

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: Monday, May 22, 2023 2:10:45 PM
Attachments: [Driveways - Safety.pdf](#)

Councilmembers,

Attached is a document that depicts the scenario, which is consistently left out of any of the Parks & Rec presentations. There are 150 driveways on Summit Avenue. The trail design proposed by Parks & Rec will introduce new conflict points between cars and bikes on the trail. The revised images show how, in the new plan, cars exiting driveways will block the bike trail while waiting to enter the drive lanes. The cars entering driveways will also block the bike trail when stopping to check for pedestrians on the sidewalk.

This plan is not safer in the full context of Summit Avenue. Please vote NO to this proposal. Gain understanding of the actual impacts on trees, safety and the historic character in order to select the best fit design for biking facilities on Summit.

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: [Roddie Turner](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Summit Avenue Regional trail remarks / DAC members
Date: Monday, May 22, 2023 2:02:36 PM
Attachments: [Letter from DAC Members - Signed.pdf](#)

Sent from my iPad

City Councilmembers
310 City Hall
15 W. Kellogg Blvd
St. Paul, MN 55102-1615

May 20, 2023

Members of the Design Advisory Committee

City Councilmembers,

We were asked to be members of the Design Advisory Committee (DAC) for the proposed Regional Bike Trail on Summit Avenue. Meetings were held by St. Paul Parks & Rec, on February 15, 2022, and May 25, 2022. We are writing to state that this process, that was supposed to function as a vehicle for community engagement, failed in so many ways.

This bike trail proposal is, as one attendee put it, 'a solution in search of a problem'. No effort was made to determine the wishes of the community or to answer the question, which was asked, of 'Why is this design being pushed?' The format of the meetings began with the assumption that off-road trail design was the best fit. No other options were considered. No serious analysis was done to determine the bicycling facilities most appropriate for the context of Summit Avenue. Participants came away with the sense that the design was a forgone conclusion and that the DAC meetings were token efforts meant to give the appearance of community engagement.

We urge you to vote against approving any design choice for biking facilities on Summit Avenue until the actual impacts to the historic tree canopy, streetscape symmetry, safety and businesses are understood. Only when armed with accurate data, obtained through studies by bike facility design and transportation experts, will you be able to make an informed decision on the most appropriate plans for biking on Summit.

We implore you to vote NO on the Parks & Rec Regional Bike Trail plan.

Thank you.

Signature:

Name: Francis Luikart

Address: 1905 Summit Ave St. Paul, MN

Signature:

Name: David McLaughlin

Address: 275 Summit Ave St. Paul, MN

Signature:

Name: Sonja Mason

Address: 21 St. Albans St. S. St. Paul, MN

Signature:

Name: Harry Walsh

Address: 456 Summit Ave #206 St. Paul, MN

Signature:

Name: Roddie Turner

Address: 452 Laurel Ave St. Paul, MN

Signature:

Name: Tom Darling

Address: 445 Summit Ave St. Paul, MN

Signature:

Name: Bridget Allan Ales

Address: 715 Linwood Ave St. Paul, MN

Slide from Parks & Recreation presentation on the proposed trail.

Driveways

Drivers should yield to cyclists on the trail similar to yielding to pedestrians on a sidewalk. Different treatments of driveway crossings may be necessary depending on their use classification (high, medium, low). Many of the driveways in the corridor are for residential properties and would potentially have a lower use frequency

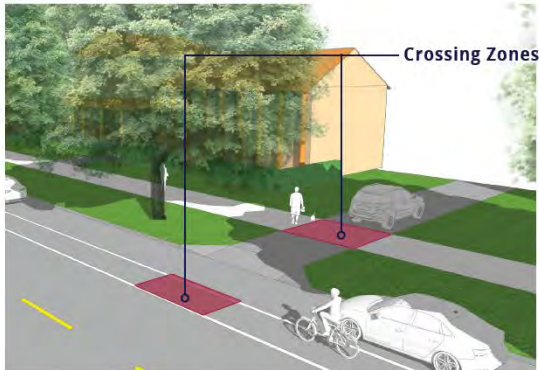


Fig. 4-1 | Typical Driveway Condition - Existing

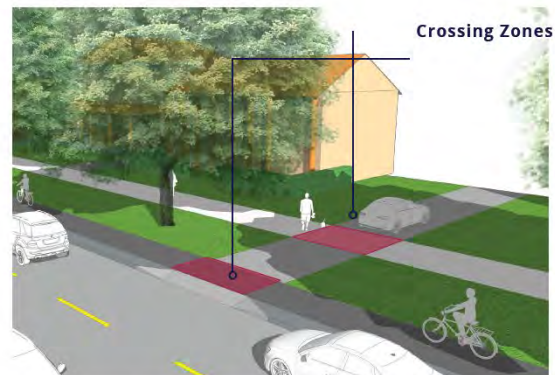


Fig. 4-2 | Typical Driveway Condition - Proposed

Current design
cars stop between
sidewalk and bike
lane when waiting
to enter traffic flow

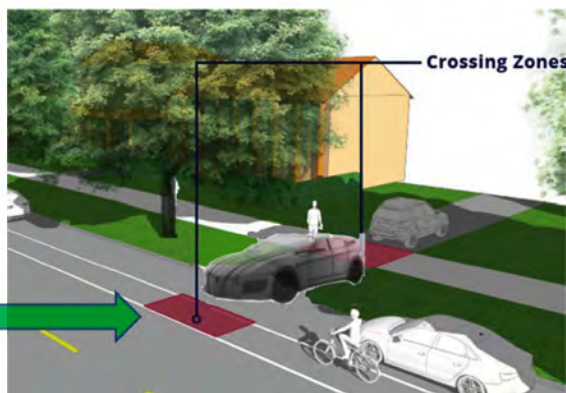


Fig. 4-1 | Typical Driveway Condition - Existing

Proposed design
cars stop blocking off-
road bike trail when
waiting to enter
traffic flow

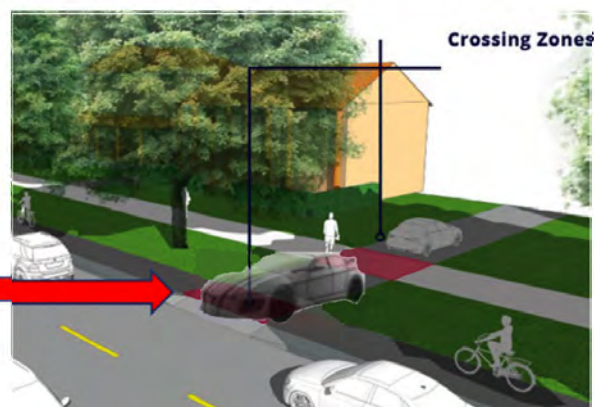


Fig. 4-2 | Typical Driveway Condition - Proposed

There are 150 driveways
and 46 cross-streets on
Summit.

From: [Alex Johnson](#)
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](#); [*CI-StPaul_Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Cc: [Alex Johnson](#)
Subject: VOTE NO to summit plan
Date: Monday, May 22, 2023 1:37:43 PM

Councilmembers,

You are supposed to be our fiscal stewards.

Cancel all the “pork” pet projects and go back to rebuilding roads economically. **Please vote NO on this trail Summit trail. The bike lanes are affordable AND safer. Let's keep them.**

The city could fund over 80 miles of bike lanes for every one mile of this gratuitously expensive cycle path. My math: 12.5 million (12,500,000) for 5 miles (I'm rounding up the miles since I rounded up the cost) is 2,500,000 per mile. Per the St Paul Bike Plan, on-street bike lanes cost 30,000 per mile. For those of us who like take shortcuts in math, remove 4 zeroes FROM each of those: 250 to 3. That's 83 miles of bike lanes for just one mile of this unpopular and unproven bicycle sidewalk.

Should millions of our limited bike dollars to a “bikeway that people already use” or should it go to expanding the bike network?

Frankly, I don't believe public works director Sean Kershaw's 100 million estimate to rebuild Summit. That's nearly 60% the entire 2023 budget for public works. For one not-even-a-truck-route, two-lane local road? I say get another bid, city council. Or get another director.

City Council, you're left holding the bag and YOU CANT BLAME THE PAST. The time is NOW to fix our roads, to lower property tax levy, and to NOT add a regressive 1% sales tax. ST PAUL CITIZENS CAN'T AFFORD IT

and

WE DON'T WANT THIS WASTEFUL DESTRUCTIVE TRAIL.

Alex Johnson

Grand Avenue Renter

From: [Denise Beigbeder](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Fwd: Proposed Summit Avenue Regional Trail Public Hearing
Date: Monday, May 22, 2023 1:34:48 PM
Attachments: [SOS52223.pdf](#)

Please consider my comments regarding the unnecessary proposed plans for destroying the historic nature of Summit Avenue:

From: [Sonja Info](#)
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](#); [*CI-StPaul_Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Cc: [Charles.Zelle@metc.state.mn.us](#); [Emmett](#); [kris.fredson@metc.state.mn.us](#); [Toni.Carter@metc.state.mn.us](#)
Subject: Please VOTE NO on the Summit Avenue Regional Bike Trail plan
Date: Monday, May 22, 2023 12:58:00 PM

Members of the City Council:

For any of you who don't remember Summit's dire condition in the 1960s and 1970s, before the historic districts, please read the included [Pioneer Press Letter to the Editor](#) from city leaders from that era. My only addition to their excellent letter—as someone who lived in a modest-rent apartment on Summit for over a decade is to point out that Summit is not a bunch of Monopoly-man-fat-cats-in-top-hats, it's a mixed use neighborhood with hundreds of multifamily households, including renters.

Please vote NO on the Disastrous Summit Plan.

We don't have **\$12-\$100 million dollars to waste** on an **unproven & unpopular** concept, that's **not even a new bike route**.

Keep Summit, Smooth, Shady and Safe:

What's best for safety on Summit?

- **JUST RE-PAVE IT!** (Mill & Overlay already underway!)
- Keep the on-street bike lanes
- High-visibility paint (bike safety)
- Add painted buffer east of Lexington (by narrower traffic lanes)
- 10 foot vehicle lanes (slower vehicle speeds)
- **Don't move the curbs** (for trees & water & historic granite & budget)
- Use cost-effective & Proven intersection improvements, like priority signals

What's best for a regional trail?

- Shortline Railroad spur is the best route for a "St Paul Greenway"
- Summit's On-street bike lanes can be a regional trail
- Summit's sidewalks can be a regional trail

Sincerely,

Sonja Mason
21 St Albans St

LETTERS TO THE EDITOR

See the civic value of Summit's storied history

Head east from Lexington on Summit Avenue and before you reach the Cathedral, you will have passed what F. Scott Fitzgerald once called a “museum of failed architecture.” Whether or not the architecture is failed, it is a museum. The structures on Summit Avenue are treasure troves of history, not only of Saint Paul but of Saint Paul's reach into the larger world: the governor's residence; the townhouse where F. Scott wrote his break-through novel, *This Side of Paradise*; the house at Heather Place where America's first winner of the Nobel Prize for Literature, Sinclair Lewis, spent a summer; the homes from which Weyerhaeuser and Hill built their empires — to cite just a few.

The miracle is that this stretch of Victorian mansions and history is today intact and functional as a residential street, a civic asset probably unique in present day United States. It is a local treasure, one it seems some of us fail to notice. We can forgive regional planners for overlooking the significance of this unique feature of our city, but we cannot get our minds around city planners and a Planning Commission who favor altering this civic asset in a way that will irretrievably destroy its significance.

We understand that those who have the means to live on Summit Avenue

may be seen in the current controversy about the future of the Avenue as largely self-interested. Of course, there is self-interest. Residents of Summit Avenue with means to live anywhere choose to live there — and pay the significant property taxes levied — because the Avenue retains the value of its storied history.

Seventy years ago, following the Depression and World War II, the Avenue had lost its value. The grand houses had fallen into neglect and been turned into boarding facilities. But in the 1960s and '70s, a small group of urban pioneers saw the Avenue's inherent value and determined that they would restore it. They began a movement that in fact accomplished that restoration, and that was in itself historic.

We believe many who live on the Avenue share our conviction that we should be directing planning efforts to showcasing its history for civic benefit, rather than to making it unrecognizable. If the Avenue is treated as an east/west trail and altered in its basic structure, it is difficult to imagine that its current appeal as a residential street will be sustained. If the Avenue loses its draw as a high-end residential district and falls again into disrepair, are the interests of the city served?

