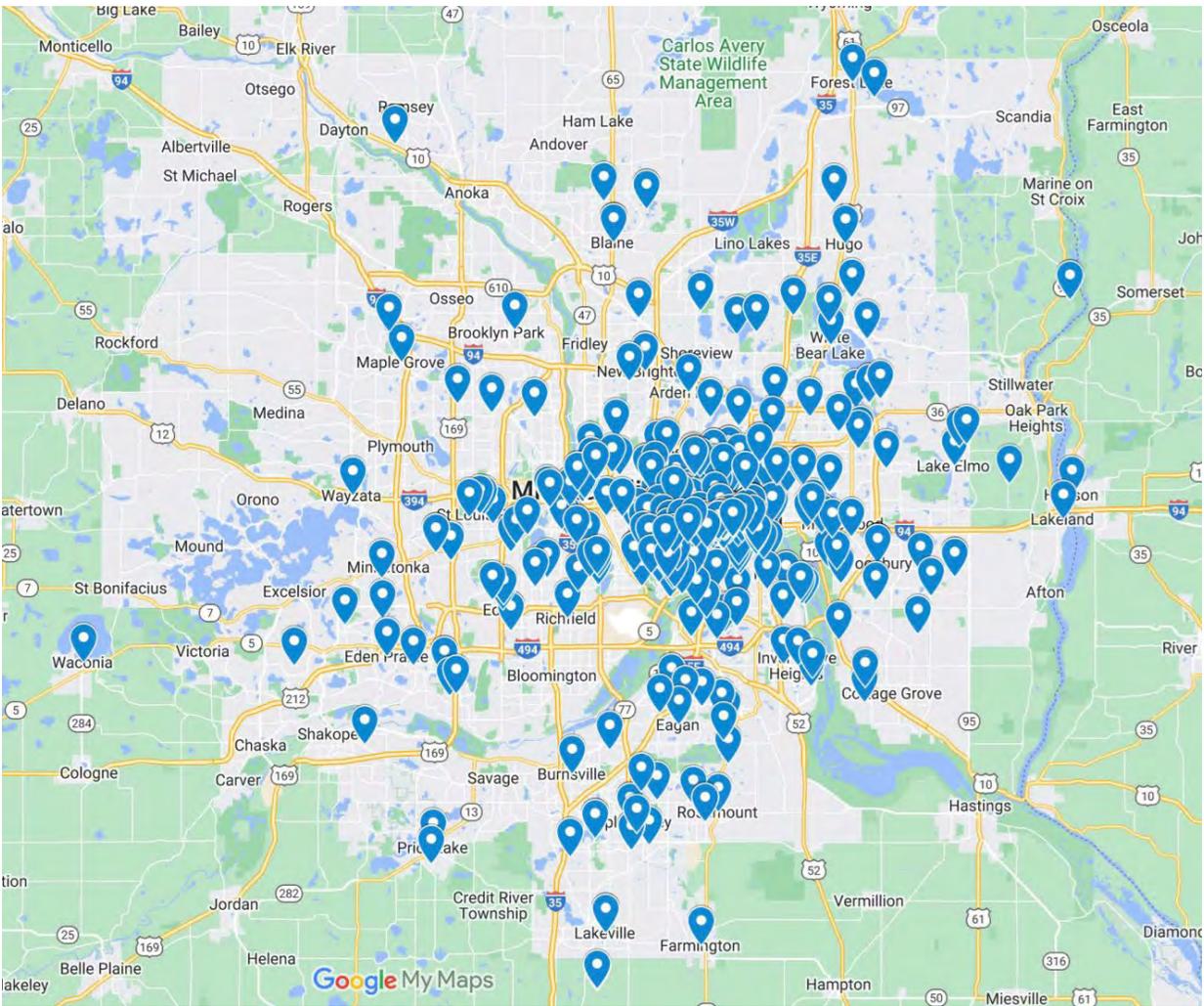
Think Before You Click: This email originated **outside** our organization.

Councilmembers,

The graphic below is a plot of the nearly 3,000 signatures obtained by the citizen group, Save Our Street (SOS). As you can see, over 75% of these people do not live on Summit Avenue. Opposition to the city's Regional Trail plan is broadly held. People want to see the treasure of Summit Avenue preserved.

Respect the will of the people. Please vote NO to this proposal.

Location of signers of a petition opposing the Regional Trail plans for Summit Ave



Thank you.
GRT

Gary R. Todd
682 Summit Ave
St. Paul, MN 55105
grtodd@comcast.net
651-470-4720

“... the sum of us can accomplish far more
than just some of us.”

THE SUM OF US by Heather McGhee

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: I strongly support the Summit Ave Regional Trail plan!
Date: Tuesday, May 23, 2023 10:29:19 AM

From: Zack Mensinger <zack.mensinger@gmail.com>

Sent: Tuesday, May 23, 2023 9:57 AM

To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>

Cc: Sean Kershaw <Sean.Kershaw@ci.stpaul.mn.us>; Andy Rodriguez <andy.rodriguez@ci.stpaul.mn.us>

Subject: I strongly support the Summit Ave Regional Trail plan!

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

Dear Council Members,

I unfortunately will not be able to attend the hearing, but as co-chair of the Saint Paul Bicycle Coalition, I wanted to express my strongest support for the Summit Ave Regional Trail plan, which has been thoughtfully and carefully prepared by our excellent city staff to present a design plan that will not only make the entire corridor safer for all users, but help make the corridor much more welcoming to the entire community, not just those comfortable and/or stubborn enough to ride in the existing lanes.

I'll copy a piece I wrote at the end that goes into more details about why this plan is awesome, but I briefly wanted to highlight two aspects, which I feel are the most important - safety and giving more people the freedom to choose biking.

Safety: I have yet to see a study that has been conducted that doesn't show that protected lanes, especially those that are raised and curb-separated as proposed, are not vastly safer than normal painted bike lanes. Even in the [IIHS study](#), which SOS loves to (incorrectly) cite, the IIHS says, and I quote, "Protected bike lanes raised from the roadway were safest".

For other examples, see: <https://cyclingincities.spph.ubc.ca/injuries/the-bice-study/>
<https://ajph.aphapublications.org/doi/full/10.2105/AJPH.2012.300762?journalCode=ajph>

Freedom to ride: These types of bike lanes are also more inviting to a wider range of people. A recent study showed that concerns about injury and harassment are some of the primary barriers for women cycling more. It was heartbreaking to hear about the kind of terrible harassment people currently face on Summit, especially in the winter, when the bike lanes are filled with parked cars and ice, necessitating one to ride in the car travel lanes. The proposed design eliminates this: <https://www.monash.edu/news/articles/what-do-women-want-to-ride-a-bike-without-fear-of-injury-and-harassment>

Time and again, it has been seen that safer, more accessible and comfortable bike facilities get more people riding. <https://nacto.org/2016/07/20/high-quality-bike-facilities-increase-ridership-make-biking-safer/> We've seen this right here in St. Paul. Previously, only a few people would ride on Wheelock or Ayd Mill Road (probably basically no one on AMR). But now, these are important corridors that have seen growing usage, which will only increase as we build out more, similar connections like Summit that help increase their usefulness as part of a network.

More people riding saves the city money, directly through lower maintenance costs, since bikes do virtually no damage to the street, but also through better health outcomes through more activity and lessened pollution.

<https://www.peopleforbikes.org/statistics/economic-benefits>

The Summit trail plan fits perfectly into many existing city policies, such as the climate action plan and 2040 comp plan, each of which call for trying to help more people choose cycling.

Again, I hope you will support this plan that will truly be a transformational plan for the city, by establishing what could easily be our most heavily used bike corridor, given Summit's current appeal, combined with its excellent access to so many useful locations (colleges, schools, churches, the entirety of Grand Ave). This plan represents a win all-around, with significant safety improvements for all, reconstructed essential utilities, and climate action to follow good existing policy.

Thank you for your service to the community,

Zack Mensinger
Hamline-Midway resident
Co-chair, Saint Paul Bicycle Coalition

For additional rationale, please see the piece I wrote at this link, with content also copied below: <https://streets.mn/2023/02/21/ten-reasons-to-love-the-summit-avenue-draft-plan/>

St. Paul recently released its 90% draft plan for a [Summit Avenue Regional Trail](#). The project would replace the current painted bike lanes on Summit Avenue with separated, protected one-way bike paths. The draft plan has a lot to love for all users of the historic Summit Avenue corridor.

This piece was drafted before the excellent pieces from [Max Singer](#) and [Ed Steinhauer](#) were also published by Streets.mn. Check those out for additional perspectives.

1) Safety improvements for everyone

One-way, raised protected bike lanes are the worldwide gold safety standard, especially in busier, much-loved corridors like Summit. [Study](#) after [study](#) has shown these to generally be the safest type of facility for people on bikes, while the current unprotected, painted bike lanes next to parked cars are some of the most dangerous. This safety benefit applies to [all corridor users](#), not just those using

bikes.

2) Listens to the community

While the current bike lanes work for some, they fail far too many others, such as newer riders or those with children. In relevant surveys ([here](#) and [here](#)), people are shown to want protected lanes. This was far and away the most commonly cited factor that would enable people to ride more often and feel safer on Summit. Unsurprisingly, [car drivers generally like protected infrastructure](#) better too, because it reduces the chance that they will hit a cyclist.

A recent survey related to the Grand Avenue reconstruction, just a block away from Summit, showed that many more people would like to get to locations on Grand by bike than currently do ([7% do, while 26% would like to](#)). While the Grand project doesn't include any bike infrastructure, safety improvements to Summit will help make locations along Grand vastly more accessible by bike, because they will be just a short block away from safe and accessible bike infrastructure.

3) Preserves historic street

There's no evidence that the draft plan will damage the historic nature of Summit. For most of the project, the proposal functionally just swaps where the bike lanes and parking lanes are located, putting parked cars next to moving car traffic instead of the bike lanes, while also raising the bike route above street level for added protection. A similar design is used east of Lexington, repurposing some of the excess street parking to largely maintain the current street footprint. If we wanted to be completely true to the historic nature of Summit, we should ban cars altogether and [restore the bike trail which was first established in the 1890s](#).

4) Climate and environmental action

St. Paul recently recognized the reality of climate change through a [climate emergency](#) declaration and by completing a [climate action plan](#). The Summit trail translates policy into action by providing the type of facilities known to [increase cycling rates](#). It will result in decreased greenhouse gas emissions and less microplastic pollution. If even one extra person per day replaces a three-mile car trip with a bike trip, the annual emissions avoided are equivalent to the carbon sequestration of 20 mature trees. Given that improvements such as these often lead to a doubling of cycling rates, that would have the emissions impact of adding thousands of mature trees.

5) Leverages needed street reconstruction

Large portions of Summit are over 100 years old and badly in need of reconstruction to replace utilities and roadbed. The plan calls for work to be done during planned, upcoming reconstructions of Summit. This smart and efficient approach drastically lowers the standalone trail cost, while also minimizing disruption. Under this plan, the majority of disruptions to the current streetscape would be due to street rebuilding and utility replacements, not the trail itself.

6) Transportation freedom and happiness

We know that far more people would like the [freedom to bike](#). What stops them is not weather or hills, but the availability of safe, accessible and comfortable [bike infrastructure](#). As such, this project increases transportation freedom of choice along the Summit corridor and beyond, letting more people choose the transportation mode known to produce the [happiest commuters](#). Increased availability of a wide variety of electric and adaptive bikes means that just about anyone can comfortably use the new facilities.

