From: James Slegers
To: CouncilHearing (CI-StPaul)
Subject: Support the Summit Avenue Regional Trail Plan
Date: Monday, May 15, 2023 9:28:54 PM

Councilmembers,

My name is James Slegers. I live in Ward 4 now, though my love for this city was nurtured in Summit Hill in Ward 2, where I used to live four blocks off Summit.

The Summit Avenue Regional Trail Plan is an opportunity to strategically and opportunistically invest in the future of a bikeable, sustainable, and beautifully accessible city. The original bike lanes on Summit were a bold investment for their time, but out of their legacy, the Saint Paul has built and learned from much better designs that make biking accessible to people of all ages and abilities.

I am a pretty confident bicyclist, but I do not like riding on Summit. I do it, because it is an essential route. But the current lanes put me in the door zone, they push me into traffic when they are occluded by dumpsters, snow, debris, delivery vans, or badly parked cars. Even whilst riding in the buffered lanes West of Lexington, I am often passed closer than is comfortable. Most people who want to bike are not as confident as me. I can't imagine most of my friends getting on a bike and joining mixed traffic. Many friends have told me that they WANT to bike on Summit, to experience this architectural and historical jewel of our city. But they can't, because they don't want to put their kids at risk. If Summit Avenue is such a treasured civic asset, it seems such a great waste to limit its accessibility to only the most fearless athletes among us.

There are at least three schools, a dozen churches, three colleges, and several major commercial corridors within a block of Summit. These are all places that families should be able to travel to without a car and without fear. When we think about making a city that is accessible, this is what we should be focused on: giving people safe accessible routes to the places they need to go. People work, shop, worship, and learn here. They should be able to bike here.

Dual one-way off-street curb-separated bike paths are a boilerplate industry standard for a road like this. They are already common in other parts of Saint Paul, all over the metro, and throughout the US. They are - even according to an IIHS report that opponents of this plan have selectively quoted - actually the safest choice: a fully separated facility. The plan as submitted presents solutions to nearly all the problems bikers currently experience on Summit - obstacles, ice build up, door zone risks, and speeding cars. Curb-separated buffered lanes avoid conflict with traffic and allow simple dedicated maintenance. And they do not risk any more trees than what future age and condition projects on Summit Avenue require.

The greatest risk to trees on Summit is the looming point in time when infrastructure from street to sewer has to be replaced. Bike paths, located inside the bounds of this construction envelope, do not impact these risks. The Parks Department has presented a plan that would in any other context be uncontroversial. In return, they would build facilities that invite MORE people to visit this historic and beautiful place at a human speed. The beautiful thing about biking through a neighborhood is you have the time to really see things you'd never notice from inside a car doing 30+ mph. If we believe the value of this street is its history, we should

want to make it a destination for people to be able to actually visit, not just drive past.

I want to bike on Summit for 50 more years, even after I am no longer young and confident. I want my friends, my neighbors, and their children to bike here without fear, and to experience the beautiful neighborhood I have called home. The Summit Avenue Regional Trail Plan is a vision for the next century, and I want us to invest in that when we get the chance.

Please support the Summit Avenue Regional Trail Plan.

James Slegers
1153 Edmund Ave. W.

From: Gabriella
To: *CI-StPaul_Contact-Council
Subject: Summit Ave Bike Trail - May 24 Meeting
Date: Tuesday, May 16, 2023 10:15:22 AM

Hello Council,

I am a Ward 1 resident in the Frogtown neighborhood. I wanted to express my support for the Summit Ave Bike Trail. There are very few safe places for me to bike safely without the threat of vehicles doing close passes or having to be careful of people parked opening their driver doors into me. This winter, I had an unfortunate experience of a parking police officer doing an extremely dangerous close pass while riding on Summit Ave instead of waiting an extra 10 seconds to have space to safely pass. I almost fell into traffic from it and that shouldn't have been the case. The separated protected bike trail will allow for year-round riding whereas today, the bike lane turns into vehicle parking due to the snow accumulation. Summit Ave is also identified as a protected bike trail in the updated bike plan that the bike transportation Dept at the city has put together.

There has been extensive public engagement and I appreciate the team who has put this together and answered all my questions. Please do not listen to the loud minority yelling that there was no public engagement and the trees are at stake. That is so far from the truth. I hope council is wise and puts their trust in the city's team including Sean Kershaw of Public Works who has been very clear that under 10% of the trees are not at risk from the bike trail but from necessary reconstruction of public utilities far below the ground.

I want to stay alive and uninjured when I bike to the grocery store, restaurants, hardware store, etc near Summit Ave. I want to stay safe when I bike to the river on the weekends. I hope you choose safety for your city residents and for those visiting our beautiful city.