Perhaps there is a way to construct a separate bicycle thoroughfare on this unique stretch of real estate. We do not know. But we are certain that such a plan would not begin with the regional concept that Summit Avenue is a trail and with the imposition of that concept on the community.

Making the city bicycle-friendly is, as Kathy Lantry suggests (Letter to the Editor, May 11), part of moving with history. But irretrievably altering a unique civic asset to do so is a bad trade with history.

We hope that the City Council will not make that trade.

— *Mae Seely Sylvester and Susan Kimberly Sylvester is a former City*

Council and mayoral aide. Kimberly is a former City Council president, director of Planning and Economic Development and deputy mayor

From: [Calvin Brue](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Vote No - Summit Ave Regional Bike Trail
Date: Monday, May 22, 2023 12:56:27 PM

To those concerned,

I take Summit Ave in St Paul every day on my way to work. I am opposed to the plan because:

1. I have a firm belief the plan is a waste of \$12 million when there are other, less costly ways to create a more harmonious Summit Ave for bikers and automobiles.
2. The plan 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 on what is one the most beloved and preserved streets in America.
3. The plan appears that it will be more unsafe than it currently is due to the widening of the streets and the un-moveable intersections with driveways on Summit Ave.

Please vote NO on the Summit Ave Regional Bike Trail

Calvin Brue
1707 James Ave, St Paul, MN
651-263-4580

From: [Solfrid Ladstein](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Summit Avenue bike trail proposal
Date: Monday, May 22, 2023 12:38:07 PM

I wish to express my opposition to the proposed bike trail for Summit Avenue. It is not due to NIMBY, since I do not live on Summit Avenue. I consider Summit Avenue a beautiful, historical street that belongs not only to all Saint Paul residents but to all visitors who come to see this historic area.

The proposed bike trail involves the loss of irreplaceable trees, increased danger for residents attempting to exit their driveways, as well as for bicyclists, and fewer parking spaces for both residents and visitors. I'm very concerned about the poor surface conditions currently on Summit Avenue and would like to see repair of the street have the highest priority. The existing bike lanes could be more clearly marked. Moreover, I believe there are other streets that could accommodate a separate bike trail, such as Montreal, without destroying the historical character of a unique street such as Summit Avenue.

Finally, I must say, it has been very difficult to find information about how the public can have input, e.g., when/where the Council holds meetings where public comment is possible, and there has been a dearth of information in the media. This leads one to conclude that decisions that affect us all are made by a very few people who don't much care what the larger public thinks.

With much effort, I did learn about the meeting on May 24th, and I plan to attend.

Solfrid Ladstein
1892 Wellesley Avenue
Saint Paul, MN
55105

From: [Leslie Ferry](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Summit Avenue Regional Bike Trail Plan
Date: Monday, May 22, 2023 12:37:44 PM

As a 50+ year resident of St Paul and current resident of Summit Avenue, I am opposed to the planned Summit Avenue Regional Trail for the following reasons:

- At a time when we are already losing 100s of trees due to disease, this plan puts the 100s of additional trees 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 has not been proven to 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, which puts 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.

Leslie Ferry

672 Summit Ave #301
St Paul, MN 55105

From: [Rachel Samuelson](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Please vote NO
Date: Monday, May 22, 2023 12:37:36 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 the widening of drive lanes in almost all segments and closing median crossings. This will lead 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 risks of crashes and injuries.

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

Thank you very much,
Rachel Samuelson
1665 Hague Avenue
St. Paul MN 55104

From: [Kathleen Weflen](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Comment on Summit Avenue Regional Trail Plan
Date: Monday, May 22, 2023 12:37:36 PM

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: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Please VOTE NO on the Summit Avenue Regional Bike Trail plan
Date: Monday, May 22, 2023 12:11:56 PM

-----Original Message-----

From: Jackie Goldberg <jackie112961@icloud.com>
Sent: Monday, May 22, 2023 10:48 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.

Please vote no on the Summit bike path .

You should spend our tax money on other projects .

If you need suggestions Please contact me .

Thank You

David Goldberg
1870 Worcester ave.
Saint Paul ,Mn. 55116

djgoldberg@aol.c0om
651-497-6942

From: [Claudia Clark](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Bike Path
Date: Monday, May 22, 2023 12:00:07 PM

I am currently opposed to the raised bike trail on Summit. I have not heard enough about the “Tool Kits” that would address intersections that appear quite dangerous on current plans. No current plans regarding electric bikes, scooters , would they be allowed on the trail or allocated to street. If allocated to street lane would add another layer of traffic to navigate. I have a driveway out to Summit, I worry about navigating the various layers of traffic while I enter and exit my driveway. Then of course the loss of trees. Enforcing current speed limits would make everyone safer.

Claudia Clark
1440 Summit Avenue, 55105

Sent from my iPhone

From: [Bradley Momsen](#)
To: [*CI-StPaul](#); [Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Comments on the Proposed Summit Avenue Regional Bike Trail
Date: Monday, May 22, 2023 11:52:54 AM

To Whom it May Concern:

My name is Brad Momsen. I live two blocks off Summit Avenue on the west end and regularly use the bike lanes as they currently exist. By law, a bicycle is considered traffic. And in urban settings, there must be a mutual respect among pedestrians and all forms of traffic including vehicles, motorcycles, bikes, scooters, and skateboards, etc. Creating three separate paths is not the answer for a lack of respect required in multi-modal transportation nor can it be justified due to shortfalls in street maintenance or plowing. Confident riders and Bike Clubs will continue to use the road rather than having to ride slower on the trail path, wary of the potential points of conflicts at every intersection.

It was stated at the April Parks and Recreation Meeting that the Trail Design prioritized bicyclists, then pedestrians, then vehicles. This was re-ordered at the two subsequent Planning Commission Meetings placing pedestrians first ahead of bicycles. However, this trail proposal does NOT provide additional pedestrian safety in a few key areas:

- There is a state law that requires drivers to check for potential traffic before safely opening the door. Justifying off-road trails in the name of safety due to distracted drivers and cyclists creates more possible conflicts from distracted drivers opening their car door into over 6500 moving vehicles – data provided in the Trail Plan. No data is given on the current number of bikes using the path.
- What does it look like for passengers exiting on the trail side? P&R officials suggest pedestrians and passengers will have to “learn” to find refuge on the 2-4 ft buffer between the trail and the street. It was also admitted that there will be no way to enforce one-way traffic on the trails. Exiting a car on the trailside with two-way traffic while assisting infants, young children or vulnerable adults will be as hazardous as exiting into the street. Are cyclists required to yield to pedestrians in all situations?
- Friends, family, guests, clients, and those delivering mail, packages, food, medicine, and services will face additional safety hazards as they will jaywalk rather than walk to the intersection to get to properties on NO PARKING sides of Summit.
- Residents that rely on on-street parking will be walking further from their cars to their homes at additional risk and inconvenience.

Safe Street Crossings, Parking and Tree Protection

- Under the current configuration, a car crossing or turning onto Summit pauses before the pedestrian crosswalk and then moves up to the curb line to navigate one-way traffic on each side of the roadbed.
- With the new design, a car will first pause before the pedestrian crosswalk some

20-25 feet away from the curb line in tandem with watching for two-way traffic on the trail. Multiple cars attempting turns or crossing will block both crosswalks and trails before moving into the roadbed with vehicles as well as commuting and other confident cyclists who prefer not to navigate the potential points of conflicts at every intersection.

- Vehicles entering and exiting driveways have an additional potential point of conflict crossing both sidewalks and trails.
- Nearly 50% of all north/south streets from Lexington east to Selby have “NO PARKING” on one side or both sides of the crossing street. Current national standards for bike trails in urban settings recommend “NO PARKING” within 30 feet of intersections and 10 feet of driveway adding to the loss of parking and number of trees compromised.
- Will requested posted handicap parking on the street be denied to property owners who happen to live or work on the side of Summit with “NO PARKING”?

Snow Plowing and Potholes

For two months this winter, eastbound traffic on Grand Ave near St Thomas University required using the center turn lane to avoid cars parked 3-4 feet away from the curb. Without the parking lane on Summit, cars will be forced into the oncoming traffic lane when plowing is deficient. A bike lane in the roadbed offers far more flexibility to bikers who need to move into the vehicular lane and drivers who need to use the parking/bike lanes to avoid potholes. This is a reasonable accommodation for all traffic. What increase in costs will be necessary to clear 10' roadbeds completely to allow cars to travel safely or to have available parking that does not impede the flow of traffic?

Residents currently coordinate their driveway and sidewalk plowing with the snowplows and are required to clear snow within 24 hours. Summit Ave. is a snow emergency route. Commuting bikers now have access to a plowed street by 8am. Parks and Rec does not plow overnight, and bikers will opt for the street rather than the unplowed trail. There is no “policy” regarding how quickly regional trails are cleared. Residents will have to re-shovel drifts of snow on either side of the trail crossing their driveways and carriage walks once the trail is plowed.

What is the maintenance plan to avoid the snow and ice melting onto the bike path from drifts on either side? Are all sewer drains, carriage walks, driveways, and sidewalk extensions on the roadbed side of the trail going to be maintained by Parks and Rec since it is all “park land” or do they remain the responsibility of property owners?

Budget

The 2022 Parks and Recreation Board requested an additional 3FTE driven by the needs of the Highland Bridge project. What has been the increase in maintenance costs with the

completion of the Robert Pira and Point Douglas Trails? Why are additional miles of trails being developed when Parks and Recreation is unable to maintain its current trail system without an increase in city taxes as advocated by the Mayor's Office? The Crosby Trail System needs major repair, the Gateway Trail is full of litter, and the vegetated buffers along Ayd Mill Road and Mississippi Blvd are rutted and full of weeds. Car vandalisms, thefts and personal safety is a growing concern to citizens who park their cars to walk or bike trails. How long before people will be unwilling to take risks until those safety issues are prioritized by the Park Board?

I am opposed to spending \$12M + dollars when the full costs are not transparent. The study hasn't adequately explained the additional funds for:

- Infrastructure build-out or moving of utilities.
- Additional trail or related signage at every intersection.
- On-going maintenance or repairs if this is to function as a commuting trail.
- Costs nor anticipated length of time for treatment associated with trees compromised by the street reconstruction.
- Costs to be borne by property owners above and beyond the reconstruction of Summit Avenue in its current configuration.

CONCLUSION

I advocate for keeping the design as is for any future road reconstruction. There are too many unanswered questions and missing details in the plan to approve currently. Is a regional trail through a high-residential neighborhood an appropriate design strategy when providing a separate path for an unspecified number of recreational riders for only seven months out of the year? The claim to involve stakeholders as this visionary design evolves will only result in losers and bigger losers. The compromise must happen now. Installing rumble strips, speed bumps and reducing the speed limit to 20 MPH (with ENFORCEMENT) need to be more seriously considered. Ask Public Works NOT to shorten the width of sidewalks during road reconstruction (as has been done in other neighborhood street projects), that will provide inexperienced bike riders an alternative. Parks and Rec acknowledges that the Summit Ave Bike Path is CURRENTLY in the top five of most popular trails within the city in its present configuration. There is no need to make this drastic of a change with the lack of detail and potential unforeseen impact on the special beauty and appeal of Historic Summit Avenue that is currently enjoyed by all.

Sincerely,
Brad Momsen

From: [Milda Hedblom](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Proposed Bike Trail on Summit Avenue
Date: Monday, May 22, 2023 11:26:01 AM

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

- **It putashundreds 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: [carolyn.sorensen](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Summit Ave. Bike Plan
Date: Monday, May 22, 2023 11:18:10 AM

Dear City Council Members,

I am writing in forceful opposition to the proposed bike plan. I oppose the loss of trees, the interference with the many driveways along Summit and particularly the loss of parking. I attended Wm. Mitchell College of Law and depended heavily on parking along Summit as the private lot was often full. In addition I am a member of AAUW (the building next to the Governor's mansion) with an elderly membership and we all plan on parking along Summit (both sides) for our weekly meetings during the winter. The AAUW rents out their house for many weddings and special events and most of the guests rely on being able to park on Summit Ave.

I know there is considerable spillover parking from Grand Ave. on Summit with the many restaurants and businesses along Grand. The very large apartment building being constructed on Grand and St. Albans will result in more demand for Summit Ave. parking and there may well be additional apartment buildings constructed in the next decade.