7) Economic stimulus and community investment

Better access to safe bike infrastructure has time and again been [shown to help](#), not hinder businesses. Studies comparing the economic impacts of driving and cycling also conclusively show the [benefits of investing in high-quality, accessible cycling routes](#) over the liabilities of our [economically unsustainable, car-centric development model](#). St. Paul Public Works estimates a roughly \$30 million annual maintenance shortfall because we have too much paved surface being damaged by too many cars. The option to choose cycling can save households [thousands of dollars a year](#), making low-carbon, sustainable transportation accessible to a much wider swath of income levels than other alternatives like electric cars. We'll also be helping low income workers who are financially overburdened by or unable to afford car ownership.

8) Winter maintenance improvements

Currently, even our highly qualified public works staff can't keep the bike lanes on Summit rideable in the winter. Parking cars pack even small amounts of snow into uneven ice berms. Snow builds up along the curb causing parked cars to creep into the painted bike lanes, often completely blocking them. The proposed plan fixes this. While no model is perfect and can suffer under the heaviest of snowfalls, separated infrastructure is far easier to maintain by eliminating the [challenges of working around cars](#). Similar off-street sections of the Grand Round are admirably maintained by Saint Paul Parks and accessible year-round.

The current bike lanes on Summit steadily and reliably disappear each winter. Grade separation from car traffic enables much more reliable snow clearance.

9) Design welcomes all users

Separated, protected bikeways improve safety outcomes for [all corridor users](#). Specific design elements in the draft plan are known to provide safety and accessibility benefits, such as [raised intersection crossings](#) and [curb bumpouts](#). These help naturally enforce safe vehicle speeds (something paint and signs cannot do), shorten roadway crossing distances for pedestrians, increase visibility and improve both safety and comfort at intersections. Safer speeds means that when conflicts do arise, they occur at a speed where all users can react to either avoid crashes or minimize chances of severe injury.

10) Connects other routes

An improved Summit bikeway helps significantly improve the existing and planned network in St. Paul. Notable connections will include the Mississippi River path, Capital City Bikeway, Ayd Mill trail and several north-south painted bike lanes. This entire area of St. Paul currently lacks a high-quality east-west route, as the bike lanes on Marshall are incomplete and suffer the same issues as the current Summit lanes. The Summit trail will add an invaluable piece to our nascent bike network.

In all, there is a lot to love about the draft plan. It is forward-looking but maintains the important parts of what makes Summit Avenue a special and historic place. It will be a valuable investment in the financial and environmental sustainability of our community.

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Public Comment - Summit Ave Regional Bike Trail proposal
Date: Tuesday, May 23, 2023 10:29:03 AM
Attachments: [PJ Bensen- city council 5-24-23 written comment.docx](#)

From: PJ Bensen <pjbensen@gmail.com>
Sent: Tuesday, May 23, 2023 9:55 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Cc: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: Public Comment - Summit Ave Regional Bike Trail proposal

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

Councilmembers-
Please see attached comments regarding the regional bike trail proposal.
Thank you-
PJ Bensen
682 Summit Ave
St Paul

5/23/23

Good morning-

My name is PJ Bensen, I live in a condo at 682 Summit Ave St Paul, where I pay over \$9,000 in property taxes... for ONE condo. I am fortunate to have a garage, but so many others who live on this street don't.

I am asking you NOT to approve the proposed regional bike trail, for so SO many reasons. Listen to your constituents, listen to the 3000 people who have signed the petition, listen to Bolton and Menk who YOU hired to guide you, but Mary, Sean, Andy, and the other planners have chosen or been instructed to ignore. They all tell you the same thing- any changes should be as minimal as possible. Was improving the current design even considered as an alternate plan? I believe it was written off as a "do nothing" option.

Like many other Summit Ave homeowners, I take pride in where I live, and I do that for myself AND my community. I don't make a huge amount of money, in fact I'm an average Hennepin County employee who has chosen to pay the high taxes to live on this beautiful historic street. I see myself as a steward, as do many other residents.

The City's 40-year plan clearly outlines priorities of:

- 1. Pedestrians - #1
- 2. bikes
- 3. cars

This plan puts bikes above all else, creates safety problems for current residents *and 8-80 bikers*, and compromises the historical integrity of this national gem.

Often when I am working in my yard I am greeted and engage in conversation with people who drive from Edina, Minnetonka, or farther to park and walk Summit. In its current state is a walking destination for pedestrians. With removal of parking, symmetry, and trees, the plan jeopardizes that.

Even in the current situation since City Council agreed to let the 695 Grand Ave Project violate city ordinances, residents like myself already have to put traffic cones out for workers such as lawn services, who need to access equipment from their trucks near the residences. Imagine what happens when parking is cut in half?

The current plan calls for removal of at least 50% of the parking in Segments D, E & F (Lexington to Cathedral). This IS the bottleneck.

84% of the residences in this bottleneck section of Summit are in multi-unit structures, many of whom rely heavily on street level parking, which is already near capacity.

Permanent removal of at least 50% of parking will force people who rely on daily street parking to park farther from their residences, sometimes in the dark, often walking alone for blocks when they arrive home from work or schlepping groceries. Summit is not immune to safety concerns, and what is being proposed creates danger for resident pedestrians. It flies in the face of the City's 40-year plan, jeopardizes so much. It places bikers above pedestrians! 😞.

There are ways to improve on the existing situation with minimal changes.

The loss of trees has been debated ad nauseum, but the truth is that the city just doesn't know the impact because there was not due diligence in getting good sound data. A "snippet" (Mary Norton's words, not mine) of a parking study, no real pedestrian study, a 2-hour bike study by Andy Singer multiplied out to 1,000 bikes/day (totally unobservable), and a 2 second "high level" review of alternate plans. Improving the current design was written off as a "do nothing" option. That's WHAT Bolton and Menk recommended- YOUR experts.

Listen to your constituents, listen to the 3000 people who have signed the petition, listen to Bolton and Menk who YOU hired to guide you, but Mary, Sean, Andy, and the other planners have chosen to ignore. They all tell you the same thing- Please don't approve the proposed plan.

PLEASE GET SOUND DATA TO STUDY THE IMPACTS.

DON'T MAKE SUMMIT AVENUE AN EXPERIEMENT AND AN EXAMPLE OF WHAT NOT TO DO.

Thank you-

Pamela J. Bensen

682 Summit Ave.

St Paul

612-940-8292

From: [Alice Gebura](#)
To: [CouncilHearing \(CI-StPaul\): *CI-StPaul Contact-Council](#)
Subject: proposed raised bike trail on Summit
Date: Tuesday, May 23, 2023 10:27:48 AM
Attachments: [Picture1.png](#)
[The Desecration of Historic Summit Ave2.pdf](#)

The Desecration of Historic Summit Ave.

Submitted by Alice Gebura, 487 Portland Ave, Saint Paul, 55102

The number one concern of opponents to the raised trail on Summit is the loss of hundreds of trees. The so-called rebuild of Summit that will “destroy the trees anyway” is an unsubstantiated ploy to undercut the opposition. The plan’s assessment of tree impact is lacking and can’t be trusted.

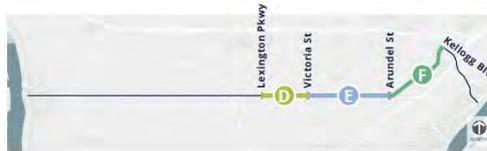
For Segments A and C (2 miles total) the roadways will be expanded by a total of 6 feet, increasing the amount of pavement as well as threatening the trees. In addition to destroying the mature tree canopy and park-like vistas, this will also ruin the historic layout of the boulevard designed by Horace Cleveland.

Segments D, E, and F (2.2 miles total) eliminate parking on one side of the street to make room for raised bike trails. Parking will be allowed on the north or south side of the street depending on the context. As a result the traffic will zig-zag as if in a pinball machine. This will destroy the symmetry of the boulevard.

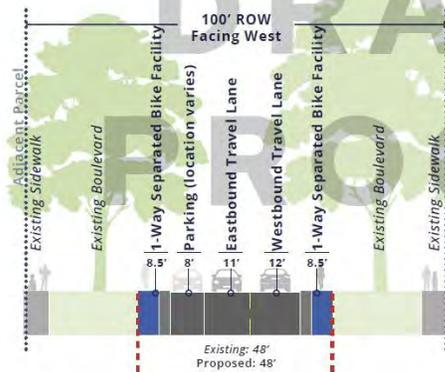
Page 130 of the plan is reproduced below. It shows the proposed cross section of the street. It does not give an overhead view of what alternating the parking will look like. Following it is an overhead view I drew based on page 130.

Development Concept

Segments D, E, and F | Proposed Concept



Proposed Trail Facility
One-Way Facilities | Narrow Treadway



Legend
 - - - Existing Curb Line

Segment Recommendations

Design Approach:

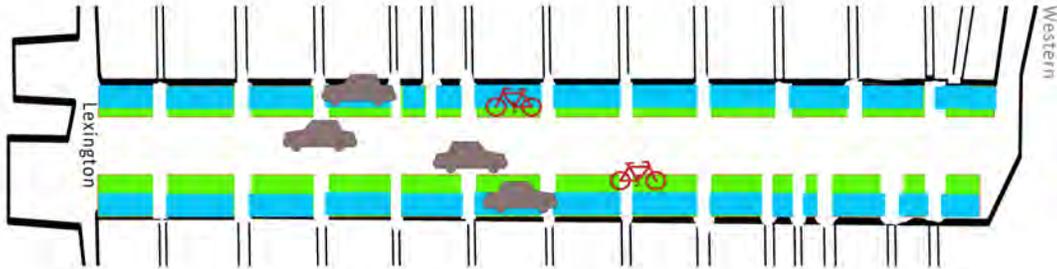
- Implement two, one-way separated bicycle facilities on the north and south side of Summit Avenue
- Retain parking on one side of Summit Avenue, alternating between north and south based on land use and parking needs of adjacent properties
- Provide 8.5' treadway, encompassing a bike lane and a paved maintenance buffer within appropriate design and engineering standards
- See page 151 of this document for trail recommendations at driveways
- The proposed dimensions of the transportation envelope do not exceed existing dimensions. Existing boulevards and sidewalks are proposed to remain in their existing condition.

N
W E
S

SUMMIT AVENUE - CURRENT

Segments D, E, F: Lexington to Kellog, 2.2 total miles

Parking on both sides of Summit



BEFORE

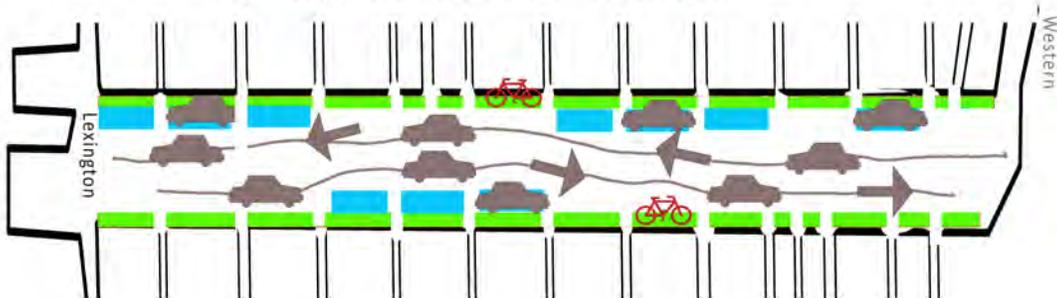
N
W E
S

SUMMIT AVENUE - PROPOSED

Segments D, E, F: Lexington to Kellog, 2.2 total miles

Retain parking on one side only, alternating between north and south sides of Summit.