Thank you for your time,

Gaby Lasala
Ward 1 resident

From:	Matt Privratsky
To:	CouncilHearing (CI-StPaul); *CI-StPaul_Contact-Council
Subject:	Thank you for supporting the Summit Ave Trail
Date:	Tuesday, May 16, 2023 3:12:40 PM

Hello Councilmembers,

Thank you for considering the public input from me and so many other community members who could benefit from safer, improved transportation options like the Summit Ave Trail proposal. For so many reasons the proposed redesign of Summit Ave is the right thing to do, but I'm going to focus on just three.

First, the kind of curb separated route proposed along Summit is exactly what's called for in both the Comprehensive Plan and the Climate Action & Resilience Plan. These are documents you should be very proud of as councilmembers. They are forward thinking plans that ensure St Paul is headed in the right direction and they only exist because of the leadership you all have shown in putting our values down in ink and committing to make them a reality. Now, as one individual project comes forward, you have the chance to commit to those existing plans in a tangible way and put St Paul's pavement where its plans are.

Next, the Summit Ave plan essentially removes no parking and instead relies on a simple layout adjustment to let bikers ride above the curb while cars park on the road more closely to the traffic. The street needs to be reconstructed and that means this is the opportunity – as opposed to a simple mill and overlay – when curb changes can be made. Yes, some trees may be put at risk, but that is true because of the reconstruction itself, not the layout of the right of way. Rebuilding a street means replacing multiple layers of water, sewer, utility, and road infrastructure under the roadway and that involves the risk of damaging roots and trees to the point that they need to be removed. That is unfortunately the once-in-a-century price of rebuilding a 100+ year old road. But other than that, the plan essentially asks no one – particularly not drivers – to actually sacrifice or change their behavior.

Finally, curb separated routes are a proven and necessary improvement when the goal is to actually get more folks to bike and walk. If you've ever biked on the Summit Ave bike lanes now, you know it comes with near constant fear of being either hit by a fast moving car on your left, being surprised by a quickly opened door on your right, or both. If you've then ridden on an offstreet trail like the new route along Como Avenue or Wheelock Parkway or Ayd Mill Road, you know how absolutely freeing it is to feel no threat of a collision with a car. The two experiences truly do not compare. It's why so many more children, elderly folks, and non-extreme bikers can be seen on these routes compared to standard in street lanes. And, as a cherry on top, off street trails are significantly easier to clear of snow – making the investment much more cost effective due to an increase chance this route can be used in the winter.

This council has done a fantastic job in adding truly world class, off street routes along the Grand Rounds, as part of the Capitol City Bikeway, and along Ayd Mill

Road. Passing new plans for corridors like Summit Ave present the opportunity to provide much greater connection *between* those routes and truly start creating a citywide network of safe, fun routes folks can realistically use to get around during their day to day lives. Thank you for continuing to make St Paul a place where more and more folks can move throughout our neighborhoods safely and sustainably.

Matt Privratsky
Hamline Midway

From: Polly Heintz
To: Greg Weiner
Subject: FW: Regional Bike Trail
Date: Tuesday, May 16, 2023 5:25:13 PM

From: Bettyann Pappenfus <1128_laurel@msn.com>
Sent: Tuesday, May 16, 2023 9:01 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: Regional Bike Trail

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

There are so many downsides to the Summit Ave Bike Lane Plan; where to even begin????

The design is not compliant with the American Disabilities Act. The city opens itself to a major lawsuit that it cannot afford from the ADA community. The Twin Cities Disabilities Community is closely watching the Washington DC lawsuit.
DCist: Disability Groups File Federal Lawsuit Against D.C. Over Protected Bike Lanes – TheDCLine.org

> DCist: Disability Groups File Federal Lawsuit Against D.C. Over Protected Bike Lanes
>
> Disability organizations in D.C., including the DC Center for Independent Living (DCCIL) and several individuals with disabilities filed a federal lawsuit against the District over street redesign projects they say violate the Americans with Disabili
>
> thedcline.org

There has been discussion about narrowing the Summit traffic lanes. St. Paul should learn from the Minneapolis Bryant Avenue very costly mistake. Today, fire trucks, ambulances, tour busses and school busses occupy almost the entire width of the current traffic lane. There is no extra space to be able to narrow the lanes.

The city has repeatedly stated that narrowing the car traffic lanes will slow the traffic. Is this an urban myth? The city made the same statement years ago when the island was installed on Lexington between Summit and 94. Cars still race down Lexington. It's a popular speed

trap for St. Paul police, being able to stop speeding cars about every five minutes. I've stood on the island waiting to cross and counted as many as 32 cars that did not stop to allow a pedestrian to cross during daylight hours. Traffic speed on Summit is not an issue, so I'm not sure why the city is trying to it an issue. If anything traffic moves too slowly sometimes as people tour down the avenue looking at houses.

There has also been discussion about closing some of the intersections that feed onto Summit. Has the St. Paul Fire Department signed off on that? Emergency vehicles need all intersections open to respond to emergency situations. Having to drive around a block to reach an emergency situation may result in a life.