Please do not vote to destroy the current charm, function, and beauty of Summit Avenue by voting to approve the proposed bike plan.

Sincerely, Carolyn Sorensen
2353 Youngman Ave., Apt. 220
St. Paul MN 55116

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Case for Supporting the Summit Avenue Regional Trail
Date: Monday, May 22, 2023 11:07:17 AM

-----Original Message-----

From: Andy Singer <andy@andysinger.com>
Sent: Monday, May 22, 2023 1:51 AM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>
Subject: Case for Supporting the Summit Avenue Regional Trail

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

Dear Saint Paul City Council Members,

I've shared a printed copy of this with a few of you, but here is my final summary case for the Summit Avenue Regional Trail. It's a PDF with hyperlinks to other articles and studies--
http://www.andysinger.com/case_for_SART.pdf

I hope you'll support the proposed trail plan. If you have any questions or comments, feel free to call or email me.

Thank you for your consideration and your service.

Andy Singer, Volunteer Co-Chair
Saint Paul Bicycle Coalition
2103 Berkeley Avenue
Saint Paul, MN 55105
651-917-3417
andy@andysinger.com

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: Summit Avenue Bike Lane Improvements
Date: Monday, May 22, 2023 11:06:03 AM

From: Peter Wickert <pdwickert@gmail.com>
Sent: Friday, May 19, 2023 4:38 PM
To: Jane Prince <Jane.Prince@ci.stpaul.mn.us>
Subject: Summit Avenue Bike Lane Improvements

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

Hi Jane,

I have heard that a decision is coming on the proposed Summit Avenue bike plan in the Council meeting on May 24

It is my opinion that the bike route of Summit Avenue is critical in that it bisects the west-central portion of our community east to west. At present, I avoid riding on Summit Avenue as I consider it a less desirable route. Therefore, I recommend that improvements to the bike route be made and I also support any compromise in the direction of improvement. I do sympathize with the home owners and potential changes to the appearance of their properties with the loss of trees, but bike route improvements are needed for the betterment of the community.

As always, I thank you for listening.

Your most humble and obedient servant,

Peter Wickert

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: strong constituent support for Summit Avenue plan
Date: Monday, May 22, 2023 11:05:01 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

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

From: Emma Rebhorn <emma.rebhorn@gmail.com>

Sent: Monday, May 22, 2023 10:31 AM

To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; Dan Dodge <Dan.Dodge@ci.stpaul.mn.us>; Kristin Koziol <kristin.koziol@ci.stpaul.mn.us>

Subject: strong constituent support for Summit Avenue plan

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

Hello!

I'm a homeowner in your ward, at 1145 Hague Avenue. I'm writing as a mother, biker, pedestrian, driver, and property owner to voice enthusiastic support for the Summit Avenue plan, which you'll vote on Wednesday evening. All of my neighbors on Hague Avenue agree.

I hope that you will vote to approve the plan on Wednesday!

Thanks,
Emma Rebhorn
973 951 6281

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Please VOTE NO on the Summit Avenue Regional Bike Trail plan.
Date: Monday, May 22, 2023 10:29:17 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

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

From: Tim Stewart <trstewart68@outlook.com>

Sent: Monday, May 22, 2023 10:20 AM

To: Melvin Carter <Melvin.Carter@ci.stpaul.mn.us>; Joan Phillips <joan.phillips@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>; #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: Please VOTE NO on the Summit Avenue Regional Bike Trail plan.

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

Please vote “no” on the Summit Avenue Regional Bike Trial. The bike riders in St. Paul and elsewhere are the vocal minority. The majority of your constituents (the people you represent) do not favor this destruction of Summit Avenue and our neighborhood. The streets of St. Paul are in terrible condition and impassable in some areas and the city is contemplating spending \$12M on bike lanes. This is uncontrollable! Please vote “no”.

Regards,

Tim Stewart
1036 Ashland Ave.
St. Paul, MN 55104

From: [Jeralyn Irrthum](#)
To: [Melvin Carter](#); [Joan Phillips](#); [Jaime Tincher](#); [Kamal Baker](#); [Peter Leggett](#); [#CI-StPaul_Ward3](#); [*CI-StPaul>Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Stop the Madness: SOS
Date: Monday, May 22, 2023 10:26:08 AM

- I am against spending \$12M on a bike trail on Summit Avenue given a bike good trail already exists.
- The City should be spending our tax dollars on projects which will benefit a larger number of its citizens.

Thank you for the time and consideration.
Jeralyn Irrthum

From: [Steph Nixon Alder](#)
To: [*CI-StPaul](#); [Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: VOTE NO on Summit Ave. Regional Bike Trail plan
Date: Monday, May 22, 2023 9:51:34 AM

Greetings,

The proposed Summit Ave. Regional Trail is a horrible idea and needs to be abandoned. The road needs to be repaved desperately. The bike lanes are already functional and the sidewalks are already accessible. Therefore, there is absolutely no need for the Regional Trail. Building it would greatly disrupt the feel of Summit Ave., the tree canopy and the parking. Instead, the city should focus on re-paving Summit and replanting the trees lost to Emerald Ash borer. The Trail would use an enormous amount of money that should be used on other, existing, higher priorities.

I will be watching votes and will never vote again for anyone - including the Mayor - who votes to endorse this project.

Thank you,

Steph Nixon Alder

stephnixon@yahoo.com
1128 Hague Ave.
St. Paul, MN 55104

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: VOTE NO on Summit Ave. Regional Bike Trail plan
Date: Monday, May 22, 2023 9:49:26 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

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

From: Steph Nixon Alder <stephnixon@yahoo.com>

Sent: Monday, May 22, 2023 09:48 AM

To: Melvin Carter <Melvin.Carter@ci.stpaul.mn.us>; Joan Phillips <joan.phillips@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>; #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>

Subject: VOTE NO on Summit Ave. Regional Bike Trail plan

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

Greetings,

The proposed Summit Ave. Regional Trail is a horrible idea and needs to be abandoned. The road needs to be repaved desperately. The bike lanes are already functional and the sidewalks are already accessible. Therefore, there is absolutely no need for the Regional Trail. Building it would greatly disrupt the feel of Summit Ave., the tree canopy and the parking. Instead, the city should focus on re-paving Summit and replanting the trees lost to Emerald Ash borer. The Trail would use an enormous amount of money that should be used on other, existing, higher priorities.

I will be watching for your votes and will never vote again for anyone - including the Mayor - who votes to endorse this project.

Thank you,

Steph Nixon Alder
stephnixon@yahoo.com
1128 Hague Ave.
St. Paul, MN 55104

From: [Janie Vang](#)
To: [Greg Weiner](#)
Subject: FW: Summit Avenue Regional Trail Plan
Date: Monday, May 22, 2023 9:34:13 AM

Pls let me know if you are no longer accepting public comments. Thanks

From: Kathleen Weflen <kathleen.weflen@gmail.com>
Sent: Monday, May 22, 2023 6:29 AM
To: #CI-StPaul_Ward5 <Ward5@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: [Eli Gray](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Summit Av Trail
Date: Monday, May 22, 2023 9:29:47 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.

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

Eli Gray
790 Ashland Ave
St Paul, MN 55104

Eli Gray

MCP, MCTS, MCSA, MCSE:M

Microsoft Small Business Specialist

=====

Mind IT Services

eli@minditservices.com

www.minditservices.com

(651) 269-4815

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Summit Avenue regional trail
Date: Monday, May 22, 2023 9:15:38 AM
Attachments: [SOS June 2023 comments.docx](#)

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

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

From: Sharon Pfeifer <pfeif001@umn.edu>
Sent: Monday, May 22, 2023 08:56 AM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>
Cc: grtodd@comcast.net <grtodd@comcast.net>; Jacob Walls <jacobiwalls@gmail.com>
Subject: Summit Avenue regional trail

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

I wish we had a permanent Ward 1 representative on this important issue.

Dr. Sharon and George Pfeifer
529 Holly Avenue
St. Paul, MN 55102

To publically elected city leaders:

My husband and I are long-time residents (37 years) at the above address and have lived in and supported this historic Summit and Ramsey Hill area of St. Paul all these years.

Having worked for the state of MN doing review of local government projects for almost 2 years and then creating and managing for 16 years Metro DNR's regional green infrastructure program, I have experiential knowledge of how much effort it takes and creative, courageous leadership is needed to get proposed project design changes that provide social, economic, and environmental benefits to diverse residents of localities in Metro and Greater MN.

I have emailed my comments on the Summit Avenue regional trail design in the past to the city's Russ Stark and the Met Council's Emmett Mullin. Prior comments showed that I am opposed to this trail for several strategically important reasons, but here are additional concerns.

I am opposed to the trail as designed and sited because:

- The design was professionally deemed unsafe and traffic statistics provided proof of this unsafe design. Investigation has revealed that 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.

Safety is extremely important to me. In 2016, I was walking across a clear Grand Avenue mid-afternoon at an intersection, was hit by a driver turning left at the corner who said she didn't

see me, and **suffered a traumatic brain injury** that required forehead bone removal and bone flap replacement 4 months later. I continue, 7 years later, checking in with my neurosurgeon and neurologist and take physical rehabilitation to address after effects of frontal and temporal brain damage. Any proposed design that confuses different types of travelers and increases the chances for car-walker-biker collisions, should not be constructed.

- St. Paul's own ordinances 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 violates all of those in the name of "improvements". Did residents on Summit Avenue ask for this trail and associated "improvements"? If not, then those who want improvements should be identified, their improvements identified as wanted or needed, and the changes prioritized so that the city is accountable to its citizenry and justifiably spends citizen-generated funds and begins to build a more trustful relationship with its tax payers.
- There are many unclear near-term and future funding issues associated with this complex, and professionally not-recommended, trail proposal.

I listened to 4 legislators of the 2023 Legislature on May 21st discuss the concerns with the proposed transportation funding bill. It was pointed out that there is an urgent need for changes in how transportation funding is generated in the future to fund any kind of transportation route construction and maintenance. I encourage the city and regional government to reassess the reality of this design in the context of 1) which institution is providing the trail funding and 2) how long funding sources will be available to the city to sustain a functionally safe trail.

VOTE NO on the Summit Avenue Regional Bike Trail plan. Safety for all using the street is essential. Not just safety for bikers.

From: [Sharon Pfeifer](#)
To: [*CI-StPaul_Contact-Council](#)
Cc: grtodd@comcast.net
Subject: Summit Avenue Regional Trail comments
Date: Monday, May 22, 2023 8:52:12 AM
Attachments: [SOS June 2023 comments.docx](#)

Please read and consider

From: [Sara Brown](#)
To: [*CI-StPaul_Contact-Council](#)
Cc: [CouncilHearing \(CI-StPaul\)](#)
Subject: Thoughts about the proposed summit ave regional bike trail
Date: Monday, May 22, 2023 8:50:06 AM

I am opposed to the planned Summit Avenue Regional Trail for several reasons.

- 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 far larger number of its citizens.
- 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 these. The historical nature of the lanterns and granite curbs are part of what makes Summit Ave so special.
- Summit Ave is one of the last great boulevards in the country and should be preserved as such not have its majestic tree canopy and historic curbing disturbed and ruined.
- I vote no on the proposed Summit Ave Regional Bike Trail.

Sara M Brown Design
818-635-4116
sara@interiorsbysmb.com
www.sarambrowndesign.com

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: bike trail
Date: Monday, May 22, 2023 7:40:03 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

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

From: Theresa Wanta <twstudio@yahoo.com>
Sent: Sunday, May 21, 2023 05:10 PM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>
Subject: bike trail

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

In other larger cities such as Washington D.C. Charleston, and Pittsburgh, the bike trail ends at the city limits where bikers than 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

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Summit Avenue
Date: Monday, May 22, 2023 7:39:56 AM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger

Pronouns: she/her

P: 651-266-8613

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

From: m.schicklberger@gmail.com <m.schicklberger@gmail.com>

Sent: Sunday, May 21, 2023 09:16 PM

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

Subject: Summit Avenue

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

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 or the improvement of less economically strong districts and maybe also to fix the potholes in front of my house at 1072 Portland Avenue, 55104 St. Paul.