As a result traffic will zig-zag as if in a pin ball machine. The symmetry of of the boulevard will be destroyed.



AFTER

Also of note is the impossibility of this design. Snow removal in the city is problematic. (In a logical world, this should be addressed before any grand bike trail ideas proceed.) TODAY on Summit the snow removed from the sidewalks encroaches on parking, thus parking encroaches on the bike lanes (which are covered with ice anyway).

According to the plan, the snow on the raised bike trail will be removed and deposited on the SIX INCH buffer between the raised trail and either parked cars or moving cars, depending on the segment. This is delusional because 1) based on current practices, that snow will not be removed by the City and 2) there isn't room for it even if the City did show up and remove it. The domino effect of snow onto parking area onto the street will result in the fiasco we now see on Bryant in Minneapolis.



PLEASE VOTE NO on the proposed raised trail for Summit.

From: [Alice Faribault](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Summit
Date: Tuesday, May 23, 2023 10:24:18 AM

It is reported that the council will be voting on the Summit Avenue Regional Trail Plan. As a citizen of St Paul and a long time member of the St Paul AAUW Branch, I am fearful this plan will do serious and irreversible damage to Summit Avenue. The AAUW St Paul branch (990 Summit Avenue) is a group of women, 300 strong, which advances equity for women and girls through advocacy, education and research. The business hosts events such as weddings which fund activities.

We, the American Association of University Women St. Paul, passed a resolution on April 25, 2023 at our Annual Meeting that is entitled Opposing Approval of Summit Avenue Off-Road Bike Plan. We have sent the resolution to each council member.

As you note if you read the resolution our concern is for trees, parking, and safety of the bikers and traffic. Driving Summit for meetings at AAUW on Tuesdays and traveling to church, the capitol, visit relatives, and exercise at the Y, I find myself on Summit at least 3 or 4 times a week. Besides the current condition because of the many potholes, this street always gives me a feeling of the special city where I live. Please consider all the stakeholders that use this remarkable street as you plan for the future. Thank you for hearing this issue which impact so many taxpayers.

Alice Faribault
afaribault@gmail.com

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Please support a safer Summit
Date: Tuesday, May 23, 2023 10:23:21 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

E: kristin.koziol@ci.stpaul.mn.us

From: Michael Molzahn <mmolzahn22@gmail.com>

Sent: Tuesday, May 23, 2023 10:16 AM

To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>

Subject: Please support a safer Summit

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

Councilmember Balenger,

Thank your for serving to represent our areas. Myself, my wife, and our three year old daughter all live on Laurel and enjoy biking. We avoid summit because it's unsafe, often riding on Portland instead. We would really love a safer, dedicated bike lane as is in the current master plan.

Thank you!

Mike, Rachel and Harriet Molzahn

1064 Laurel Ave, STP 55104

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Summit
Date: Tuesday, May 23, 2023 10:23:15 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

E: kristin.koziol@ci.stpaul.mn.us

From: Alice Faribault <afaribault@gmail.com>
Sent: Tuesday, May 23, 2023 10:20 AM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>
Subject: Summit

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

It is reported that the council will be voting on the Summit Avenue Regional Trail Plan. As a citizen of St Paul and a long time member of the St Paul AAUW Branch, I am fearful this plan will do serious and irreversible damage to Summit Avenue. The AAUW St Paul branch (990 Summit Avenue) is a group of women, 300 strong, which advances equity for women and girls through advocacy, education and research. The business hosts events such as weddings which fund activities.

We, the American Association of University Women St. Paul, passed a resolution on April 25, 2023 at our Annual Meeting that is entitled Opposing Approval of Summit Avenue Off-Road Bike Plan. We have sent the resolution to each council member.

As you note if you read the resolution our concern is for trees, parking, and safety of the bikers and traffic. Driving Summit for meetings at AAUW on Tuesdays and traveling to church, the capitol, visit relatives, and exercise at the Y, I find myself on Summit at least 3 or 4 times a week. Besides the current condition because of the many potholes, this street always gives me a feeling of the special city where I live. Please consider all the stakeholders that use this remarkable street as you plan for the future. Thank you for hearing this issue which impact so many taxpayers.

Alice Faribault
afaribault@gmail.com

From: [Thomas Malone](#)
To: [CouncilHearing \(CI-StPaul\)](#); [*CI-StPaul Contact-Council](#); [Melvin Carter](#); [Joan Phillips](#); [Jaime Tincher](#); [Kamal Baker](#); [Peter Leggett](#)
Cc: [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Subject: Summit Avenue Issue
Date: Tuesday, May 23, 2023 10:22:47 AM

I am opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead increase speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

Removing parking on one side of the street will be dangerous to pedestrians crossing over to the other side of the avenue. Increase danger for handicap individuals.

VOTE NO on the Summit Avenue Regional Bike Trail plan.

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

From: [Sales](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Bike trail on Summit.
Date: Tuesday, May 23, 2023 10:22:05 AM

Members of the City Council –

For 40 years, I have ridden my bike on Summit Avenue almost daily, and as the owner of Grand Performance, a bike shop serving all of St Paul, I also get a lot of feedback about this proposed trail. It can be summed up in four words: please don't do this.

An off-street trail will be more dangerous, lead to more injuries, and if experiences elsewhere are lessons for us in St Paul, the off-road trail will be rejected by most cyclists because it's a bad idea. Unfortunately, by then it will be too late to fix, because constructing an off-road trail will destroy the most historic street in all of St Paul, and probably Minnesota, as well as hundreds of trees along with it. Those changes can't be reversed. Please, just repair the road, repaint the stripes, and don't ruin what has worked so well for decades. Cyclists everywhere will thank you.

Dan Casebeer 1341 Lincoln ave St Paul 55105
Owner of Grand Performance 1938 Grand Avenue, St. Paul

Sent from my iPhone

From: [Mary Norton](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Community Comments
Date: Tuesday, May 23, 2023 10:03:00 AM
Attachments: [Voice Mail \(1 minute and 15 seconds\).msg](#)
[image001.png](#)
[Summit avenue bike trail.msg](#)
[Bike trail plan opposition.msg](#)

Hello,

Forwarding on comments received to my inbox recently regarding Summit Avenue Regional Trail Plan. Thank you,

Mary

Mary Norton

Landscape Architect

Pronouns: She, Her

Parks and Recreation

400 City Hall Annex, 25 West 4th Street

Saint Paul, MN 55102

P: 651-266-6407

Mary.norton@ci.stpaul.mn.us

www.StPaul.gov



SAINT PAUL
MINNESOTA

From: [Bill Hohn](#)
To: [*CI-StPaul>Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue Regional Bike Trail
Date: Tuesday, May 23, 2023 9:58:53 AM

To the City of St. Paul Mayor & Council:

Acknowledging that the best of plans can easily go astray, I offer the following observations for your consideration:

How many police will be on duty when the thousands of bicyclists grope for right of way on their 'protected' run in front of resident's houses? How many police will be present to keep electric bikes, which easily go 15mph and thus are a hazard, off the new lane? How many police will be present to keep everyone but bicyclists—that includes walkers, runners, skate boarders, motorized wheelchairs, etc.—off the path? How many police will be present to keep bicyclists from resting on personal property without permission?

No proponent has guaranteed that snow removal for the path will be in the city budget. No proponent has guaranteed path maintenance will be in the city budget. No proponent has guaranteed a minimum removal of trees: look at the destruction of Cleveland Avenue's tree population, which the city said would not happen. The only purported reason for this proposal is the ready federal cash for it, which is soon to disappear if not requested.

In short, the proposal envisions turning a street into a trail, something no street is meant to be. The proposal requires everyone to agree that bicycles are more important than vehicular traffic, and that the necessary cash will soon disappear; so a plastic street definition is acceptable and residential concerns can be ignored. Please reject this proposal and wait for a more incisive and globally accepted version to appear.

Respectfully,
Bill Hohn
1190 Summit Ave.

From: [Zack Mensinger](#)
To: [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward7](#); [#CI-StPaul_Ward5](#); [^CI-StPaul_Contact-Council](#)
Cc: [Sean Kershaw](#); [Andy Rodriguez](#)
Subject: I strongly support the Summit Ave Regional Trail plan!
Date: Tuesday, May 23, 2023 9:57:26 AM

Dear Council Members,

I unfortunately will not be able to attend the hearing, but as co-chair of the Saint Paul Bicycle Coalition, I wanted to express my strongest support for the Summit Ave Regional Trail plan, which has been thoughtfully and carefully prepared by our excellent city staff to present a design plan that will not only make the entire corridor safer for all users, but help make the corridor much more welcoming to the entire community, not just those comfortable and/or stubborn enough to ride in the existing lanes.

I'll copy a piece I wrote at the end that goes into more details about why this plan is awesome, but I briefly wanted to highlight two aspects, which I feel are the most important - safety and giving more people the freedom to choose biking.

Safety: I have yet to see a study that has been conducted that doesn't show that protected lanes, especially those that are raised and curb-separated as proposed, are not vastly safer than normal painted bike lanes. Even in the [IIHS study](#), which SOS loves to (incorrectly) cite, the IIHS says, and I quote, "Protected bike lanes raised from the roadway were safest". For other examples, see: <https://cyclingincities.spph.ubc.ca/injuries/the-bice-study/>
<https://ajph.aphapublications.org/doi/full/10.2105/AJPH.2012.300762?journalCode=ajph>

Freedom to ride: These types of bike lanes are also more inviting to a wider range of people. A recent study showed that concerns about injury and harassment are some of the primary barriers for women cycling more. It was heartbreaking to hear about the kind of terrible harassment people currently face on Summit, especially in the winter, when the bike lanes are filled with parked cars and ice, necessitating one to ride in the car travel lanes. The proposed design eliminates this. <https://www.monash.edu/news/articles/what-do-women-want-to-ride-a-bike-without-fear-of-injury-and-harassment>

Time and again, it has been seen that safer, more accessible and comfortable bike facilities get more people riding. <https://nacto.org/2016/07/20/high-quality-bike-facilities-increase-ridership-make-biking-safer/> We've seen this right here in St. Paul. Previously, only a few people would ride on Wheelock or Ayd Mill Road (probably basically no one on AMR). But now, these are important corridors that have seen growing usage, which will only increase as we build out more, similar connections like Summit that help increase their usefulness as part of a network.

More people riding saves the city money, directly through lower maintenance costs, since bikes do virtually no damage to the street, but also through better health outcomes through more activity and lessened pollution.
<https://www.peopleforbikes.org/statistics/economic-benefits>

The Summit trail plan fits perfectly into many existing city policies, such as the climate action plan and 2040 comp plan, each of which call for trying to help more people choose cycling.

Again, I hope you will support this plan that will truly be a transformational plan for the city, by establishing what could easily be our most heavily used bike corridor, given Summit's current appeal, combined with its excellent access to so many useful locations (colleges, schools, churches, the entirety of Grand Ave). This plan represents a win all-around, with significant safety improvements for all, reconstructed essential utilities, and climate action to follow good existing policy.