There are 3 distinct groups of bikers:
1.Leisurely bikers
2.Commuters
3.Clubs with members that ride 2 to 3 abreast at 20 to 30 miles an hour

Those 3 groups cannot safely share one lane. Today when bike club members encounter a slower rider, the club members are able to go out to the left into the car lanes on Summit Ave and pass the slower rider. The bike path will not accommodate large groups passing a slower rider. In the narrow lane, bikers will not be able to ride 2 to 3 abreast like they do today (one biker in the bike lane, other people riding along side in the traffic lane of Summit).

The whole idea drives a deeper wedge into the economic inequality that already pervades St. Paul. People of color comprise more than half the population of St. Paul, but the bike lane would be used by a very small percentage of white people. St. Paul NEEDS more programs for at risk youth, smaller class sizes, more school mental health professionals and social workers, more before and after school activities, affordable housing and so many more things.

That unsightly strip of asphalt between green spaces will decrease home values and property tax assessments by hundreds of thousands of dollars in the long term. St. Paul cannot afford this type of revenue loss. This is at a time of big increases to property taxes and the city is asking for an additional sales tax to deal with street maintenance.

Loss of parking on one side of Summit will be a huge blow to the community. I've seen a quote that only 25 percent of Summit's parking spaces are utilized. That number is so misleading. While stretches of Summit don't depend on onstreet parking, many areas do. Mitchell Hamline has a small lot and utilizes the Summit Ave Church parking lot at times. That still is not enough parking for faculty, staff and students. Much of the neighborhood parking is limited to 2 hours. St Paul Chamber Orchestra concert attendees park on Summit for concerts at the United Church of Christ. The Cathedral lot doesn't begin to accommodate their entire

worship community, weddings, or funerals. For about 2 months in the spring, there is not a parking space to be had anywhere in the Cathedral Hill neighborhood while the Cathedral hosts Catholic school graduations and confirmations. Three evenings during the week of May 1, I tried to find a parking place near Summit and Nina. There were no parking places anywhere in the neighborhood between the Cathedral and Western and Summit to Marshall. St. Clements on Portland Ave and the Vertical Church on Victoria do not have parking lots. Their congregants park on Summit as do people attending House of Hope, Zion Temple and City Church. There is very limited neighborhood parking in those areas and cannot accommodate the worship communities. If the city had done any research on the parking issue, they would have seen first hand that there are extremely limited neighborhood options that can't begin to accommodate the parking needs. Then there are the Summit Ave businesses like Summit Manor, the AAUW Club and the University Club. Every week, these businesses hold large receptions, meetings, and social events and bring iax dollars into St. Paul. Loss of parking on Summit would likely force at least one of these businesses to close. People attending events at the Governor's mansion park on Summit. Loss of parking would also affect Summit Ave home values when it came time sell and further drive down tax values. Any one who does not think parking will be an issue should drive between Lexington and the Cathedral on a Sunday morning.

The city has quoted a survey saying X percent of people have said they would ride bikes on Summit if the elevated lane were built. Many more questions should have been asked of the survey participants to provide a much truer picture.
-Do you currently own a bike?
-Do you ride year round or only in the spring/summer/fall months?
-How many times per week do you currently ride?
-Where do you currently ride your bike?

Much has been said about the deaths caused by the current unsafe bike solution. There have been 2 deaths, both at Snelling at Summit. One of those deaths was due in large part to poor, unsafe street design with an extra lane feeding onto Summit traveling east. Yes, one death is too many, but many more pedestrians have been killed through St. Paul than bikers.

People backing out of driveways onto Summit would need to stop three times; pedestrians on sidewalks, bikers on the bike trail, and then oncoming traffic on Summit. Drivers would also block the bike path for at least one of those stops. Today drivers can check for traffic in the bike path and the street at the same time and not block the bike lane.

St. Paul should be looking at Marshall Ave for an improved biking experience. The bike lane is already there. The street is wider. Marshall connects directly with the Mississippi River Blvd bike path and the Lake Street Bridge, connecting St. Paul to Minneapolis. Marshall is comprised of a blend of commercial and residential spaces. Marshall retail areas would

welcome any added traffic to their businesses.

When the time comes for a recommendation, I urge you to vote NO for the Summit elevated bike path.

Bettyann Pappenfus
St. Paul

From: Benjamin Ashley-Wurtmann
To: *CI-StPaul_Contact-Council
Subject: Summit trail
Date: Tuesday, May 16, 2023 7:36:00 PM

I write in strong support of a separated trail on summit. This is exactly the kind of bike infrastructure that Saint Paul needs to be the most livable city. It is safer and more comfortable to ride, particularly with my kids, on separated pathways.

As a near neighbor, I look forward to using a reconstructed summit for commuting and exercise.

Ben Ashley-Wurtmann
1661 iglehart Ave, St Paul, MN 55104
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Sent from Gmail Mobile