Sincerely,

Dr. Marcus Schicklberger

From: [Kristin Koziol](#)
To: [Greg Weiner](#)
Subject: Fw: Please pull back from the Summit bike trail plan
Date: Monday, May 22, 2023 7:39:49 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 Schubert <schubertkathleen07@gmail.com>

Sent: Sunday, May 21, 2023 10:49 AM

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

Subject: Please pull back from the Summit bike trail plan

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

The many negative aspects have led to widespread citizen opposition and raised questions as to how our council respects its citizens. Your vote no will be regarded as wise and prudent.
Thank you, Kathleen Schubert, Highland resident

From: wegm0001@umn.edu on behalf of [Dante Cicchetti PhD](#)
To: [*CI-StPaul](#), [Contact-Council](#)
Subject: VOTE NO to Summit Avenue Regional Trail
Date: Monday, May 22, 2023 5:34:45 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.
- We cannot accommodate any decrease in on street parking in my neighborhood (Dale & Summit). We already have insufficient parking for the numerous multi-family units in this area. Repair and Service vehicles must find parking too!
- 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.

Dante Cicchetti
582 Summit Ave.
St. Paul, MN 55102
651.414.9904

Dante Cicchetti, Ph.D.
McKnight Presidential Chair
Institute of Child Development
University of Minnesota
Editor, *Development and Psychopathology*

From: [Wayne Ctvrtnik](#)
To: [*CI-StPaul Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue Bike Trail
Date: Monday, May 22, 2023 2:23:51 AM

I am greatly opposed to the projected new bike trail.

The loss of any trees let alone the projected number is applauding. The use of these funds in a affluent white neighborhood that doesn't need it or want it is a poorly thought out project. There are areas of St Paul were these funds would have a greater impact in growing the legacy of the city.

Summit Avenue was designed by our great fore father's to be an elegant corridor to display the beauty of the city. Introducing new bike lanes and destroying the beauty of these boulevards would be a travesty to both residents and visitors.

I have cycled as a commuter for over 50 years and can guarantee that the proposed lanes will be abused by dog walkers and joggers and put the bicycles right back on the roadway.

Improve the road surface, paint new lanes and educate both bicycles and vehicles to coexist while using the money saved in an area where it is more needed.

Wayne Ctvrtnik
1802 Sargent Ave
St Paul, MN 55105

--

Wayne

From: [Sally West](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Proposed Summit Avenue Bike Trail
Date: Monday, May 22, 2023 2:04:33 AM

I am strongly opposed to this project.

One would hope that Saint Paul would like to be known as a forward-thinking, environmentally “green” city. However, recklessly removing hundreds of trees in order to provide an unnecessary, unsafe bike trail is completely counter productive.

One would also hope that The City would want to project their equality when distributing funds. Throwing over \$12,000,000 at an affluent, white neighborhood, that doesn’t want it is a complete waste. The funds would be best spent in a less socio-economically advantaged, potentially of color, neighborhood. You need to be very, very cautious that you DO NOT LEAVE A LEGACY OF RACIAL DISCRIMINATION!

Please prioritise the above concerns before you make your decision.

Sally West
1802 Sargent Avenue
Saint Paul, MN 55105
202/460-7256

From: [Zack Farrell](#)
To: [#CI-StPaul_Ward2](#); [*CI-StPaul_Contact-Council](#)
Subject: Support the Summit Avenue Regional Trail - Public Comment
Date: Monday, May 22, 2023 1:11:04 AM

Hello,

My name is Zack Farrell, I live at 600 Summit Ave #2 and I am strongly in favor of the Summit Avenue Regional Trail.

It has been well established through engineering analysis that Summit Avenue and the infrastructure beneath it must be fully reconstructed in the next decade. Most streets have an expected lifespan of 60 years, the foundations of Summit Avenue are nearing double that age. This is the root cause of the poor condition of the street which is further exacerbated by the freeze/thaw cycle each spring and the increasing weight of vehicles. When a section is simply repaved that smooths over the surface conditions but does not repair the weak spots which develop in the roadbed itself. As these weak spots grow, they cause each repaving to wear out faster and faster until it is more cost effective to simply rebuild the road. We are well past that point on Summit today.

The Sewage and water infrastructure beneath the street is equally as old and at risk of failure. We have seen numerous examples of pipe failures under streets in nearby cities in the last year alone ([e.g.1](#)) ([e.g. 2](#)). These led to huge sinkholes and were caused by 120 year old infrastructure, similar in age to Summit. If Summit is not reconstructed it is only a matter of time before that happens here.

Any intensive reconstruction has risks to trees whose roots have grown underneath the roadbed, however for the reasons outlined above, not completing that reconstruction is no longer an option. We will be digging up the street several feet below ground both to set a new foundation and to reconnect new water lines to each property as part of the city wide effort to remove lead pipes from the city's drinking water lines. This is the primary driver of risk to trees, and the additional risk added by the change to the street configuration proposed in this plan is minimal, as the new location of the bike trail would be no more than 1.5ft from where the curb lines are today . The staff report which includes tree root analysis of each boulevard tree in the corridor suggests that around 90 additional trees may be lost. That's about 2 trees per block, a very marginal change that will not have a significant impact on the character of Summit Avenue while their replacements regrow.

With the need for a full reconstruction established, the question now becomes what should Summit look like when we put it back together again?

Improvements

The layout of the road today has many opportunities for improvement even before we look at the bicycle lanes. In many places where Summit was paved for 4 lanes of vehicle traffic the paved area remains extremely wide. This makes the street feel more akin to a highway than a local road, and communicates to drivers that they should go much faster than is appropriate. Many street corners are rounded, leading to very wide crossing areas for pedestrians and the perception for drivers that they should be able to move around corners without slowing. Access to the central boulevards park space is not accessible, which despite having had a dirt

trail run down it since its inception (visible in photos from the Minnesota Historical Society) have no curb cuts at any point.

This proposal remedies many (though not all) of these points of concern. The separation of the bike lanes narrows the street between the curbs, this will slow drivers to closer to the posted speed limit. The tabled pedestrian crossings at intersections will as well, they act as speed bumps and signal to drivers that they are crossing a pedestrian space.

Safety

The bike lanes on Summit today are not safe. In order to use them one must be comfortable biking with traffic moving at 30 miles per hour feet to the left and parked cars with doors that may or may not swing open unexpectedly feet to the right. In comparison to other bike lanes in the city the ones east of Lexington are particularly narrow, exacerbating the problem of being squeezed. The paint of the inner line marking the separation from vehicle lanes is extremely worn down from cars driving over it as they park or pass left turning traffic, further reducing their effectiveness as a means of separation. By moving the bike lanes outside of the area designated for cars the opportunities for many of these collisions are entirely eliminated.

A research review by the BMJ concluded that the risk of cycling on protected bike lanes was 30% lower as compared to mixed traffic streets, summarizing with the statement that "These data suggest that the injury risk of bicycling on cycle tracks is less than bicycling in streets. The construction of cycle tracks should not be discouraged." - [Risk of injury for bicycling on cycle tracks versus in the street](#). This study also highlights that separation from traffic is disproportionately desired by women, children, and seniors, who are underrepresented in commuter cycling in the US in part due to the lack of protected bike lanes. In The Netherlands where there is an extensive network of protected bike lanes, 55% of bicycle riders are women.

This finding is also backed up by the Transportation Association of Canada's report [Safety Performance of Bicycle Infrastructure in Canada](#), which noted that off-road bike facilities and one-way protected bicycle lanes have "well supported positive safety outcomes" for both the overall risk of collisions and the perception of safety, and recommended protected bike lanes for any street with a high volume of traffic.

Comfort and preference

Protected bike lanes are critical to making more people comfortable using cycling as a regular method of transportation to get around Saint Paul

It's well proven by that protected bike lanes are generally preferred by the public and that the construction of protected bike lanes leads to a large increase in ridership on a corridor

1. [Estimating the effect of protected bike lanes on bike-share ridership in Boston](#)
2. [Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.](#)
3. [Safety Performance of Bicycle Infrastructure in Canada](#)

This preference is shown as well in the city's own survey conducted as part of the updated Saint Paul Bike Plan, which shows that a majority of people are not comfortable biking in mixed traffic or in painted bicycle lanes, but that a majority of people would be comfortable biking on protected bicycle paths. Expanding our network of separated paths is a necessary prerequisite for many people to consider cycling as a mode of transportation, and studies have shown that creating a protected bicycle lane increases the number of cyclists using that facility by 21% to 171% [Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.](#)

Public Health - Active Transport

Active transportation modes such as walking and cycling can have a huge impact in public health. As the detrimental health impacts of sedentary lifestyles become more well known it's more important than ever that we enable modes of transportation that allow people to build exercise into their regular day to day lives just by going about their day without requiring that they dedicate additional time to it.

Climate Change and Reducing VMT

A critical part of addressing our climate goals as a city is making it easier for people to travel from place to place without requiring that they drive. This will also decrease the traffic demands on our street, making life easier for people who do still choose to drive by decreasing the number of other drivers in their way, and will decrease the rate of wear and tear on our streets by decreasing vehicle miles travelled.

Thank you for your support,
Zack Farrell

From: [Cynthia McArthur](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Vote No on Summit plan
Date: Monday, May 22, 2023 12:15:21 AM

Prioritizing one use over others

Regarding the Summit Avenue bike trail debacle:

Summit is a historical, cultural, environmental, residential, recreational and tourist attraction, a 4-mile street that feeds the souls of St. Paulites and beyond. Yet a bold but narrow idea to make it a regional bike trail by parks and recreation enthusiasts has created havoc deeper than the potholes that sprouted over our long-suffering winter. Those who use Summit include car drivers enjoying a historical and cultural drive down a beautiful residential street and pedestrians who walk in pairs with dogs and children, or are on the run or just going for a stroll, taking in the grand homes. Tourists come to St. Paul and include a trip to Summit to connect to its rich history. Bicyclists use the street as a safe route with a designated path, sharing the road with other vehicles who share the same rights and responsibilities as drivers. Churches welcome their congregations, residents enjoy living on a beautiful road and businesses benefit from their Summit Avenue address.

That is the heart of Summit. Elevating its status as a regional bike trail is an idea that is shortsighted and tragic. Too many trees will suffer damage and removal with an elevated bike path next to the narrowed road. The essence of the street will dramatically change for residents, churches, businesses and tourists who contribute to the well-being of our fine city. Since the inclusion of a separate bike path on Summit, traffic speeds have decreased, bicyclists have used the street for recreational and commuting choices, and pedestrians have had wide sidewalks to stroll or run on. Putting an elevated bike path on Summit will not eliminate or reduce car parking or street usage. Apartments without off-street parking need street access for their cars. Churches and businesses need parking to accommodate their patrons. Carbon emissions will not be significantly reduced with just this path. It will take a larger effort to meet these environmental needs. And bike commuters who travel more than 10 miles an hour will continue to use the street as the safest way to get to their destinations.

We are expecting or asking too much of Summit with this proposed regional bike trail. Summit is just a street with multiple types of users who share the beauty and value of its essence. There is no need for a regional bike trail.

There is a need to fix Summit's roadway. There is a way to keep its current use and value with better signage, good signs and traffic speed limits. The future of Summit Avenue should include all that it has been to its users and an opportunity to be a safer place for recreational use within its current design.

CYNTHIA L. McARTHUR

1295 Juliet Ave
Saint Paul, MN 55105

From: [Cynthia McArthur](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Vote No for Summit Plan
Date: Monday, May 22, 2023 12:13:13 AM

Prioritizing one use over others

Regarding the Summit Avenue bike trail debacle:

Summit is a historical, cultural, environmental, residential, recreational and tourist attraction, a 4-mile street that feeds the souls of St. Paulites and beyond. Yet a bold but narrow idea to make it a regional bike trail by parks and recreation enthusiasts has created havoc deeper than the potholes that sprouted over our long-suffering winter. Those who use Summit include car drivers enjoying a historical and cultural drive down a beautiful residential street and pedestrians who walk in pairs with dogs and children, or are on the run or just going for a stroll, taking in the grand homes. Tourists come to St. Paul and include a trip to Summit to connect to its rich history. Bicyclists use the street as a safe route with a designated path, sharing the road with other vehicles who share the same rights and responsibilities as drivers. Churches welcome their congregations, residents enjoy living on a beautiful road and businesses benefit from their Summit Avenue address.