Thank you for your service to the community,

Zack Mensinger
Hamline-Midway resident
Co-chair, Saint Paul Bicycle Coalition

For additional rationale, please see the piece I wrote at this link, with content also copied below: <https://streets.mn/2023/02/21/ten-reasons-to-love-the-summit-avenue-draft-plan/>

St. Paul recently released its 90% draft plan for a [Summit Avenue Regional Trail](#). The project would replace the current painted bike lanes on Summit Avenue with separated, protected one-way bike paths. The draft plan has a lot to love for all users of the historic Summit Avenue corridor.

This piece was drafted before the excellent pieces from [Max Singer](#) and [Ed Steinhauer](#) were also published by Streets.mn. Check those out for additional perspectives.

1) Safety improvements for everyone

One-way, raised protected bike lanes are the worldwide gold safety standard, especially in busier, much-loved corridors like Summit. [Study](#) after [study](#) has shown these to generally be the safest type of facility for people on bikes, while the current unprotected, painted bike lanes next to parked cars are some of the most dangerous. This safety benefit applies to [all corridor users](#), not just those using bikes.

2) Listens to the community

While the current bike lanes work for some, they fail far too many others, such as newer riders or those with children. In relevant surveys ([here](#) and [here](#)), people are shown to want protected lanes. This was far and away the most commonly cited factor that would enable people to ride more often and feel safer on Summit. Unsurprisingly, [car drivers generally like protected infrastructure](#) better too, because it reduces the chance that they will hit a cyclist.

A recent survey related to the Grand Avenue reconstruction, just a block away from Summit, showed that many more people would like to get to locations on Grand by bike than currently do ([7% do, while 26% would like to](#)). While the Grand project

doesn't include any bike infrastructure, safety improvements to Summit will help make locations along Grand vastly more accessible by bike, because they will be just a short block away from safe and accessible bike infrastructure.

3) Preserves historic street

There's no evidence that the draft plan will damage the historic nature of Summit. For most of the project, the proposal functionally just swaps where the bike lanes and parking lanes are located, putting parked cars next to moving car traffic instead of the bike lanes, while also raising the bike route above street level for added protection. A similar design is used east of Lexington, repurposing some of the excess street parking to largely maintain the current street footprint. If we wanted to be completely true to the historic nature of Summit, we should ban cars altogether and [restore the bike trail which was first established in the 1890s](#).

4) Climate and environmental action

St. Paul recently recognized the reality of climate change through a [climate emergency](#) declaration and by completing a [climate action plan](#). The Summit trail translates policy into action by providing the type of facilities known to [increase cycling rates](#). It will result in decreased greenhouse gas emissions and less microplastic pollution. If even one extra person per day replaces a three-mile car trip with a bike trip, the annual emissions avoided are equivalent to the carbon sequestration of 20 mature trees. Given that improvements such as these often lead to a doubling of cycling rates, that would have the emissions impact of adding thousands of mature trees.

5) Leverages needed street reconstruction

Large portions of Summit are over 100 years old and badly in need of reconstruction to replace utilities and roadbed. The plan calls for work to be done during planned, upcoming reconstructions of Summit. This smart and efficient approach drastically lowers the standalone trail cost, while also minimizing disruption. Under this plan, the majority of disruptions to the current streetscape would be due to street rebuilding and utility replacements, not the trail itself.

6) Transportation freedom and happiness

We know that far more people would like the [freedom to bike](#). What stops them is not weather or hills, but the availability of safe, accessible and comfortable [bike infrastructure](#). As such, this project increases transportation freedom of choice along the Summit corridor and beyond, letting more people choose the transportation mode known to produce the [happiest commuters](#). Increased availability of a wide variety of electric and adaptive bikes means that just about anyone can comfortably

use the new facilities.

7) Economic stimulus and community investment

Better access to safe bike infrastructure has time and again been [shown to help](#), not hinder businesses. Studies comparing the economic impacts of driving and cycling also conclusively show the [benefits of investing in high-quality, accessible cycling routes](#) over the liabilities of our [economically unsustainable, car-centric development model](#). St. Paul Public Works estimates a roughly \$30 million annual maintenance shortfall because we have too much paved surface being damaged by too many cars. The option to choose cycling can save households [thousands of dollars a year](#), making low-carbon, sustainable transportation accessible to a much wider swath of income levels than other alternatives like electric cars. We'll also be helping low income workers who are financially overburdened by or unable to afford car ownership.

8) Winter maintenance improvements

Currently, even our highly qualified public works staff can't keep the bike lanes on Summit rideable in the winter. Parking cars pack even small amounts of snow into uneven ice berms. Snow builds up along the curb causing parked cars to creep into the painted bike lanes, often completely blocking them. The proposed plan fixes this. While no model is perfect and can suffer under the heaviest of snowfalls, separated infrastructure is far easier to maintain by eliminating the [challenges of working around cars](#). Similar off-street sections of the Grand Round are admirably maintained by Saint Paul Parks and accessible year-round.



The current bike lanes on Summit steadily and reliably disappear each winter. Grade separation from car traffic enables much more reliable snow clearance.

9) Design welcomes all users

Separated, protected bikeways improve safety outcomes for [all corridor users](#). Specific design elements in the draft plan are known to provide safety and accessibility benefits, such as [raised intersection crossings](#) and [curb bumpouts](#). These help naturally enforce safe vehicle speeds (something paint and signs cannot do), shorten roadway crossing distances for pedestrians, increase visibility and improve both safety and comfort at intersections. Safer speeds means that when conflicts do arise, they occur at a speed where all users can react to either avoid crashes or minimize chances of severe injury.

10) Connects other routes

An improved Summit bikeway helps significantly improve the existing and planned network in St. Paul. Notable connections will include the Mississippi River path, Capital City Bikeway, Ayd Mill trail and several north-south painted bike lanes. This entire area of St. Paul currently lacks a high-quality east-west route, as the bike lanes on Marshall are incomplete and suffer the same issues as the current Summit lanes. The Summit trail will add an invaluable piece to our nascent bike network.

In all, there is a lot to love about the draft plan. It is forward-looking but maintains the important parts of what makes Summit Avenue a special and historic place. It will be a valuable investment in the financial and environmental sustainability of our community.

From: [PJ Bensen](#)
To: [*CI-StPaul Contact-Council](#)
Cc: [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Subject: Public Comment - Summit Ave Regional Bike Trail proposal
Date: Tuesday, May 23, 2023 9:55:36 AM
Attachments: [PJ Bensen- city council 5-24-23 written comment.docx](#)

Councilmembers-

Please see attached comments regarding the regional bike trail proposal.

Thank you-

PJ Bensen

682 Summit Ave

St Paul

From: [CAROLE BOYUM](#)
To: [Mary Norton](#)
Subject: Voice Mail (1 minute and 15 seconds)
Date: Tuesday, May 23, 2023 9:54:59 AM
Attachments: [audio.mp3](#)

You received a voice mail from [CAROLE BOYUM](#).

[Set Up Voice Mail](#)

From: [Jan Hohn](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Summit Avenue Regional Bike Trail
Date: Tuesday, May 23, 2023 9:39:21 AM

To the City of St. Paul Mayor & Council:

Please DO NOT approve the Summit Avenue Regional Bike Trail!!!! I am not against bike trails; however, preserving the bike lane on Summit Avenue and perhaps increasing the width of the bike lane with green paint would make the bike lane safer and also keep the historic integrity of Summit Avenue alive for the future generations. The way the plan is drawn, the 150 driveways on Summit Ave. will cause safety issues for the bikers that they currently do not face. One safety issue is that as vehicles back out of their driveways they will be totally blocking the bike lane while waiting for traffic to clear to enter Summit Ave. That is not a safe situation. There are accessibility issues for all the residents of Summit Avenue.

Also, making the bike lane a trail eliminates many of the bikers who use the trail for transportation or group cycling, as is currently done on Summit Avenue, because the speeds on the trail will be too slow. If the trail doesn't serve their purpose, where are they going to go for biking? Furthermore, the bike coalition and some of the city leaders have said we need to move to a greener transportation system – meaning there will be more bikes. I ask what about electric cars – aren't they green? Some of us, such as myself, can not bike to work as I am a contractor and need a truck/van for work. What about the wintertime – the trail may be used a few times in the winter, but the majority of bikers do not bike in the wintertime. Has a year-round bike count on Summit Avenue been completed, if not, it needs to be done. From observation there are virtually no bikers during the 5 winter months (Nov.- Mar.)

If this plan is accepted, the bikers will win, but at great cost to the residents, to the city and to the state. The residents of Summit Ave. have had to abide by strict rules when repairing/remodeling their homes because of the Saint Paul Heritage Preservation Commission. Why is it the city can now just blatantly disregard the historic nature of the Avenue, and the fact that it is listed on the National Register of Historic Places, and propose these changes which will destroy the historic nature of the Avenue. Remember this is a "Residential Avenue" not a "Trail". Summit Avenue residents donated part of their property in 1887 to the city to make a grand boulevard with a "park-like" feeling; however, it was never considered a "Park" or a "Trail". Do not make Summit Avenue a "trail". Do not make Summit Avenue a "park". Please keep Summit Avenue a residential street with an on-street bike lane. Improve the on-street bike lane. Future generations will thank you for the wisdom in keeping the historic character of the Avenue alive.

Again, please vote NO on the Summit Avenue Regional Bike Trail. Or at least delay the vote until all the impacts of the plan are known. There are too many unanswered questions that have not been answered.

Sincerely,
Jan Hohn
1190 Summit Ave.
St. Paul, MN

From: [Harry Chalmiers](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Re: bike trail proposal
Date: Tuesday, May 23, 2023 9:13:26 AM

1. The Myth of a Safer Summit Avenue

The primary reason for change identified by the trail supporters is that it will make biking on Summit Avenue safer. However, all the evidence that has been presented in these discussions proves exactly the opposite. Numerous studies of urban bike safety, the testimony of nationally recognized experts in traffic and bicycle safety, and even the consultants hired by the City of St Paul recommend against this type of trail because it is less safe. None of this has been refuted; all of it has been ignored.

Please note, the elderly and disabled will be at risk when crossing a raised bike trail with oncoming bikes. With significantly reduced parking along Summit, the plan has major disadvantages for people with disabilities and the elderly.

2. The No Impact to Trees Myth

The proposed bike trail will involve massive construction around the trees on Summit Avenue. SOS hired independent tree arborists to read the plan and give their professional opinion. They estimate that approximately 900 trees would be lost. Even the city estimates the loss of 200 or more trees. Neither number is acceptable and would tragically impact St Paul's national treasure that is Summit Avenue.

3. The "We're Combating Climate Change" Myth

Another unsubstantiated claim is that the bike trail will fight climate change by inspiring people to switch from cars to bikes and burning less fossil fuel. In fact, the massive loss of trees which remove carbon dioxide from the air, store carbon in the trees and soil, and release oxygen into the atmosphere will more than offset any potential decrease of motorized transportation. It is absurd to suggest that people in Minnesota are going to switch from cars to bikes year-round to an extent that significantly impacts climate change.

