

## **FAQs** – St. Paul Parks & Rec Proposed Regional Bike Trail on Summit Avenue

Links - [City's FAQ - On engagestpaul.org/summit](#) – SOS Website – [savesummitavenue.org](#)

Why is the City planning for a regional trail along Summit?

City's response

- The Met Council identified the connection between the Sam Morgan Trail and the Mississippi River Blvd along Summit as a Regional Trail Search Corridor.

SOS - Save Our Street's response

- The Sam Morgan Trail is already connected to the Mississippi River Blvd Trail with an off-road trail where Shepard Road becomes Mississippi River Blvd.
- There are no other Regional Trails that have been placed into an area that is both primarily residential and designated (and protected) as national, state, and local historic districts.

How is this different than what currently exists?

City's response

- Road separated, above curb regional trail will increase accessibility for all ages and abilities, reduce conflicts found with on street bike lanes and improve safety in the corridor.

SOS - Save Our Street's response

- Placing a new trail above the curb introduces 100s of new conflict points (1 ever 85 feet) with driveways and carriage ways from residences, churches, and schools, in addition to the cross-streets, making the corridor less safe.
- Experienced cyclists will opt to ride in the street, now without on-street bike lanes, rather than sharing a trail with slower moving, less skilled riders, and navigating the increased number of conflict points, making the corridor less safe.

## Why a separated trail and not on street bikeway?

### City's response

- Summit Avenue carries enough vehicle traffic volume to which industry best practices recommends separated facilities. The Master Plan process seeks to find a balance of priorities in design that can improve safety and create a recreational experience that can serve all abilities and users.

### SOS - Save Our Street's response

- The City has proposed one-way, off-road bike trails, insisting that they will be safer than the existing one-way, on-street bike lanes on Summit. A comparison of Wheelock Parkway, with a two-way, off-street bike trail, and Summit Avenue, with its current configuration over the last 3 years shows that Summit had 3 bike crashes while Wheelock had 4.
- Wheelock Parkway also has a conflict point about every 220 feet while on Summit cyclists encounter a conflict point every 85 feet.

## What would happen to the granite curbs?

### City's response

- Radial granite curbing is not ADA compliant, so would need to be replaced with concrete curb for pedestrian ramps. Public Works has found re-setting granite curb has been cost prohibitive to street projects and therefore the practice has been not to re-install granite curb, but to salvage it when feasible for repurpose as public art or other way to reflect historical context in the corridor.

### SOS - Save Our Street's response

- Two State Statutes (Title IX Chapter 74 Article II Sec. 74.37 (f) and Article III Sec. 74.65 (g)) specifically state that within the historic districts where Summit Avenue resides "The traditional pattern of public streets, curbs, boulevards, and sidewalks in the area should be maintained". The stated 'practice to not re-install granite curbs' violates these ordinances.
- Most of the pedestrian ramps at the corners along Summit Avenue have already been modified to meet ADA requirements. The remaining stone curbs do not fall under ADA requirements.

How many bicycles and pedestrians use Summit Avenue?

City's response

- Existing studies and resources – City's website
  - [2019 Bike and Ped Report Final.pdf](#)

SOS - Save Our Street's response

- The City's estimated use of Summit Avenue by cyclists claims an average of over 1 bicyclist per minute. This usage is not observable along the length of Summit Avenue showing that the City's extrapolation of a short, high use segment exaggerates the actual overall usage.
- The table cited in the City's studies shows a peak usage of 252 bicyclist per day at the benchmark location of Summit Avenue east of Fairview Avenue.

How many trees will be impacted, how much greenspace?

City's response

- Greenspace and trees are a priority for the master plan and will make recommendations on best practices to avoid and minimize impacts to greenspace.

SOS - Save Our Street's response

- The City used one measure, tree location in relation to curb, to determine vulnerability. This is flawed and neglects to factor in construction impact from driveway and carriage walk rebuilds, now required due to plan to extend curb by 10 – 12 feet as well as any sidewalks that will be rebuilt. This would result in construction activity on all 4 sides of boulevard trees.
- Independent arborists estimated that up to 60% of the trees could have severe impact and not be expected to recover. This would impact over 800 trees over the 4.5 mile length of Summit.
- With the unexpected loss of over 160 trees on Cleveland Avenue, there is no confidence in the City's ability to preserve or predict the impact of their projects on trees and greenspace.
- St. Paul does not utilize formal Tree Preservation Plans to ensure that the maximum number of trees will be protected. Verbal commitments about the priority of trees do not translate into specific, binding, written instructions for construction crews.

## What will happen to street parking?

### City's response

- Taking an approach to design that reduces parking to create a separated trail facility.

### SOS - Save Our Street's response

- Replacing existing bike lanes and parking on one side of Summit with a raised (above curb) paved bike path and buffer space will irrevocably damage the historic symmetry of the Avenue which citizens donated property to create, and the City has passed ordinances to preserve.
- A minimum of 50% of the Summit Avenue Street parking will be lost, and potentially 100% in some places, depending on which design option is chosen, impacting a broad range of people and services
  - Multi-tenant households and renters, important stakeholders in housing density, rely on Summit street parking.
  - Summit street parking is used by visitors that come to walk and bike along Summit.
  - It is also frequently used by customers and employees of businesses on Grand Avenue.
  - Ten places of worship on Summit Avenue (i.e. Cathedral, St. Thomas Moore, etc.) utilize the street parking as overflow for services and events.
  - Six schools regularly occupy Summit Avenue street parking slots.
  - Other institutions along Summit, such as Germanic-American Institute, Davidson Hotel and the University Club will also be adversely impacted.
  - Handicap and disabled access will be lost, necessitating street and median crossings
  - Other curb side activities in this highly residential street such as Delivery, Metro Mobility, School buses, Recycling, Disabled, Lawn services, Construction, Bus tours and movers will be impacted