That is the heart of Summit. Elevating its status as a regional bike trail is an idea that is shortsighted and tragic. Too many trees will suffer damage and removal with an elevated bike path next to the narrowed road. The essence of the street will dramatically change for residents, churches, businesses and tourists who contribute to the well-being of our fine city. Since the inclusion of a separate bike path on Summit, traffic speeds have decreased, bicyclists have used the street for recreational and commuting choices, and pedestrians have had wide sidewalks to stroll or run on. Putting an elevated bike path on Summit will not eliminate or reduce car parking or street usage. Apartments without off-street parking need street access for their cars. Churches and businesses need parking to accommodate their patrons. Carbon emissions will not be significantly reduced with just this path. It will take a larger effort to meet these environmental needs. And bike commuters who travel more than 10 miles an hour will continue to use the street as the safest way to get to their destinations.

We are expecting or asking too much of Summit with this proposed regional bike trail. Summit is just a street with multiple types of users who share the beauty and value of its essence. There is no need for a regional bike trail.

There is a need to fix Summit's roadway. There is a way to keep its current use and value with better signage, good signs and traffic speed limits. The future of Summit Avenue should include all that it has been to its users and an opportunity to be a safer place for recreational use within its current design.

CYNTHIA L. McARTHUR

1295 Juliet Ave
Saint Paul, MN 55105

From: [Mary M Finley](#)
To: [#CI-StPaul_Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Fwd: Bike Trail Summit Ave
Date: Sunday, May 21, 2023 10:19:27 PM

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

1157 Summit Avenue, domicile

Sent from my iPad

On May 21, 2023, at 9:35 PM, Mary M Finley
<briwillbre@msn.com> wrote:

I have lived at 1157 Summit Ave for 32 years.

Fellow citizens and ELECTED powers that be,

Please listen to the citizens who love St Paul and the historical and ecological parts of Summit Ave. I have been living on Summit for the past 32 years, paying my fair share of property taxes, getting all the required permitting and HRC approval for any project we've done to maintain our home these 30+ years... and we hope that those who appear to be the decision makers take into account the opinions and concerns of those who actually have invested in and care about the future of Summit...The plan in place is actually such a joke and not well thought out and mercilessly expensive...I say fix the damn streets and promote bike safety by making people accountable by

enforcing speed limits and hiring more police for traffic safety alone! Tackle crime on the metro transit and make it a safe place for the citizens who travel to and from on a daily basis.. use tax dollars wisely, not just to curry favor with a small subset of our population... Summit will never be a bike trail...it's a city street for travel, commerce, worship, long slow sweet walks, housing and the adoration of trees! Vote NO!
Thank you for your time on this matter.

The following boiler plate email states all of my thoughts, concerns and is succinctly valid.

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.

Mary Morrissey Finley
1157 Summit Ave
612-750-0880

From: m.schicklberger@gmail.com
To: [*CI-StPaul>Contact-Council](#)
Subject: Summit Avenue
Date: Sunday, May 21, 2023 9:11:15 PM

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 for education and also to fix the potholes in front of my house at 1072 Portland Avenue, 55104 St. Paul.

Sincerely,

Dr. Marcus Schicklberger

From: [Renate Sharp](#)
To: [*CI-StPaul Contact-Council](#)
Cc: [Renate Sharp](#); [Don Notvik \(Donnotvik@yahoo.com\)](mailto:DonNotvik@yahoo.com)
Subject: Summit Avenue Regional Trail
Date: Sunday, May 21, 2023 9:03:25 PM

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: [Judith Feldman](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Summit Ave Bike Plan
Date: Sunday, May 21, 2023 8:20:29 PM

I am strongly opposed to the planned bike plan on Summit Avenue. I have lived in the neighborhood(1033 St. Clair Ave St. Paul Mn 55105) for over 30 years and maybe have seen 5 bicycles on Lexington Ave. And none on so many others with faded striped bike lanes. Summit Ave is functional for bike riders as is(I think bike riding is great). Read May 21st Pioneer Press letters to the editor. An Avid Bike Rider said all that is needed on Summit is immediate spring/fall fixing of potholes and re-striping. I think the 12 million could be used for better projects like safety and crime. Fancy bike lanes is pure "fluff" when we have serious issues to solve in St. Paul. Let's keep all our trees, our Summit Ave homeowner's parking and safe access to driveways. VOTE NO!

Judith Feldman

From: [Britta Dosland](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Re: Opposition to Summit Regional Trail
Date: Sunday, May 21, 2023 7:45:27 PM

Hello again,

I understand we need to include our address for comments to be included.

2201 Eleanor Ave
St. Paul, MN 55116

Thank you,
Britta Dosland, MD

On May 20, 2023, at 6:51 PM, Britta Dosland <badosland@gmail.com> wrote:

Hello,

I am reaching out directly to you to express my strong opposition to the proposed Summit Regional Trail. I was a resident of a historic carriage house on Summit Ave from October 2020 to March 2023 and now own a home in Highland Park. I chose to rent on Summit because I loved the historic nature of the street and neighborhood, the mature trees, and the easy access by foot and by bike to local restaurants, shops and other trails. As a child, my family would come to Summit Ave from the suburbs to admire the homes and enjoy the restaurants on Grand Ave, and I was so excited to have a chance to live there. Multiple times a week I took walks and bike rides along Summit, admiring the homes and enjoying the mature tree cover. I recognize the value Summit Ave brings both to local residents and to visitors to our area, and I was so grateful I had a chance to live there in one of the most historic and beautiful areas of St. Paul.

I can only begin to imagine how the proposed regional trail will change the character of Summit Ave. The risk to trees is very significant and any loss of trees would be devastating to the street. The entire appearance and feel of the street will be permanently altered with the addition of a regional trail. While I appreciate that biking on a busy street can feel uncomfortable for some, I was always most concerned about the quality of the street itself. It is in complete disrepair (apart from the section from Lexington to Snelling) and I was always nervous while biking given the extremely poor quality of the pavement both in the bike lanes themselves and in the car lanes which can cause them to swerve into the bike lanes.

I am extremely disappointed that the city is considering the Summit Regional Trail. The city needs to focus on improving the quality of the existing street and other options that would not risk the beautiful mature tree cover and the historic character of the street. Please listen to the citizens of St. Paul - there is serious concern from so many of us about the proposed project and all options need to be considered and put forward to us before you move forward with the current plan.

Sincerely,
Britta Dosland, MD
badosland@gmail.com

From: [Britta Dosland](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Re: Opposition to Summit Regional Trail
Date: Sunday, May 21, 2023 7:45:00 PM

Hello again,

I understand we need to include our address for comments to be included.

2201 Eleanor Ave
St. Paul, MN 55116

Thank you,
Britta Dosland, MD

On May 20, 2023, at 6:52 PM, Britta Dosland <badosland@gmail.com> wrote:

Hello,

I am reaching out directly to you to express my strong opposition to the proposed Summit Regional Trail. I was a resident of a historic carriage house on Summit Ave from October 2020 to March 2023 and now own a home in Highland Park. I chose to rent on Summit because I loved the historic nature of the street and neighborhood, the mature trees, and the easy access by foot and by bike to local restaurants, shops and other trails. As a child, my family would come to Summit Ave from the suburbs to admire the homes and enjoy the restaurants on Grand Ave, and I was so excited to have a chance to live there. Multiple times a week I took walks and bike rides along Summit, admiring the homes and enjoying the mature tree cover. I recognize the value Summit Ave brings both to local residents and to visitors to our area, and I was so grateful I had a chance to live there in one of the most historic and beautiful areas of St. Paul.

I can only begin to imagine how the proposed regional trail will change the character of Summit Ave. The risk to trees is very significant and any loss of trees would be devastating to the street. The entire appearance and feel of the street will be permanently altered with the addition of a regional trail. While I appreciate that biking on a busy street can feel uncomfortable for some, I was always most concerned about the quality of the street itself. It is in complete disrepair (apart from the section from Lexington to Snelling) and I was always nervous while biking given the extremely poor quality of the pavement both in the bike lanes themselves and in the car lanes which can cause them to swerve into the bike lanes.

I am extremely disappointed that the city is considering the Summit Regional Trail. The city needs to focus on improving the quality of the existing street and other options that would not risk the beautiful mature tree cover and the historic character of the street. Please listen to the citizens of St. Paul - there is serious concern from so many of us about the proposed project and all options need to be considered and put forward to us before you move forward with the current plan.

Sincerely,
Britta Dosland, MD
badosland@gmail.com

From: [CURLEY SHANNON](#)
To: [CouncilHearing_English \(CI-StPaul\)](#)
Subject: Voice Mail (2 minutes and 48 seconds)
Date: Sunday, May 21, 2023 7:43:22 PM
Attachments: [audio.mp3](#)

Hi, my name is Shannon Curley. That's spelled Shannon, last name Curly Curley. My phone number is 612-562-2785 and e-mail is shannonshannon.curlydurley@hotmail.com and I'm calling because I want to voice my concerns. I strongly oppose the Regional Trail wanting to be built on Summit Ave. I think that it would be a huge waste of resources cutting down old growth trees that are great for the environment, keeps or makes lots of shade, keeps the grasses, you know, moist and there's not a necessary need for over watering your lawns and wasting money on people's sprinklers. I think that it would be a huge waste of money to build a trail that doesn't need to be built. And there's a perfectly good bike lane on Summit Avenue. And every time, including some Minnehaha Avenue specifically, there's a great paved bike lane that's away from the road. And I used to live off Minnehaha Avenue and I never saw anybody biking on that specified bike lane. They were always in the street. So I believe if you were to build this new trail for bikes, specifically for bikes off of the road, they're not going to use it anyways. They will continue biking in the street and then instead of biking in the bike lane, they will be in the middle of the road causing safety concerns for cars and for themselves. So I think it's a huge waste of money. I do not think that this should be built. No taxpayer wants to pay for that one. Bikers won't even use it and it's not helping anybody. I think you should spend the money on fixing potholes instead. That's the serious concern. Maybe cars wouldn't need to swerve out of the way into the bike lane if the potholes were fixed. My previous address, I had just moved out of Saint Paul and I walked on Summit Avenue every single day. I never saw any traffic or any safety concerns at all. I think the way it's set up right now is perfectly safe for everyone, the bikers, the pedestrians and the cars. But I previously moved out of Saint Paul on may fourth my address was seventeen sixteen so one seven one six Grand Avenue. And That's Saint Paul Minnesota five five one Oh five So again. I strongly oppose this new bike path please do not ruin the trees and ruin the environment because of stupid reasons and wasting taxpayers hard earned money thank you

You received a voice mail from [CURLEY SHANNON](#).

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: [Theresa Wanta](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Bike trail
Date: Sunday, May 21, 2023 5:06:44 PM

In other larger cities such as Washington D.C. Charleston, and Pittsburgh, the bike trail ends at the city limits where bikers than continue on the city bike paths, picking 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

From: [Theresa Wanta](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Bike Trail
Date: Sunday, May 21, 2023 5:05:42 PM

In other larger cities such as Washington D.C., Charleston, and Pittsburgh, the bike trail ends at the city limits where bikers than continue on the city bike paths. Then 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

From: [Bill Huebsch](#)
To: [*CI-StPaul](#); [Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: The plans for bike lanes on Summit Avenue
Date: Sunday, May 21, 2023 4:14:21 PM

Hello. I live at 339 Summit Avenue in St Paul. I am opposed to the planned Summit Avenue Regional Trail because of the damage it will do to the historic tree canopy along that corridor. I also think the cost of \$12M is outrageously high. We are bikers ourselves and we have many friends who regularly bike on Summit. **What we want is for you to pave the Avenue for drivers aren't dodging potholes, and then paint the existing lane strips so we can see them.** That's really all we need. You're planning to do something that is unneeded and unwanted, all for the sake of urban planning principles which don't apply well in our situation.

A huge worry for us and our neighbors is that people leaving their driveways along Summit will have to pull out and stop *in your new bike lane* which, frankly, is very dangerous. It will make biking along Summit less safe! Why would you even consider this plan, given all its shortcomings? Likewise, as cars turn into driveways, they will have to pass through that lane. At the present time, lane sharing is working beautifully. **Again, what we need is to pave Summit and paint the lines.**

Please VOTE NO on the Summit Avenue Regional Bike Trail plan. We will be watching this vote and all who cast votes very carefully.

Cordially,

Bill Huebsch

339 Summit Ave #2 | St Paul, MN 55102-2164 | 612-384-5456

From: [Paul Holm](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Proposed Summit Avenue Bike Trail
Date: Sunday, May 21, 2023 3:53:17 PM

Good afternoon:

I am strongly opposed to the proposed Summit Avenue Bike Trail and respectfully request that the Council vote against it.