4. The Myth of Public Engagement and Support for the Trail

Park & Rec has created a façade of public engagement when the reality is that the majority do not want this trail. We were told we could comment on a web page, read the comments of others and share ideas. When it became clear the majority were against the trail at the ratio of 20:1, the web page was shut down. Subsequent forums for public engagement were equally problematic. A brief scan of comments in the comment section of a February 15, 2023 article in the Star Tribune, untouched by Saint Paul city staff, shows a groundswell of public opposition to the proposed trail. The claim of community engagement and public support for

this trail is a sham.

5. Conclusion:

The burden of proof rests with those proposing change. The proponents have utterly failed to prove any compelling need for this trail or any advantages that it will provide. But the disadvantages are legion: loss of irreplaceable, mature trees; loss of scenic beauty and historic character of one of St. Paul greatest attractions and a national treasure; less safe cycling; significant loss of parking; increased difficulties for pedestrians and new obstacles for the elderly and physically challenged; a false sense of security of bike riders on this trail; and many more.

We respectfully request that the City of St Paul reject this proposal.

Harry Chalmiers
487 Portland Avenue
Saint Paul, MN

From: [Kathleen Weflen](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue Regional Trail Plan
Date: Tuesday, May 23, 2023 9:04:17 AM

Be wise and vote NO on the Summit Avenue Regional Trail Plan. Not only does this plan fail to truly improve bicycle safety, but it also most egregiously fails to recognize the importance of protecting hundreds of mature trees in a time of climate crisis. If executed, the plan would destroy the historic and environmental value of this boulevard of majestic trees.

Kathleen Weflen, 1245 Fairmount Avenue, St. Paul, MN 55105

From: m.schicklberger@gmail.com
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue
Date: Tuesday, May 23, 2023 9:04:16 AM

Dear ladies and gentlemen,

I am opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead increase speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan and rather spend the money on education and also to fix the potholes in front of my house at 1072 Portland Avenue, 55104 St. Paul.

Sincerely,

Dr. Marcus Schicklberger

From: [T.S](#)
To: [CouncilHearing \(Cl-StPaul\)](#)
Subject: Please VOTE NO on the Summit Avenue Regional Bike Trail plan.
Date: Tuesday, May 23, 2023 9:02:19 AM

I am opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead increase speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Thank you,

Todd Siewert

717 Summit Avenue
Saint Paul, MN 55105

From: [T.S](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Please VOTE NO on the Summit Avenue Regional Bike Trail plan
Date: Tuesday, May 23, 2023 9:00:06 AM

I am opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead increase speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Thank you,

Todd Siewert

717 Summit Avenue
St. Paul, MN 55105

From: [Diane Reisdorfer](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Summit Avenue proposal
Date: Tuesday, May 23, 2023 8:54:06 AM

Sent from my iPhone

Why not leave Summit Avenue alone and use that money to help the homeless? Isn't that much more important.

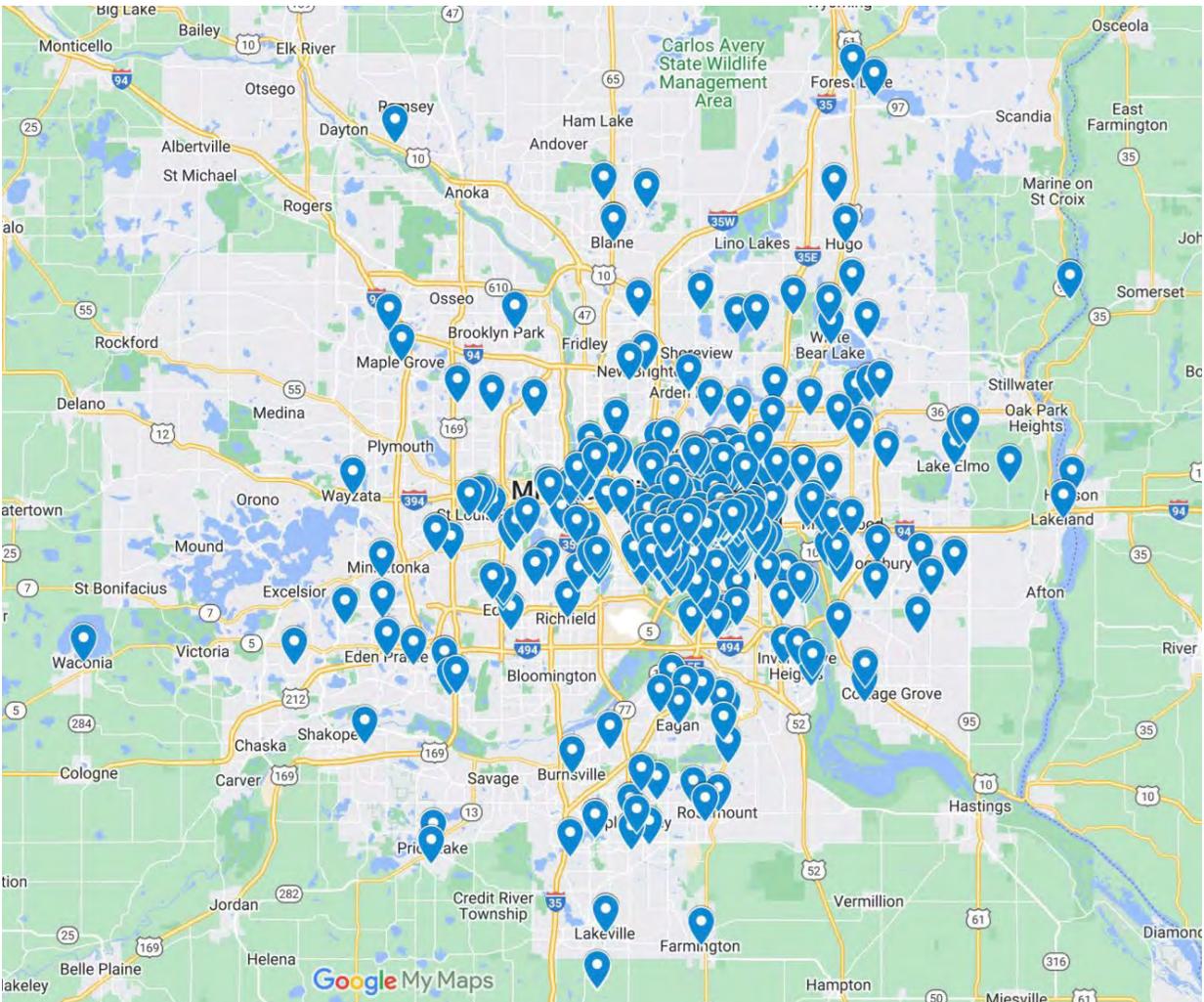
From: grtodd@comcast.net
To: [*CI-StPaul Contact-Council](#)
Cc: [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Subject: Public Comment - Summit Ave Regional Bike Trail proposal
Date: Tuesday, May 23, 2023 8:41:35 AM
Attachments: [image001.png](#)

Councilmembers,

The graphic below is a plot of the nearly 3,000 signatures obtained by the citizen group, Save Our Street (SOS). As you can see, over 75% of these people do not live on Summit Avenue. Opposition to the city's Regional Trail plan is broadly held. People want to see the treasure of Summit Avenue preserved.

Respect the will of the people. Please vote NO to this proposal.

Location of signers of a petition opposing the Regional Trail plans for Summit Ave



Thank you.

GRT

Gary R. Todd
682 Summit Ave
St. Paul, MN 55105
grtodd@comcast.net
651-470-4720

“... the sum of us can accomplish far more
than just some of us.”

THE SUM OF US by Heather McGhee

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Proposed Bicycle Lane on Summit Avenue
Date: Tuesday, May 23, 2023 8:30:09 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

E: kristin.koziol@ci.stpaul.mn.us

From: Carole Boyum <carole.boyum@gmail.com>
Sent: Tuesday, May 23, 2023 08:17 AM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>
Subject: Fwd: Proposed Bicycle Lane on Summit Avenue

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

Dear Russel Balenger.

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

From: **Carole Boyum** <carole.boyum@gmail.com>
Date: Tue, May 23, 2023 at 8:00 AM
Subject: Proposed Bicycle Lane on Summit Avenue
To: <ward5@ci.stpaul.mn.us>

Dear Amy Brendemoen,

As a member of the St Paul Chapter of the American Association of University Women (AAUW), I am writing to strongly oppose the current city proposal to to abandon the existing bicycle lanes on Summit Avenue and replace them with two, one way off road trails. I believe that the proposed changes to Summit Avenue would have a permanent and detrimental effect on our chapter building and other buildings along this historic avenue by destroying the historic streets cape of the avenue as well as resulting in the destruction of about 400 mature trees along the route.

Also, as a resident of Summit Avenue, the proposed bike trail will not allow us to have contractors for snow removal and landscape services to access our property. We only have access to Summit by a driveway. This will impact our access to leave our home.

I request that the City of St Paul disapprove of the trail as currently recommended by city staff and consider other alternatives that can achieve the same objectives without destroying Summit Avenues historical feel and it's natural resources.

Sincerely,
Carole Boyum
465 Summit Ave, St Paul, MN 55102

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Summit Avenue Regional Bike Trail Plans
Date: Tuesday, May 23, 2023 7:59:05 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

E: kristin.koziol@ci.stpaul.mn.us

From: Susan Morrison <susansmorrison@gmail.com>

Sent: Monday, May 22, 2023 01:19 PM

To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>

Subject: Summit Avenue Regional Bike Trail Plans

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

Dear Mr. Balenger,

We are writing to ask that you please NOT approve the plans currently outlined for what is being called the **Summit Avenue Regional Trail Plan**. The rush by City planners and officials to embed this plan into the future of Summit Avenue is hugely premature. The sole focus of this plan is a new, improved and supposedly safer, more accessible bike trail. We have been told that the costs, disruption, and potential environmental damage related to construction of this bike trail should not be concerns because ALL of Summit has to be rebuilt anyway. **Then where is this overall plan for rebuilding Summit?**

The conversation on that huge Summit Avenue Reconstruction project is only just beginning now. At a public meeting held on February 27, 2023 City Public Works director Sean Kershaw explained that Summit has storm and septic sewers, water lines and other infrastructure that need to be replaced, some of which may be more than a century old and “they’re at great risk of failing.” City officials have said the total rebuilding of Summit could require up to \$100 million in funding and is many years down the road. No one disputes that Summit Avenue is in terrible condition and that failing sewers are a huge public safety concern. **Why then is the City’s first priority to focus on very specific details of this bike trail for which there is no funding?** Shouldn’t that trail logically be considered as a PART of the big picture rebuilding of Summit? The considerations of safety and accessibility could then be considered as a whole, not just for bikes in isolation.

Unfortunately, approving an isolated plan for a bike trail on its own risks adding to costs and reducing effective choices and options down the road when the facts about total Summit Reconstruction are clearer. Bike activists are likely to complain and disallow changes to an already “approved” bike trail plan, even if these changes might work better for sidewalks, sewers, water lines and other crucial pieces of the Summit Reconstruction Plan. Putting the bicycle trail “cart before the horse” in this way also means everyone is arguing a lot about hypotheticals because the plans and standards for the much more important larger reconstruction plan are entirely unknown at this stage. Better, less contentious decisions would be made if the bike trail were considered at the time facts about the overall Summit Reconstruction Plan are better known. Please do not let some small amount of funding from the Met Council for a bike trail gum up the works of sound decision-making for the larger, more crucial overall Summit Reconstruction Plan. Approving a bike trail plan now is premature and a threat to the successful implementation of a much more important project yet to be established.

Meanwhile, at least repaving the badly deteriorated road surface would prove safety really is a motivating factor for the City. Instead, this bike trail proposal is causing delays to basic repaving plans between Victoria and Lexington, a perfect example of letting the "tail wag the dog" when it comes to real safety on Summit

Thank-you for your attention to this problem.

Sincerely,

Susan and Bob Morrison
1649 Summit Avenue
St. Paul, MN 55105

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Summit Avenue Regional Trail Plan
Date: Tuesday, May 23, 2023 7:58:52 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

E: kristin.koziol@ci.stpaul.mn.us

From: Kathleen Weflen <kathleen.weflen@gmail.com>

Sent: Monday, May 22, 2023 06:26 AM

To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>

Subject: Summit Avenue Regional Trail Plan

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

Be wise and vote NO on the Summit Avenue Regional Trail Plan. Not only does this plan fail to truly improve bicycle safety, but it also most egregiously fails to recognize the importance of protecting hundreds of mature trees in a time of climate crisis. If executed, the plan would destroy the historic and environmental value of this boulevard of majestic trees.

Kathleen Weflen, 1245 Fairmount Avenue, St. Paul, MN 55105

From: [Dave Burns](#)
To: [*CI-StPaul>Contact-Council: CouncilHearing \(CI-StPaul\)](#)
Subject: Opposition to Summit Ave Plan by Park and Rec Commissioner
Date: Tuesday, May 23, 2023 12:44:43 AM

Dear City Council,

My name is Dave Burns and I am a member of the St. Paul Parks and Recreation Commission. I voted against recommending the Summit Avenue Regional Trail Plan to the City Council.

In making my decision I attended all the public information sessions, read all the public comments, attended the Parks and Recreation Commission public hearing, and spoke to as many people as I could about the matter. I walked up and down Summit Avenue and spoke with homeowners, walkers, and bikers. I also attended virtual presentations by Alice Messer of the Park and Recreation Department and Sean Kershaw from the Public Works Department.

I voted against the plan because of the MASIVE opposition to it by nearly every person I spoke with. What is most interesting is that the opposition is from every segment of our community, bike commuters, environmentalists, historic preservationists, and transportation specialists.

My estimate was 80% of the Parks and Recreation public comments were opposed to the plan. At the public hearing, opponents outnumbered proponents by a rate of two to one. People are legitimately concerned about the plan's efficacy, safety, environmental impact, cost and the adverse effects on business which all merit serious consideration. What's most troubling is people's concern that after two years of "engagement", they still feel unheard because the plan continues to move forward unaltered without serious consideration to alternatives.

I fear if the plan is approved there will be a significant backlash against City government, City planners and the bike community. I think more time is needed to provide the public with the opportunity to weigh in on the important issue of *whether* Summit Avenue should be reconstructed with a separate bike facility. The plan obviously should not be scrapped but alternatives should be explored and tested. Perhaps it would be better suited as an issue for discussion during the upcoming City Council elections.

Thank you for your attention to this matter.

Regards,
Dave Burns
1056 Lincoln Ave.
St. Paul, MN 55105

Dave Burns
Attorney at Law

Dave Burns Law Office, LLC
1025 Grain Exchange South
400 South Fourth Street

Minneapolis, Minnesota 55415
Direct 612-677-8351
Facsimile 866-223-3806
www.daveburnslaw.com

Confidentiality Notice--The information contained in this communication is attorney privileged and confidential information intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately advise the sender by reply email and delete the message and any attachments. Thank you.

From: [Faith Krogstad](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Approval of Summit Ave Regional Trail
Date: Monday, May 22, 2023 11:27:25 PM

Dear Saint Paul City Council,

I am writing to express my strong support for the Summit Avenue Regional Trail plan. City staff have done a great job designing a safer avenue for all users and considering the needs of a wide range of residents. I support the plan for the following reasons:

- **My husband was struck on Summit while biking, and I was nearly broadsided twice.** On long bike commutes over the years, my husband and I have both recognized Summit as a particularly dangerous route due to the wide roadway, which encourages speeding, and signage that prioritizes speed and convenience for vehicles instead of safety (here's looking at you, yield signs along the broad median that allow drivers to blow through left turns).

I want everyone to make it home to their loved ones. After sailing over the car's hood, my husband had some scrapes and bruises and a crumpled bike. I saw my life flash before my eyes in the sudden glare of headlights. Others have not been so lucky. When a consumer product results in injuries and fatalities, our government takes action to prevent further harm and prompt improved design. We need to apply this to our streets. Summit needs a redesign and this plan hits the mark.

- **Safer walking and biking mean freedom for children and others who do not or cannot drive.** As a mother of two school-aged children, I am constantly struck by the limits our society has placed on our children's freedoms. I want my children to be able to safely travel independently to recreation centers, libraries, friends' houses, or businesses, but the risks from cars and trucks are often too great. Instead, they must rely on an adult to be available to accompany them, which too often happens by car, increasing the volume of traffic that is posing the risk to children in the first place. Approval of the Summit Avenue Regional Trail would be a step in the right direction for creating a city environment that nurtures exploration and independence for younger residents.

- **Getting more people to travel on foot or by bike is good for a vibrant Saint Paul.** We have given over a large portion of Saint Paul's land to vehicle lanes and parking. With a growing population, we have a choice - continue adding more lanes and parking lots, or encourage people to travel differently and use that space for businesses, housing, and parks. The Summit Avenue Regional Trail will connect residents and visitors to businesses, faith communities, parks, and schools along its length, adding vibrancy to the city and decreasing the need for vehicle parking and traffic lanes.

- **Encouraging biking and walking saves Saint Paul residents money.** Car ownership is very expensive, and with our current car-centric system, it is difficult to live without one. Biking, remote work, car-sharing, and transit allow my family of four to operate in Saint Paul with one car instead of two, but it is not as easy as it could be. I'd like to see more residents have the opportunity to live car-light or car-free and keep more of their money in their pockets.

- **Our children need us to take climate action now.** Transportation is the largest source of greenhouse gas emissions in Minnesota. Designing our city for a low-carbon future is the responsible thing to do. We've done big things together before, and we can do it now in the service of future generations.

I respectfully ask you **not to delay approval of this plan** - we need more safe, reliable, and affordable transportation choices, and we need them now.

Thank you for your consideration,

Faith Krogstad
1387 Van Buren Avenue
Saint Paul, MN 55104

From: [Tammy Meister](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: FW: Summit Avenue proposed bike lane
Date: Monday, May 22, 2023 10:15:14 PM

Greetings !

I have lived in St Paul, and have a business on Grand Avenue for over 30 years. (my home is 1605 Grand Avenue and business is 1696 Grand Avenue)

Our home is in Ward 4 and my office is in Ward 3
I bike , run and walk on Summit Avenue daily in all seasons

I have been very happy with the formation of bike lanes, sidewalks and dirt running and walking trails (especially while I age – less impact!)

I am all for safety but the proposed lane does not appear any safer.
Add to that the apparent destruction of trees and loss of parking.

Some questions I have

1. How will it be safer with all the intersections there are ? (it is different say on the River Blvd or Lake Phalen when you don't have constant intersections)
1. At the meeting tonight, they said traffic will be slowed – does this mean fewer cars ? (because already Grand Avenue is slow and if this is where cars are diverted or into the neighborhood this will not help congestion – and I know where my office is on Grand there is concurrent plans to decrease traffic
1. A major problem will be motorized scooters and possibly careless ebikers – that will not be safe for anyone - the response was, “ well some rules will need to be made, but everything is changing so we don't know “ – shouldn't this be carefully thought out for the next couple years at this time
1. They are going to take away 50% of parking on Summit east of Lexington, based on a overnight use study – what about daytime use? What about accessible parking for people in these areas who cannot walk far from their homes or caregivers? Will more parking be taken from business parking needs

on Grand to take care of this ?

1. They say the city replaces any trees which are destroyed- I know we have lost trees in front of my office and the forestry from the city says there is a shortage of funds in St Paul so it will take 5 years or more – so where will the money come from ?

1. They claim they will plow these and remove snow , better than the lanes now - Plowing of streets has always been a problem in St Paul, will bike lanes have priority ? Alleys are supposed to be plowed, and never are, so each neighborhood pays for their own alley's to be plowed .

And snow removal ? I have never seen that either,

1. They stated , it will be easier to remove snow because no cars will drive on it, but I know my sidewalk, where I am responsible to remove the snow has immediate pedestrians walking on it and it makes it hard to remove all layers – bike tracks would be the same .

1. There is no money for any of this – but they are assessing more taxes in St Paul right now, a city where the taxes are one of the, if not the highest taxes in Minnesota. And they are saying the people who have property adjacent to the trail will be assessed more (not everyone for the general good of “ safer St Paul”) I feel I would not like my parking to be removed and then pay even higher taxes

1. Yes, we need Summit Avenue to be fixed, but is it a lovely place to bike , hike, run on now, let's not invest more when it is not safer ,

Thanks

Tammy Meister

1605 Summit Avenue

1696 Grand Avenue (business

tmeister51@gmail.com

651-260-9273

From: [Tammy Meister](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Summit Avenue proposed bike lane
Date: Monday, May 22, 2023 10:14:11 PM

Greetings !

I have lived in St Paul, and have a business on Grand Avenue for over 30 years. (my home is 1605 Grand Avenue and business is 1696 Grand Avenue)

Our home is in Ward 4 and my office is in Ward 3
I bike , run and walk on Summit Avenue daily in all seasons

I have been very happy with the formation of bike lanes, sidewalks and dirt running and walking trails (especially while I age – less impact!)

I am all for safety but the proposed lane does not appear any safer.
Add to that the apparent destruction of trees and loss of parking.

Some questions I have

1. How will it be safer with all the intersections there are ? (it is different say on the River Blvd or Lake Phalen when you don't have constant intersections)
2. At the meeting tonight, they said traffic will be slowed – does this mean fewer cars ? (because already Grand Avenue is slow and if this is where cars are diverted or into the neighborhood this will not help congestion – and I know where my office is on Grand there is concurrent plans to decrease traffic
3. A major problem will be motorized scooters and possibly careless ebikers – that will not be safe for anyone - the response was, “ well some rules will need to be made, but everything is changing so we don't know “ – shouldn't this be carefully thought out for the next couple years at this time
4. They are going to take away 50% of parking on Summit east of Lexington, based on a overnight use study – what about daytime use? What about accessible parking for people in these areas who cannot walk far from their homes or caregivers? Will more parking be taken from business parking needs on Grand to take care of this ?

5. They say the city replaces any trees which are destroyed- I know we have lost trees in front of my office and the forestry from the city says there is a shortage of funds in St Paul so it will take 5 years or more – so where will the money come from ?
6. They claim they will plow these and remove snow , better than the lanes now - Plowing of streets has always been a problem in St Paul, will bike lanes have priority ? Alleys are supposed to be plowed, and never are, so each neighborhood pays for their own alley's to be plowed .