My objection is primarily based on the irreplaceable impact the trail would have on the beautiful treasure that is the Summit/Ramsey historic district.

Very few American cities have such an incredible stretch of historic buildings on such a beautiful street.

I respectfully implore the Council to explore other options for a bike trail.

Thank you for your consideration,

Paul Holm
554 Portland Avenue,
Saint Paul

From: [ROBERT MUSCHEWSKE](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Presentation for City Council Meeting - May 24, 2023
Date: Sunday, May 21, 2023 3:26:00 PM
Attachments: [Presentation to City Council 05 24 23.docx](#)

Please present this attachment to the City Council.

Thank you,

Bob Muschewske
370 Summit Avenue
Saint Paul, MN 55102
rmuschewske@comcast.net
www.370summitstpaul.com
[612-578-3635](tel:612-578-3635)

Remarks for City Council Meeting

May 24, 2023

President, Brendmoen...City Council Members – thank you for this opportunity to speak.

My name is Bob Muschewske. I live at 370 Summit Avenue and am a board member of SARPA

I would like to make two points.

#1 – Yes, the Parks and Recreation Commission did vote 4-3 to recommend you approve the proposed bicycle trail plan for Summit Avenue. A 4-3 vote does not, however, represent a ringing endorsement. We understand that Commission members had received regular briefings on the plan, were very familiar with its features, and had read many of the public comments sent to them. It is significant that three members voted no and it is also significant that four members did not even show up to vote – a vote they knew was important. The three who voted no expressed serious reservations about the plan. I urge you to carefully consider the concerns expressed by the three members who voted no

#2 – We have been told many times that the plan is only a visionary document and that detailed implementation plans would be presented later during the engineering phase and that there would be many opportunities for public input at that time. Forgive us for being skeptical.

Given the secrecy concerning the need to obtain a vote by June 30, the public engagement process lacked transparency and was disingenuous. Why should we believe that once the plan is approved by the City Council, we will have any future credible opportunity to provide comments on implementation plans? The current flawed process has created grave credibility problems for city officials leading to a level of distrust that will be very difficult to remedy.

Please vote no on the proposed plan.

Thank you for listening to my concerns.

From: [Sandy Kiernat](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Summit Avenue Bike Trail
Date: Sunday, May 21, 2023 12:58:45 PM

I am opposed to the bike trail as proposed. I suggest that the vote to accept the proposed plans be delayed. Summit Avenue is an historic treasure. Those who live on the Avenue are stewards of the street. Many besides home owners are opposed to the bike trail because of the disruption it would bring to traffic, trees, safety, history and the tax base. Their concerns are real. Bike trails have their place but not on the most historic, scenic street in our city.

St Paul received a planning grant from the Met council. It poor policy to force a vote, without wide agreement, in order to keep from forfeiting a small grant. It is also poor policy to let an appointed body dictate a major decision for St. Paul. I believe we can come to a better solution!

Elizabeth Kiernat
sandykiernat@gmail.com
Sent from my iPad

From: [Alice Gebura](#)
To: [CouncilHearing \(CI-StPaul\)](#); [*CI-StPaul Contact-Council](#)
Subject: public testimony - proposed raised bike trail on Summit
Date: Sunday, May 21, 2023 11:25:51 AM

Sean Kershaw, Director of Public Works has been pushing the proposed raised bike trail on Summit.

The majority of citizens do not want a raised bike trail on Summit. At the public hearing before Parks & Rec on April 13 the split was estimated at 60-40 with the majority against the plan. Written comments collected at the Engage Saint Paul web site, before the comments were removed and buried in a spreadsheet, showed a significant bias against the plan.

In December, 2008 Kershaw published an article in Sage Journal (<https://journals.sagepub.com/doi/abs/10.1177/016146810811001496>) entitled "The Fundamental Purpose of Education is Democracy." In the article he writes:

challenges.

The Purpose of Education

The fundamental purpose of education in a democracy is democracy: to create citizens who are capable of self-governance. It's not about what the kids want; it's about what a democracy demands. And it is about more than the kids or the interest groups that are currently throwing white papers and expensive ad campaigns at each other. Every Minnesotan and every institution has a role in education and needs to step up to the table.

Education creates the civic capacity we need in a democracy: citizens who understand democratic virtues; who are informed and understand history; who can deliberate and discern well; who have the ability to

Sean Kershaw is Executive Director of the Citizens League. He and his organization strive to create opportunities for civic leadership and active citizenship that will continue into the next generation. Based in Minnesota, the Citizens League has established a tradition, since its founding in the 1950s, of looking to citizens for solutions to address

I urge Kershaw and the City of Saint Paul to practice what they preach and uphold the principles of democracy - listen to the people.

--

Alice Gebura
487 Portland Ave
Saint Paul 55102

From: [Meridith Richmond](#)
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: Please support Summit Avenue Regional Trail Plan for clean water, good roads, and human lives.
Date: Sunday, May 21, 2023 8:58:46 AM

Dear Saint Paul City Council,

I am writing to ask that you support the Summit Ave Regional Trail Plan at your vote this Wednesday. For the record, I write this as a Saint Paul resident (address below) who has been biking Summit since 2008 and who currently bikes it year-round (yes, even in the winter) to get to work.

Fundamentally, this is a plan to protect drinking water, ensure we have a good road, and protect infrastructure in Saint Paul for decades to come. The water main under Summit is from 1888. Summit Ave's roadbed is fractured and breaking down from its base several feet below the surface. A mill-and-overlay of the street surface, as suggested by SOS, would only last 10 years. Roads need to be completely rebuilt every 40-60 years, and Summit Ave is long overdue. SOS's proposed solution for the water main is to reinforce a 135 year old pipe from the inside via trenchless pipe lining. **I don't know about you, but I would prefer not to have a reinforced 135 year old pipe carrying my drinking water.** Both proposed alternatives are effectively painting over a broken wall instead of choosing to fix the wall. In order to have good drinking water infrastructure and a good, long lasting road, Summit Ave needs to be completely dug up from its current curb to its current curb.

This essential roadbed removal and replacement from curb to curb must happen whether Summit is rebuilt with a bike lane or not, and is the part of the project that impacts trees. Whether we have a bike path or not has nothing to do with the unavoidable tree loss Summit faces.

After digging up Summit from curb to curb to do this essential road work, we have the option of rebuilding what we currently have or making changes that would protect human life and make Summit even more park-like. The basic plan is to swap the bike and parking lanes and move the curb inwards, so that the curb is between the parked cars and bicyclists.

Do you care about the lives and bodily safety of people on Summit? Because this reconfiguration would save lives and bones. Two people have died biking Summit Ave since 2008. From 2012 to 2021, 63 people were injured in pedestrian- and bicycle-involved crashes. This is definitely a minimum number - many of my biking friends I've talked to had an accident on Summit, felt ok enough to get home initially, and then later in the day end up in the ER or urgent care after the adrenaline wore off.

Bikes are currently assailed by distracted or drunk drivers from their left, car doors from their right, and amazon or landscaping trucks parked in the bike lane itself. In the winter, the bike lane disappears entirely. If a biker falls, they are falling next to cars whizzing past or into the car lane. A bike path replaces these risks with those associated with folks backing out of their driveway. A bikers might still get hit by a car turning left or right, but the car will be forced to go slower due to the raised/tailed crosswalks that serve as a speed bump. The path might still be snowy and/or icy, but it won't entirely disappear like it does when it is between parked cars and the car lane in winter. If a

biker wipes out, they wipe out away from cars doing 20-40 mph and instead contend with e-bikers, scooters, walkers, and/or cars backing out of their driveway. All of these are moving much slower and thus reduce bikers' risk of dying or getting severely injured while biking. Merely painting the lane green would not reduce any of the current safety risks of biking on Summit.

Trees:

Moreover, moving the curbs inward will make Summit an even better environment for trees and humans. Tree roots can't grow into a 3 foot deep road bed. Moving the curbs inward will in turn move the edge of the road-bed away from the trees and replace this volume with soil. The bike path that is now closer to the trees will only be inches deep, not feet deep, because it is carrying lighter and slower bike traffic instead of car traffic. **Overall, this project will give tree roots on Summit more volume underground to grow in and make Summit Ave an even better place for trees to grow.**

Moving the curbs inward also means the park-like medians and edge of Summit Ave will be expanded. **There will be more green space, making Summit Ave even more like a linear park.** Asphalt road bed isn't what makes Summit great and historic, it's the unique linear park design and architectural treasures.

Safety Data:

You will hear claims that the proposed bike path is less safe than the bike lane we have now. This is a misrepresentation of a weak scientific study. SOS is basing this assertion on this study <https://www.iihs.org/topics/bibliography/ref/2193>, where they just interviewed **604 cyclists** from the emergency room about what kind of bike facility they had crashed on. This is an incredibly small sample size. Per this study, a bike path with "light separation" has a 1.19 times risk of crashing or falling compared to biking in a street without bike infrastructure. If you look more closely, this number is meaningless. The 95% confidence interval for this number is 0.46 - 3.10, aka twice as safe to almost three times as risky. There is a large confidence interval because this study has a very small sample size. This number is also for a lane with "lighter separation (e.g., parked cars, posts, low curb)," when the proposed path is more appropriately categorized as a lane with "heavy separation" with "grade and horizontal separation." Per the Insurance Institute for Highway Safety study they cite, bike lanes with this heavier kind of separation are safer no matter how you slice it. Bike paths with grade separation have a 0.10 odds ratio of crashing or falling compared to a regular street, with a 95% confidence interval of 0.01 to 0.95.

When you look at better studies with larger data sets, the data supports the proposed raised, parking protected one-way bike paths. One 2019 study from researchers at University of Colorado and University of New Mexico reviewed over **100,000 crashes over 13 years** and found "better safety outcomes are instead associated with a greater prevalence of bike facilities – particularly protected and separated bike facilities – at the block group level and, more strongly so, across the overall city" (<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>).

Improvements for Pedestrians:

A part of the Summit Ave plan that has been overlooked is the use of **raised or tabled**

sidewalks. These are also called continuous sidewalks, because instead of the sidewalk lowering into the road and pedestrians needing to walk in the road, the sidewalk stays at the same height and the cars need to drive over the sidewalk. These act as speedbumps, slowing down cars as they turn on-to and off-of Summit. They also position pedestrians and bikers taller relative to car sight lines in intersections.

In addition to the tabled crosswalks, the proposed plan will **decrease the crossing distance** for folks crossing Summit. Currently, east of Lexington, street-crossing distances are over 48 feet. The proposed plan decreases this to approximately 31 feet, making crossing Summit less like crossing a highway, and more like crossing your neighborhood street. Less time in the roadway means there is less time for a car to accidentally hit a pedestrian.

Parking:

Lastly, I'd like to address the loss of parking east of Lexington. The City's own data shows that parking utilization is generally under 50%, with the exception of a couple blocks around Dale St. I live near Dale St, and there is a surface on the block between Dale and Kent on Summit. I think there is a great opportunity for the City to work with St John's to have this lot be a public lot during the week. I also made a youtube channel recording some of my rides to and from work to provide a visual data set of parking utilization on Summit east of Dale, the Unofficial Summit Ave Parking Study -

<https://www.youtube.com/@UnofficialSummitParkingStudy/about>. These videos show that the consistent parking demand can be met by on street parking on one side of the street.

There are some businesses on Summit that say they will be hurt by the loss of on street parking - specifically University Club and the Summit Manor Reception House. In both cases, their high parking demand events are due to events like weddings. The University Club already regularly hires a valet parking service and is located blocks from large amounts of parking just down the hill. This occasional high demand for parking, which is already met with valet services, should not prevent this bike path and compromise my bodily safety every day I go to work.

Given all this, please vote to move the Summit Ave Plan forward and **support clean water, good roads, and human lives.**

Sincerely,

Meridith Richmond

(Please note, I'm including my address because I understand that's needed for this letter to be included as part of the public record, but I would prefer for my address itself not to be entered in the public record

556 Ashland Ave Apt 5

Saint Paul MN 55102)

From: [James Carlson](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Montreal Avenue
Date: Saturday, May 20, 2023 9:22:56 PM

Montreal Avenue is a perfect alternative to Summit Avenue. No expensive raised path would be needed and it's an ideal connection between East River Road and Shepherd Road bike path.