And snow removal ? I have never seen that either,

7. They stated , it will be easier to remove snow because no cars will drive on it, but I know my sidewalk, where I am responsible to remove the snow has immediate pedestrians walking on it and it makes it hard to remove all layers – bike tracks would be the same .
8. There is no money for any of this – but they are assessing more taxes in St Paul right now, a city where the taxes are one of the, if not the highest taxes in Minnesota. And they are saying the people who have property adjacent to the trail will be assessed more (not everyone for the general good of “ safer St Paul”) I feel I would not like my parking to be removed and then pay even higher taxes
9. Yes, we need Summit Avenue to be fixed, but is it a lovely place to bike , hike, run on now, let's not invest more when it is not safer ,

Thanks
Tammy Meister
1605 Summit Avenue
1696 Grand Avenue (business
tmeister51@gmail.com
651-260-9273

Sent from [Mail](#) for Windows

From: [Chris Schirber](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: summit regional bike plan
Date: Monday, May 22, 2023 10:04:48 PM

To whom it may concern,

I bike Summit Avenue almost daily all year long. I find the present trail wholly adequate. Of course, a resurfacing of Summit is in dire need.

I am opposed to the proposed regional bike plan for the following reasons:

1. I am not in favor of the loss of any trees for the bike trail.
2. I am not in favor of risking the historic character of Summit Avenue with an experiment.
3. I am convinced that the plowing of the proposed bike trail will be a problem. I do not buy the city's suggestion that the plowing will be easier.
4. I am opposed to reducing parking which will put undue hardship on people with disabilities who have testified to the same because they will not have close access to their drop-off/pickup points on Summit if parking is remove. Also the Cathedral will lose valuable parking for its guests.
5. I believe the new plan will be more dangerous for bikers as drivers now try to negotiate crossing bikers in the street (who opt to remain there) the new bike lane and the sidewalk.
6. I have seen the business of the separated bike lane in Minneapolis and I do not think the new bike lane on Summit will be safe for young/inexperienced bikers seeking a safer place to learn. With scooters, ebikes and pedestrians this new lane will not be suitable on which to teach new bikers.
7. I am not interested in bearing the lion's share of funding of this proposed lane with increased taxes when so many people have come out so vehemently against it.

Chris Schirber
1605 Summit Ave.
St. Paul, MN 55105

From: [Betsy Turner](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: PLease vote no to Bike trail
Date: Monday, May 22, 2023 10:02:34 PM

* I have written in before, but once again, I wish to express my strong aversion to the new proposed bikeway on Summit Ave. ! I am a biker along Summit Ave. myself, and I have NEVER had a problem with the present bikeway. If you wanted to extend the line just a little bit more into the Car lane, that's fine, but please don't take down trees for such an unnecessary, drastic trail ! Once Summit Ave. is ruined, the dasterly, careless deed is done, and trees take centuries to grow to such a large, wonderful size. Please, pay attention to the meaning and beauty for which Summit Ave. was intended . You have an obligation to the history of our famous street !

Thanks for your consideration,

Betsy Turner/ 51 S. Avon St. / St. Paul, MN.55105

From: [Carolyn Enestvedt](#)
To: [*CI-StPaul>Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: proposed bike trail on Summit Avenue
Date: Monday, May 22, 2023 9:47:39 PM

Good Evening,

I am Carolyn Enestvedt from 1883 Ashland Avenue, St. Paul, MN 55104.

I live two blocks north of Summit Avenue. My family and I have been using Summit Avenue to drive, walk, run, and bike for 23 years at this address.

I will try to keep this short and sweet.

I do not want to lose a single tree on Summit Avenue.

I do not want to spend \$1 on a different kind of bike path on Summit Avenue.

I do not want the cross streets removed (e.g., where Dewey, Howell, etc. cross Summit).

I bike about 100 miles a week for half of the year. Every ride pretty much starts and ends on Summit Avenue. I have never had a single problem biking on the generous path along the gorgeous tree lined boulevard. I have never had an incident with cars - moving or parked.

The proposed plan is...

Unnecessary.

Unsafe.

Expensive.

Ugly.

-Carolyn Enestvedt
1883 Ashland Avenue
St. Paul, MN 55104

From: [John Loban](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue Trail 5/24
Date: Monday, May 22, 2023 9:37:43 PM

I was fortunate to have been one of the authors of The Summit Avenue Plan adopted by the city council in 1986. The Plan started the movement to preserve the Historic character of the avenue as well as its many architecturally varied homes. I was also appreciative of the opportunity to serve as the Chair of the Neighborhood STAR board for several years and various other civic endeavors. Working with many neighborhood groups has certainly reinforced my belief that St Paulites value history and tradition and will fiercely protect the neighborhoods and values that make this a great City.

The process to approve the Summit Bike Trail plan appears to have been hurried, agenda driven and pre determined without the more usual openness and inclusiveness typical of major plans effecting so many people and neighborhoods. Recent court actions seem to corroborate this. I would hope we could have a “cooling off” period of 60-90 days so both sides can feel all the information is on the table. If there are facts in dispute get them resolved first. We are talking about changing over a one hundred year history in major life affecting ways. No one on either side is against have a bike path on Summit Avenue so it would seem a real plus in working out a solution. Listen to the people who live here, who have been here, and have worked here for years to keep St Paul the wonderful Historic city it is. Vote no on the trail until there is some consensus and understanding as to the importance of this decision.

John Loban
364 Summit Ave
St Paul, MN 55102
651 276 9692

Sent from my iPad

From: [Jon Berg](#)
To: [*CI-StPaul>Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue Regional Trail
Date: Monday, May 22, 2023 9:32:56 PM

I am opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.
- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead increase speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.
- The city can't even fix the streets, and potholes are a bike and motor vehicle safety hazard. Where is the concern about that?

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Jon Berg
400 Spring St APT 410

Saint Paul, MN 55102

From: [John Purdy](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Public Comments for RES PH 23-125
Date: Monday, May 22, 2023 8:43:40 PM
Attachments: [Public Comments RES PH 23-125.pdf](#)

Dear City Council,

Please post my comments contained in the attachment below to Legistar.

Thank you,
John Purdy
10 W Delos St
St Paul, MN 55107

Saint Paul City Council
310-320 City Hall 15 Kellogg Blvd. West
Saint Paul, MN 55102

May 22, 2023

RE: RES PH 23-125 Adopting the Summit Avenue Regional Trail Plan. Public Comments

Dear Councilmembers,

Several people have pointed out the many private driveways along Summit Avenue and the safety issue that will arise from the proposed off-street bicycle/pedestrian lanes.

The Council should be concerned about this for these reasons:

U.S. Bicyclist and Pedestrian fatalities are rapidly increasing.

The league of American Bicyclists [reports](#) that fatal bike/auto crashes have risen by 55% since 2010.

The Insurance Institute for Highway Safety (IIHS) [reports](#) that 22% of these fatalities occurred during evening hours.

The Governors Highway Safety Association [reports](#) that in 2021 pedestrian deaths are at their highest level in 40 years.

IIHS also [reports](#) that Automatic Emergency Braking (AEB) systems perform poorly at detecting pedestrians and cyclists in the dark.

AEB systems work to stop a moving vehicle. If a car proceeds from a stop into the pathway AEB [may not react](#) to a fast-moving cyclist.

And lastly, some private driveways along Summit Ave require the driver to back out into Summit Avenue. This is a maneuver requiring extreme caution because of the high risk of not seeing the pedestrian or cyclist.

Please consider the safety of the riders and walkers under these conditions and vote no.

Thank you,

John Purdy
10 W Delos St
Saint Paul, MN 55107

From: [Ryan Schoenecker](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: No new bike path
Date: Monday, May 22, 2023 8:00:22 PM

Hello Council,

I live on summit at 1912 summit ave, st Paul and have two little kids. While there are the obvious issues with paving over the green space that makes summit great, there are also serious safety concerns with the proposal. I am concerned that speeds will increase making the boulevard space less usable as I know I would no longer let my kids go out there and play as blocked off turn lanes would mean there are no reasons for people to hesitate to speed between stop lights. Please vote no to adding the expensive removal of green space. We already have dedicated bike lanes.

I am quite surprised this proposal has made it this far considering this started from 22 hard core winter cyclists which is definitely not a representation of the city.

Thank you,
Ryan Schoenecker
1912 Summit Ave
St Paul, mn

Get [Outlook for Android](#)

From: [Theresa Wanta](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: bike trail, corrected address of sender
Date: Monday, May 22, 2023 5:48:22 PM

In other larger cities such as Washington D.C. Charleston, and Pittsburgh, the bike trail ends at the city limits where bikers then continue on the city bike paths. They pick up the bike trail again on their way out of the city limits. Why are you so unwilling to act in this civilized manner?

Theresa Wanta
325 Laurel Ave, #713
St. Paul, MN 55102

From: [Renate Sharp](#)
To: [Chris Tolbert](#); [CouncilHearing \(CI-StPaul\)](#); [Melvin Carter](#); [#CI-StPaul_Council](#); M.Tripp@ci.stpaul.mn.us; [#CI-StPaul_Ward3](#)
Subject: Fwd: Opposition to the planned Summit Avenue Regional Trail Received by Ward 3
Date: Monday, May 22, 2023 5:48:21 PM
Attachments: [image001.png](#)

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

Dear Mr. Tolbert,

Permit us to add to our original email in opposition to the proposed Summit Ave bike trail. It's been difficult to stay current on this topic.

1. Summit Ave is a treasure for all Minnesotans, not just Summit Avenue residents and Saint Paulites.
2. Bikers in winter can be counted on one hand.
3. The supposedly existing funding for this ill-advised plan is no argument to proceed as we have many basic needs that should take priority including keeping existing bike paths in good shape without supposed improvements.
4. The proposed plan pays scant attention to the needs of pedestrians who can now enjoy the median, even with little kids and /or dogs in tow but always without fear of racing bikers.

Thank you so much for your attention and we hope you will vote NO.

Sincerely,

Renate Sharp and Don Notvik
536 Mt. Curve Blvd.
Saint Paul, MN 55116

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

From: **Marvalyne Tripp** <Marvalyne.Tripp@ci.stpaul.mn.us>
Date: Mon, May 22, 2023 at 10:21 AM
Subject: Opposition to the planned Summit Avenue Regional Trail Received by Ward 3
To: Renate Sharp <rmesharp@gmail.com>, #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>

Hello Renate,

Thank you for reaching out to the Ward 3 office regarding the Summit Avenue Regional Trail Master Plan process. Your message is important to us and has been shared with Councilmember Tolbert. I wanted to share useful information to keep up to date with what is happening and a few engagement

opportunities where you can share feedback.

The approach to community engagement for regional park projects is multi-faceted, utilizing a variety of methods to capture feedback including several tools on the [Engage Saint Paul](#) website, in-person events, and advisory groups. The Parks and Recreation Department previously solicited an initial survey for comments that was open to the public for over 12 months. A brief video is also available outlining the proposed trail facility: [Video Link](#).

Additional Engagement Opportunities

Here are some further opportunities for [engagement on the master plan](#), which allows for several additional opportunities for commentary and reaction, including:

- May 2023 - Parks and Recreation Commission- public hearing
- May 2023- Saint Paul City Council review
- June 2023- Metropolitan Council Parks and Open Space Commission (MPOSC)-public comments
 - Metropolitan Council Community Development Committee
 - Metropolitan Council Board- public comments

Future steps

If the master plan is approved, Parks and Recreation would begin to secure funding for design, engineering, and construction of the future trail. Further design and engineering will be required to advance important aspects of the project beyond the master planning phase to prepare a future project for construction. With years of underfunding from state resources like Local Government Aide, Saint Paul is looking to a variety of street funding sources like a proposed 1ct sales tax to help rebuild streets that would include funding for arterials like Summit Avenue.

Thanks again for writing to the Ward 3 office about the Summit Avenue Regional Trail masterplan.

Regards,

Marvalyne Tripp

Executive Assistant to Councilmember Chris Tolbert

Pronouns: She/Her

Saint Paul City Council Ward 3

15 West Kellogg Boulevard, Suite 310

Saint Paul, Minnesota 55102

Office : 651-266-8630

Direct: 651-266-8633

Marvalyne.Tripp@ci.stpaul.mn.us

www.StPaul.gov



SAINT PAUL
MINNESOTA

From: Renate Sharp <rmesharp@gmail.com>
Sent: Sunday, May 21, 2023 9:09 PM
To: #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>
Subject:

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

Dear Councilperson Tolbert,

We are opposed to the planned Summit Avenue Regional Trail because:

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.
- I'm against spending \$12M on a trail that will risk trees, and will not be safer, especially when there are less

costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.

- The plan calls for widening of drive lanes in almost all segments and closing median crossings. This will lead to increased speeding on Summit putting pedestrians and cyclists at higher risk.
- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs and the lantern-style street lights. This plan intends to change all of those in the name of “improvements”.
- Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicles turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.

Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

Respectfully,

Renate Sharp and Don Notvik

536 Mt. Curve Blvd. Saint Paul, MN 55116



From: [Theresa Wanta](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: bike trail
Date: Monday, May 22, 2023 5:46:51 PM

In other larger cities such as Washington D.C. Charleston, and Pittsburgh, the bike trail ends at the city limits where bikers then continue on the city bike paths. They pick up the bike trail again on their way out of the city limits. Why are you so unwilling to act in this civilized manner?

Theresa Wanta
325 Laurel Ave, #713
St. Paul, MN 55102

From: [Theresa Wanta](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: bike trail
Date: Monday, May 22, 2023 5:45:47 PM

In other larger cities such as Washington D.C. Charleston, and Pittsburgh, the bike trail ends at the city limits where bikers then continue on the city bike paths. They pick up the bike trail again on their way out of the city limits. Why are you so unwilling to act in this civilized manner?

Theresa Wanta
325 Laurel Ave, 3713
St. Paul, MN 55102

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Proposed Summit Avenue Bike Trail
Date: Monday, May 22, 2023 5:37:39 PM

From: Milda Hedblom <mildahedblom@gmail.com>
Sent: Monday, May 22, 2023 11:44 AM
To: Jaime Tincher <Jaime.Tincher@ci.stpaul.mn.us>; Kamal Baker <Kamal.Baker@ci.stpaul.mn.us>; Peter Leggett <Peter.Leggett@ci.stpaul.mn.us>; #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>; Joan Phillips <joan.phillips@ci.stpaul.mn.us>
Subject: Proposed Summit Avenue Bike Trail

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

I am deeply opposed to the proposed bike trail for a number of compelling reasons.

- **It puts hundreds of trees at risk in tree canopy generations have fought to preserve and irrevocably damage the beautiful and historic city street. Do not be confused-- replanting is not preservation.**
 - **I oppose spending \$12 million on a bike trail that destroys trees, will not be safer, other more affordable options exist to improve biking on Summit, and great important needs exist in St. Paul where spending will benefit a larger number of our citizens.**
 - **The plan will increase speeding on Summit thus increasing risk for pedestrians and cyclists because the plan aims to widen drive lanes in most segments and close median crossings.**
 - **It is remarkable that this plan has advanced at all since it violates City Ordinances which say that new, public infrastructure construction in historic preservation districts should preserve the traditional pattern of streets, granite curbs and lantern style street lights. This plan will change all that under the label of "improvements". It is mutton masquerading as lamb.**
- **Please VOTE NO on the Summit Avenue Regional Bike Trail plan.**

Milda K. Hedblom

**1801 Summit Avenue
St. Paul, MN 55105**

From: [Dan Marshall](#)
To: [*CI-StPaul_Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Subject: Letter in support of the Summit Avenue Regional Trail plan
Date: Monday, May 22, 2023 5:22:03 PM

To the esteemed members of the Saint Paul City Council,

As a cyclist and Grand Avenue store owner, I fully support the Summit Regional Trail plan. The city has done an amazing job designing a trail that will be enjoyed for generations to come. But I'd like to take a minute to discuss the SOS campaign, their tactics, and their opposition to safe cycling infrastructure on Summit Avenue.

As you may know, SOS began spreading misinformation about the potential loss of trees months before the city even released its trail plans. To this day, they continue to claim that the trail will kill hundreds of trees despite overwhelming evidence that any possible tree loss will be the result of street and sewer reconstruction, not the trail. Unfortunately, they've largely succeeded in framing this entire debate as bikes vs. trees, which was never true. Our civic culture has been damaged by this false dichotomy they've created.

But trees aren't the only disingenuous position SOS has taken. They also claim to oppose the trail because of historic preservation. Yet bicycles are every bit as historic on Summit as its stately mansions. As early as the 1890s, Summit was famed for its beautiful bike trail. Cars and parking are ahistorical on Summit, not bikes.

SOS has put forth a cyclist or two who were fully steeped in the 70s and 80s dogma of vehicular cycling, which holds that cyclists belong in traffic with cars, trucks, and SUVs. One such cyclist claims to dislike protected bikeways and believes a separated trail will dramatically slow his commute to Saint Louis Park. But what route does this same cyclist take every day? He rides the full length of the Midtown Greenway--exactly the type of protected bikeway he decries for Summit.

SOS will then point to an Insurance Institute study that seems to suggest that separated bike trails are more dangerous than painted lanes. However, anyone who actually reads the full study will learn that it concludes exactly the opposite. Properly separated trails like the Summit Regional Trail are the safest type of cycling infrastructure.

SOS has even put forward their own "traffic safety expert" to question the safety of the city's plan. Yet, this so-called expert has no documented experience with cycling safety--she's an expert on driver education and intoxicated driving.

When pushed to admit that all of these arguments are disingenuous at best, SOS will gleefully propose that the trail should be built elsewhere. They suggest Portland Ave, which doesn't cross Ayd Mill Road, or their own invention, the "Grace Trail", which leads to a

completely different destination.

At their worst, SOS will proclaim that, for equity purposes, the trail should be built in a poorer neighborhood such as the Eastside. But if they looked at a map, they'd know that the Eastside already has an amazing network of off-street trails like Mounds Boulevard, Johnson Parkway, Phalen Parkway, Wheelock Parkway, and the Furness, Gateway, and Vento trails. What the Eastside lacks is rich NIMBY obstructionists.

Lately, SOS has even had the gall to suggest that your decision on this trail should be delayed because of how "contentious" this process has been, when it's their own campaign which has created so much contention in the first place. They've already gone so far as to sue the city over an amenity that would be as controversial as oatmeal in any other neighborhood. They'll probably continue to sue until the trail is finally completed.

If none of these arguments hold water, why exactly does SOS oppose the Summit Trail? The unspoken answer is right there in the middle of their name--"Save OUR Street". This entire argument has been about limiting public access to one of the city's wealthiest neighborhoods. It's been about control, not trees. Privilege, not safety.

I say to you, Summit Avenue belongs to ALL the residents of Saint Paul. And the citizens of this great city deserve a bikeway that's safe for all ages and abilities.

Thank you.

Dan Marshall
Co-owner, Mischief Toy Store
Resident, Hamline-Midway neighborhood

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Summit Avenue Regional Trail
Date: Monday, May 22, 2023 5:06:37 PM

From: cte@aireplan.com <cte@aireplan.com>
Sent: Monday, May 22, 2023 4:27 PM
To: Melvin Carter <Melvin.Carter@ci.stpaul.mn.us>
Cc: #CI-StPaul_Council <Council@ci.stpaul.mn.us>; CouncilHearing (CI-StPaul) <CouncilHearing@ci.stpaul.mn.us>
Subject: Summit Avenue Regional Trail

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

To All:

I have lived on Summit Avenue for over 60 of my 80 years. It is a wonderful and valuable asset for Saint Paul as it is one of the few remaining Victorian and residential stretches of street in the nation.

Please retain the solemnity and beauty of the avenue for all people present and future to enjoy.

Resurface the street; replace curb and gutter; but leave the street intact as it has been for many decades. Paint on bike paths if you must but do not change the character of the street for the benefit of so few of the populace.

Keep and maintain our heritage. Remember, when it is gone it is gone forever.

Please vote AGAINST the proposed Summit Avenue Regional Trail.

Thank you

Tom Enestvedt
1773 Summit Avenue

From: [Brad Swanson](#)
To: [CouncilHearing \(Cl-StPaul\)](#)
Subject: Bike lane fiasco
Date: Monday, May 22, 2023 4:55:28 PM

Why are you even thinking of doing this? The present bike lanes work just fine and will be safer than the proposed bike lane system. It's a boondoggle that you will be apologizing for like Bryant Ave. You can waste your own money but not taxpayers. Also why would you want to take down 1000 trees for an unnecessary and stupid idea. Just mark the current bike lanes green!

Brad Swanson
1873 Summit Ave

Sent from my iPhone

From: [Brad Swanson](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Bike lane fiasco
Date: Monday, May 22, 2023 4:40:01 PM

It's a waste of money and trees. The present bike lanes work just fine and are safer than the stupid new proposed system. Why are you even thinking of doing this?

Brad Swanson
1873 Summit Ave

Sent from my iPhone

From: mbcarlsonstarns@gmail.com
To: [Mary Norton](#)
Subject: Bike trail plan opposition
Date: Monday, May 22, 2023 5:51:34 PM

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

Please note my complete opposition to the proposed off road paved bike trail on Summit Avenue. It is unacceptable to deforest and eliminate parking as proposed. This plan needs to be defeated. Please vote against it.

-Mary Beth

Mary Beth Starns
1950 Summit Ave
St Paul MN 55105
651-587-7708

From: [Owen Sorenson](#)
To: [Mary Norton](#); [^CI-StPaul_AskHPC](#); [Jaime Tincher](#); [Rachel Coyle](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Subject: Summit avenue bike trail
Date: Monday, May 22, 2023 5:58:46 PM

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

I have lived in St. Paul for over 53 years . Approximately 21 of which have been on Summit. The bike trail is a bad idea ,an unnecessary expense and will ruin one of St. Paul's treasures (perhaps a national treasure). I strongly oppose this plan and request that it be stopped. My wife ,an avid cyclist, is also against it. The plan eliminates much needed on street parking, access to the homes of Summit residents by their family friends,guests delivery people, etc. It will damage or destroy hundreds of mature trees. There certainly does NOT appear to be any public demand/ Hue and cry for such a monstrosity/mistake ... in fact the only public comment I have seen is against it. . It will no doubt cost more to maintain (a subject I have NOT seen addressed). Summit has worked just fine since it was built and continues to do so.To ruin this beautiful gem with bike trails criss crossing it so a few (if any) bikers (dumb enough to want to ride through downtown St.Paul) might/can/ potentially connect to the Bruce Vento trail is insanity/pure folly and the wishful thinking of a very few "activists" who don't like combustion engines. Bikers ride on Summit all the time in it's present configuration.If the few ,if any, of them are really in need of a connection to Vento trail then make such a connection from the Cathedral to the trail.(maybe you could use the old -shuttered - Selby street car line tunnel.) Otherwise LEAVE IT ALONE !! Vote NO!!