Sent from my iPhone

From: [Joel Kozlak](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Ave
Date: Saturday, May 20, 2023 8:40:03 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.

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

Joel Kozlak
Sent from my iPhone

From: [Joel Kozlak](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Summit Ave
Date: Saturday, May 20, 2023 8:39:33 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.

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

Joel Kozlak
Sent from my iPhone

From: [Georgiana Podulke](#)
To: [*CI-StPaul Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#); [Melvin Carter](#); [#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](#)
Subject: Please VOTE NO on the Summit Avenue Regional Bike Trail plan
Date: Saturday, May 20, 2023 7:48:50 PM

I am a St. Paul native and I have lived here all of my life.

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.

Sincerely,

Georgiana Podulke
1689 Dayton Avenue
St. Paul, MN 55104

From: [Georgiana Podulke](#)
To: [*CI-StPaul_Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#); [Melvin Carter](#); [#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](#)
Subject: Please VOTE NO on the Summit Avenue Regional Bike Trail plan
Date: Saturday, May 20, 2023 7:48:50 PM

I am a St. Paul native and I have lived here all of my life.

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.

Sincerely,

Georgiana Podulke
1689 Dayton Avenue
St. Paul, MN 55104

From: [Britta Dosland](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Opposition to Summit Regional Trail
Date: Saturday, May 20, 2023 6:52:17 PM

Hello,

I am reaching out directly to you to express my strong opposition to the proposed Summit Regional Trail. I was a resident of a historic carriage house on Summit Ave from October 2020 to March 2023 and now own a home in Highland Park. I chose to rent on Summit because I loved the historic nature of the street and neighborhood, the mature trees, and the easy access by foot and by bike to local restaurants, shops and other trails. As a child, my family would come to Summit Ave from the suburbs to admire the homes and enjoy the restaurants on Grand Ave, and I was so excited to have a chance to live there. Multiple times a week I took walks and bike rides along Summit, admiring the homes and enjoying the mature tree cover. I recognize the value Summit Ave brings both to local residents and to visitors to our area, and I was so grateful I had a chance to live there in one of the most historic and beautiful areas of St. Paul.

I can only begin to imagine how the proposed regional trail will change the character of Summit Ave. The risk to trees is very significant and any loss of trees would be devastating to the street. The entire appearance and feel of the street will be permanently altered with the addition of a regional trail. While I appreciate that biking on a busy street can feel uncomfortable for some, I was always most concerned about the quality of the street itself. It is in complete disrepair (apart from the section from Lexington to Snelling) and I was always nervous while biking given the extremely poor quality of the pavement both in the bike lanes themselves and in the car lanes which can cause them to swerve into the bike lanes.

I am extremely disappointed that the city is considering the Summit Regional Trail. The city needs to focus on improving the quality of the existing street and other options that would not risk the beautiful mature tree cover and the historic character of the street. Please listen to the citizens of St. Paul - there is serious concern from so many of us about the proposed project and all options need to be considered and put forward to us before you move forward with the current plan.

Sincerely,
Britta Dosland, MD
badosland@gmail.com

From: [DANIEL BREWERS](#)
To: [CouncilHearing_English \(CI-StPaul\)](#)
Subject: Voice Mail (3 minutes and 54 seconds)
Date: Saturday, May 20, 2023 6:50:03 PM
Attachments: [audio.mp3](#)

Hi, my name is Daniel Brewers. I used to live at the 1716 Grand Ave. Apt 10 complex in Saint Paul and I am very passionate about someone Ave. as a whole. I've always grown up. I grew up in Eagan, MN. We drive to the cities. She's someone Ave. in all its glory. As a child I have great memories with my family driving up and down the street and loving every minute of the houses and the nature that you see going up and down. I'm really concerned and have been following this debate about wanting to add a bike lane for some time. No, I don't see any issues with what's currently provided. Take Minneapolis for example. On Minnehaha Avenue, you have a perfectly designated biker trail with two lanes just for bikers. There's yellow lines in the middle and bikers still choose to ride on the street. So you can put this bike lane up all you want, but they're not going to ride in this bike lane. Bikers are ignorant and like to ride on the street in and they don't care about their safety or cars. Safety Drivers have to worry about them all the time. And I think it would be horrible for the city of Saint Paul to spend money on a bike path that bikers ultimately will not even end up using to begin with. And you're going to lose trees that have been there for hundreds of hundred or hundreds of years. And we walked to that street every single day, multiple times a day with our dog and never had any issues with traffic jams or overflow there. Too many people. Everyone coexists in harmony as it is and it just seems like a big waste of time, resources and money to tear down those trees and ruin the street. When you guys have Marshall Avenue, that would be a way better via route for bikers to travel from Saint Paul to Minneapolis. But if you're serious about putting a bike lane and why not do it on Marshall avenue where there's not as big of a historic value and it's actually a smarter route for commuters from Saint Paul to get to Minneapolis and vice versa I'm very confident that We can negate this building of a bike trail Again, it's not going to be useful to bikers. Bikers like to bike on the street regardless if there's a designated trail or path for them regardless. So let's say the time, money and resources and invest them in fixing potholes in the roads and other things that the city needs besides a bike path that I guarantee you bikers aren't getting used to begin with. Like I say we also lived off Minnehaha Parkway, Minneapolis and there's skinny roads one lane roads and a perfectly beautifully designed bike path and cut traffic would be constantly held up by bikers riding in groups of up to thirty on the street when there's a bike path available for them. So I don't see like I say unless you got all the bikers to sign an agreement form saying that they'll actually use the bike path for its designated purposes and not be in the street. I don't see why this is a practical or reasonable thing the city needs to be doing. So again my name is Daniel Brewers. My phone number is six five, one two, six, two, six, five, five three. And I am totally against building any type of trail that's going to take down hundreds of years old trees and you know create more hazardous intersections for the people that live on Summit Avenue. So please take this into consideration and let's put our money and resources to something better off for the community like fixing the roads to begin with without raising property taxes one percent Saint Paul thanks for your time good night

You received a voice mail from [DANIEL BREWERS](#).

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: [Carolyn Will](#)
To: [#CI-StPaul_Ward4](#); [*CI-StPaul_Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: How does the trail improve safety at the most dangerous intersections- Snelling and Summit?
Date: Saturday, May 20, 2023 3:50:48 PM

Councilmember Jalali,

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 streetlights. This plan intends to change all of those in the name of "improvements".
- The city claims the trail will increase safety, however the two fatal crashes happened at the Snelling & Summit intersection. How does the plan make it safer for cyclists or pedestrians who cross Snelling (a state truck route) or Lexington and Dale – also the sight of many accidents. The plan doesn't improve safety at intersections and in fact, ADDS conflict points by running the paved trail over driveways and carriage walks.

Carolyn Will
Ward 4 constituent
1583 Summit Avenue
Saint Paul

From: [Alice Gebura](#)
To: [*CI-StPaul Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: response to proposed raised bike trail on Summit
Date: Saturday, May 20, 2023 3:08:11 PM
Attachments: [Community Engagement Analysis.pdf](#)

Attached is an analysis of the Community Engagement section of the Park & Rec Plan for a raised bike trail on Summit. My eyes and ears deliver to me one message - the vast majority of citizens don't want this proposed trail. How can we square our perceptions with what Park & Rec has published as Community Engagement?

I appreciate your taking the time to read and consider the data.

--

Alice Gebura
487 Portland Ave
Saint Paul, 55102

From: [Linda Makinen](#)
To: [CouncilHearing \(CI-StPaul\)](#); [Rebecca Noecker](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Subject: Summit Avenue Bike Trail
Date: Friday, May 19, 2023 11:55:11 PM

Dear Council Members Noecker, Balenger, Tolbert, Jalali, Brendmoen, Yang and Prince,

I emphatically urge the City Council to reject the plan for the Summit Avenue Regional Bike Trail as it is currently planned. I believe that this plan has been put forward without sufficient study regarding almost every aspect of its scope.

1. The city has done little or no real study of the numbers of **tree loss**. Nor has any study been done regarding the environmental impact of mature tree loss for the avenue.
2. The city has **not shown** a real necessity for the full **reconstruction** of Summit Avenue. In fact, a public works employee has stated that the trail construction is what would lead to full reconstruction. Is it the chicken or the egg? Confusing to this constituent. What seems clear is that this bike trail would lead to more trees being lost than would just a full reconstruction.
3. A **safer** plan for cyclists? Most accidents/crashes happen at intersections and this plan does not show that it makes it any safer at intersections. It's possible that could even be more dangerous at the 100+ intersections and driveways. There are no studies that show that this plan is a safer plan for cyclists.
4. This plan to call Summit Avenue a Regional Bike Trail, **fundamentally changes the historical character of Summit Avenue**.
5. I get it. The city wants us to ditch our cars and rely on public transportation. We are not there yet. And with its inherent limitations and the condition our public transportation is in, it will be a long time before public transportation, or bike paths, will make a significant change in our dependence on the auto. This plan eliminates **parking** in the most parked areas of Summit and gives no alternatives to people who rely on autos to make a living and accomplish basic living requirements. We don't live in a 15-minute walkable community.
6. How much will this bike trail really **cost**? Does the 12 million quoted include all of the infrastructure that will be touched (like streetlights, signage, etc.? What would the maintenance costs be? How much more will I pay in taxes? How much will Summit Avenue owners/residents be assessed?

In my opinion, in its haste to chase dollars, the city is presenting a flawed plan, driven by a very few elite bike riders, with no attempt to look at real solutions or compromises. I think that this plan will lead to a crushing number of unintended consequences. This is not a way to enlist trust in our city leadership.

This is a flawed plan and a flawed process. Please do the only reasonable thing and vote NO on the Summit Avenue Regional Bike Plan.

Respectfully submitted,

Linda Makinen
24 Saint Albans St. So.
Saint Paul, MN

From: [Katherine Schlaefer](#)
To: [*CI-StPaul Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Cc: [Katherine Schlaefer](#); [SOS Steering Committee](#)
Subject: I adamantly OPPOSE the Summit Ave Regional Bike Trail
Date: Monday, May 22, 2023 2:35:35 PM

Dear Council Members:

As a long-time resident of St. Paul, avid runner, former cyclist, mother of two young children and payer of extraordinarily high city taxes, I adamantly oppose the current plan as communicated for the Summit Avenue Regional Bike Trail.

Many obvious points of contention have been raised and well-vocalized already -- all of which I support. One of the most cited points is the plan's intentional onslaught of trees. While I agree these are aesthetically appealing and contribute significantly to the Historic stretch of street that is one of the Capitol's main tourist attractions and sources of local pride, I would also like to point out that trees provide shelter and shade during the hot months when the street is most frequented. They are critical to the equitable enjoyment of the street by pedestrians, exercisers, commuters, etc. It seems the function of the natural environment has been completely neglected in the proposal to date.

Furthermore, I am astounded that we are still debating using such a significant percent of taxpayer dollars to fund a wishlist for a small, privileged and entitled group of cyclists when the basic needs of our roads that serve a much broader base of our community and visitors are still going unmet. Let's be honest, **cycling is a privilege**. The equipment is expensive, especially when you're talking about cycling year round in the frozen tundra. What other location in the world with a comparable climate to ours aims to maintain year round cycling paths? Cities with notable cycling trails also have viable, effective public transportation systems to support car-less travel in inclement climates, which is arguably half the year in Minnesota. We do **not** have similar public transportation infrastructure. **It's a privilege** in the sense that it requires a considerable amount of time to partake in either as recreation or a commute, especially if you're responsible for taking kids or elderly to schools or care centers. **It's a privilege** to be able to afford the additional gear to haul others and protect your work belonging. **It's a privilege** in the sense that so many people in the Twin Cities must cross at least one city line to get to work and not everyone has the luxury of time, money, energy and risk tolerance to engage in it often enough to change their driving behavior.

In response to the proposal to use the construction as an opportunity to add more affordable housing to Summit Ave I'm simply perplexed. By adding a high maintenance bike lane that the city most likely cannot upkeep, you are reliant on the residents of Summit to take on the work. And, living in a historic property on Summit is work. It requires households affluent enough to take on the many unexpected and urgent repairs as they arise to avoid further exacerbation and damage to the property. Creating affordable housing can't possibly mean finding way for

those with less liquid funds to own historic structures. That would be doing people a disservice -- affordable housing needs to be reliable and low maintenance in order to give people a chance to get their feet under them as they take on the burden and pride of home ownership. If the drive to add affordable housing to Summit means destructive of current properties to build newer, lower maintenance housing, I (again) question the city's commitment to preserving the historic value of one of our few attractions here.

Critical Point: The Proposal INCREASES Safety Risks Beyond Summit Avenue. This ill-vetted plan increases safety risks not only to the small percentage of community members who use it as a cycling path, but also for the much larger number of community members who frequent the area for walking, running, commuting or visiting any one of the number of institutions -- churches or universities -- on the avenue. On any given day of the year, pedestrians on Summit Ave far outnumber cyclists. Nothing in the proposed plan aims to safeguard pedestrians who would be in closer proximity to fast moving cyclists, including the many commuters who now use electric bikes and scooters who, to date, have exhibited little to no safety etiquette.

I think it's also critical to note that there are many churches and daycares along the route and the aim to increase cycling traffic poses a great threat to kids who are still learning spatial awareness and impulse control and those with mobility challenges attempting to safely enter and exit these establishments.

Lastly, I am appalled that with the "focus on equity," there has been no discussion about how to safeguard the streets parallel and adjacent to Summit that would see an increase of car traffic and decrease of available parking. These streets are more densely populated than Summit, boast a variety of housing situations (e.g., apartment, duplex, single family) on each block and have greater numbers of young children with smaller yards to limit their play. The multiyear disruption of the reconstruction alone will pose a significant threat to the safety of people living in the near vicinity and especially to kids trying to cross streets or chasing a ball. Many of those living on nearby streets rely on street parking and risk losing it if these changes are made to Summit. We have evidence of all of these things occurring every time Summit hosts an event.

Why is a **<5 mile stretch of road with >150 driveway intersections** even part of a discussion for a bike trail? It will never become a bike trail like the Greenway because there is simply too much purposeful traffic that intersects it.

Rather than decimating the nicest area of our historic city in the quest for equity, why not look to improve areas with higher density of low income households to raise bar (vs. lowering it) and truly improve the quality of life here?

Rather than investing an obscene amount of taxpayer money on an ill-conceived, poorly-supported multi-year project that creates greater ongoing transportation and parks maintenance needs, figure out how to manage what you have. We've spent the majority of the past year with roads and parks in dismal and delapidated conditions listening to excuses from the city about why they cannot be maintained or repaired. Why create more work with an astronomical pricetag, when our city leadership has proven repeatedly they cannot maintain what we currently have. Quality over quantity matters in this case or you pose an even greater threat to safety.

I OPPOSE the Summit Ave Regional Bike Plan and implore you propose a plan that represents majority community interests and protects the safety and enjoyable of the historic avenue for all community members -- not just the very small, yet very vocal number of cyclists. This whimsical plan does not deserve the funding proposed when we still have so many unmet basic needs glaringly unmet and unsolved.

I would support a more creative and thoughtful approach to the renovation of Summit Ave that maintains the historic quality, improves upon safety for ALL community members (not skewed toward cyclist safety) and actually abides by city ordinances guiding instructure construction in historic areas.

Thank you,

Katherine Schlaefel Cohen
824 Lincoln Ave
St. Paul, MN 55105

From: [Tess Galati](#)
To: [Melvin Carter](#)
Subject: Council Hearing 5-24-23 Summit Bike Trail
Date: Monday, May 22, 2023 2:49:44 PM

Dear St. Paul City Council and Mayor:

I urge you to vote NO on the Summit Avenue Plan for a Raised Bicycle Trail because the process and plan have both been riddled with errors, inconsistencies, misrepresentation, and misinformation. St Paul has been home for over half a century but my love for this city has been shaken by Public Works department's malfeasance; however, the actions are consistent with the department's inadequate management of its other responsibilities: road maintenance, snow removal, and waste management.

The Community Involvement Process Was Seriously Flawed

I attempted to complete the survey that started this project. As a lifelong business consultant who wrote the Met Council Planning Handbook, I do know something about survey design. This survey omitted options whose designers chose not to hear. Feedback that would be detrimental to their predetermined position is presented in a different format (pie graph) than in the format (bar graph) used for supporting views. A bar graph would make the opposition more obvious.

The online feedback form was so poorly designed that it would take a normal user many minutes, if not an hour, to figure out the plan's impact and then find a way to give feedback. Again, this is a user utility problem that a consultant should have solved.

Almost too late, I learned that if I did not include my address, my feedback would not be counted. If this is true, I wonder why it was not obvious on the survey form.

Impact on the Tree Canopy Was Miscalculated

As a caretaker of three legacy bur oak trees on my property, I know the trees on the bluff are irreplaceable. Public Works did not hire an arborist to calculate the loss of trees directly. Instead, they did a GIS read and compared the project to similar ones. They calculated that 15% of the trees would be lost. A professional arborist hired by a citizen's group actually walked the avenue with the plan in hand and reported that 60% of the trees would die.

Was the impact of the loss of tree canopy considered, especially as climate change turns our sidewalks into hotplates? No. Was the fact that these trees cannot be replaced considered, as many were planted toward the end of the 19th century? No.

Public Works now claims that some trees would be lost in any case because the sewer and electrical system under the Avenue will need repair. Really? If this is true, would it not be critical to prioritize that work before any bicycle lane is built...as it might then be necessary to tear up the new trail and dig up the avenue again?

Frankly, my experience with Public Works leads me to believe that the "refurbish sewer" argument is a red herring. Last summer, after multiple phonecalls about repairing the huge mosquito-breeding hole in my alley, Public Works insisted that men had come out and fixed it when they had not. That chipped away at my trust, of course.

Safety Improvement Claims Are Unsupported and Limited to an Interest Group

It is points of impact rather than just traffic volume or speed that determine the probability of impacts between autos and cycles: accidents happen at intersections. Summit Avenue includes over 100 driveways and raises the probability of impact exponentially.

However, protection of life is not limited to members of the St. Paul Bicycle Coalition. It includes people like me: a female elder with limitations regarding mobility. I am conscious of the need to park within a reasonable distance of shops on Grand and have frequently needed to park on Summit. Going beyond that street would make shopping on Grand impossible for me as an elder with double knee replacements. Paying dearly to park in a ramp would make Grand Avenue shopping unaffordable. As a woman walking after dark, I have always been keenly aware of my surroundings when walking to my car, for that is the most vulnerable situation for a woman walking alone. Grand Avenue would be unreachable for many women, not just elders, if half the parking on Summit is removed. It is already a struggle to find parking there.

Historical Character is Damaged

When I was an Airbnb host, my potential guests often asked, "do you live near Summit Ave.?" The Avenue is a national treasure known far beyond St. Paul. Not only tourists, but students of architecture cruise the avenue, often in huge tourist busses, and bring fame and wealth to our city. Remove the trees, change the lights, and damage the symmetry, then add an expanse of blacktop to separate tourists from the Avenue homes they've come to see...and what have you got? Another bowdlerized Avenue with the ambience of Detroit at its worst.

Are we willing to inflict a historic wound on our city's premier street based on the flimsiest, most ill-designed plan of a department that has proven its inability to manage? I hope not.

Public Works Has Already Failed St Paul Citizens

I can't count the number of times visitors from surrounding communities have asked why St. Paul doesn't do anything about the deplorable state of its streets. In the winter, visitors to my house complain because snow plowing is slow and spotty. I don't need to elaborate on these claims as they are covered in one newspaper article after another!

Garbage collection is similarly inadequate. For years, I worked for citywide waste collection to avoid further damage to our brick alley by multiple heavy garbage trucks passing through. I applauded St. Paul for adapting it. But then Eureka used our contract money to buy a bigger, heavier truck that damages the alley further. Because their system reducing hauling staff, bins are often left in the middle of the alley. Complaints go unanswered. Public Works is not able to manage its badly-conceived contract.

Conclusion

It would be an epic error to trust a department that has performed so poorly with a multimillion dollar project whose planning has been shockingly faulty. Please vote NO on the Summit Bike Trail Plan.

Anastasia (Tess) Galati
482 Holly Ave.
St Paul 55102
651-210-6799

From: [Kayla Thao](#)
To: [Greg Weiner](#)
Subject: FW: NO to Summit Avenue Regional Trail
Date: Monday, May 22, 2023 2:54:35 PM

FYI

From: Karlyn Wegmann <karlyn.wegmann@gmail.com>
Sent: Sunday, May 21, 2023 10:05 PM
To: #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>
Subject: NO to Summit Avenue Regional Trail

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

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.

Karlyn Kaus Wegmann
582 Summit Ave.

St. Paul, MN 5102
karlyn.wegmann@gmail.com
651.208.6220 Mobile

From: [Goodpaster, Kenneth E.](#)
To: [*CI-StPaul Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue Regional Trail
Date: Monday, May 22, 2023 2:59:06 PM

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

- 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 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".

Thank you for your attention.

Kenneth Goodpaster
862 Fairmount Avenue
St. Paul, MN 55105



From: [Rita Messing](#)
To: [*CI-StPaul Contact-Council](#)
Cc: [Melvin Carter](#); [#CI-StPaul Ward2](#); Grtodd@comcast.net
Subject: Do not approve the regional bike trail on Summit Avenue
Date: Monday, May 22, 2023 3:41:49 PM

Summit Avenue is a unique and beautiful street. The maintenance of its old mansions and churches and thus the beauty of the street depends upon the amenities it provides for these property owners, not least the trees and the medians. Aside from cyclists, already accommodated in dedicated lanes, and the people who live there, others who use and enjoy Summit are those who attend houses of worship and schools on the Avenue, as well as walkers and joggers. Cyclists are not entitled to priority as if they are the only people who enjoy Summit. Further, Summit Avenue is a central city street with many intersections and driveways. This renders Summit Avenue inappropriate for a regional bicycle trail. And it is by no means obvious that the proposed plan would be any safer for bicyclists than the current configuration of the Avenue. Better street maintenance and painted bicycle lanes would make Summit safer for everyone, and the millions saved could be used for other lovely parks and trails in our city.

Sincerely,
Rita Messing
735 Goodrich Avenue
St. Paul, MN 55105

Sent from my iPhone

From: [David Wright](#)
To: [#CI-StPaul_Ward3](#); [Melvin Carter](#); Council@ci.st.paul.mn.us; [CouncilHearing \(CI-StPaul\)](#)
Subject: Summit Avenue Regional Bike Trail.
Date: Monday, May 22, 2023 3:59:01 PM

Dear Mr Tolbert,

I have been a St Paul Resident for over twenty five years. I have biked, walked, run, or skied into work using St Paul trails. I urge you to vote **NO** on this proposal. Six months of the year bike trails are not used. There were many days when on my way to work in the winter I saw no bikes or maybe one bike. I use the major trails. Currently there are the River road trails and the Jefferson Ave trails which all go east /west from the River into downtown St Paul. These trails are not that far from Summit. In addition I have observed that the bike trail on Otis Ave which will be somewhat like the bike trail on summit is often not cleared and has driveways that empty into it. These driveways end up with large amounts of snow and ice. Residents have to clear those driveways. Backing out into a bike lane seems like a no-brainer safety issue. One also has to ask who uses these bike trails? Bikes are not cheap and the equipment, bike shirts, shorts, toe clips, lights, and other accessories are not cheap. The population that bikes is not your average St Paul taxpayer. It would be interesting to know if the city is spending 12 million dollars on a one road upgrade in east or north St Paul. St Paul with all of the Colleges, nonprofits, and businesses surrounding the Summit Ave area cannot afford to lose more parking spaces. The addition of the ST Thomas hockey and basketball arenas will make parking even more difficult. Finally, what really **upsets me** is the incredible loss of the tree canopy along Summit Avenue. The removal of these important climate helpers is just **not okay**.

Many thanks for your attention to this matter.

Sincerely, Deborah Smith-Wright
552 Mount Curve Ave
St Paul Mn 55116

From: [John mcnally](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Summit Pkwy
Date: Monday, May 22, 2023 3:59:53 PM

I am against the plan to convert Summit Pkwy to a regional bike trail. It will not be any safer than the current bike lanes. The frequent intersections and driveways continue to present the same dangers as exist with the current bike lanes. The cost does not justify the destruction of one of the beautiful parkways in the country. Also, I find it hard to believe that there will be that much bike traffic to justify the cost. A better alternative for the bikers is the Grace Line and the Short Line trail.

John McNally
535 Lexington Pkwy S
St. Paul MN