

Summit Avenue Regional Trail Master Plan

Comments on 11.29.22

<https://engagestpaul.org/embeds/projects/10770/survey-tools/12716>

As a resident and taxpayer of the City of St Paul for the past 45+ years, I have witnessed the evolution of vehicle, bike and pedestrian traffic on Summit Ave. The following comments and suggestions reflect my opinion and perspectives as a parent, caregiver, outdoor activity enthusiast, health care professional and community volunteer.

- I am strongly opposed to the Alternative Concept (Concept B) for the two-way bike trail between Lexington Pkwy and Selby.
- I am strongly in support of a third option (concept C) that would create a one-way street on Summit Ave. between Lexington Pkwy and the Cathedral (heading west to east), enabling parking on both sides of the street and one way bike trail on both sides of the street. This would hopefully preserve more tree roots, decrease the daily vehicle count to under 6500/day, preserve parking on both sides of the street for handicap accessibility, emergency vehicle (fire/police/EMS) and service/construction vehicle access.

I have reviewed the 60% draft **Summit Avenue Regional Trail Master Plan** and have the following comments which are listed by page number in the plan. Overall, I believe the draft plan is thoughtful and well-written as a preliminary planning document. My comments are intended to acknowledge gaps in information and present opportunities for further clarification.

- Page 6- *"The bicycle lanes on Summit were introduced in the early 1990's making them some of the oldest bike lanes in the City."* Please consider adding...**These bike lanes were added with neighborhood support and with the elimination of two lanes of traffic between Lexington Parkway and the river.** I was active at that time in building neighborhood support contingent on the elimination of the vehicle lanes. Previously, there were two lanes of traffic going both east and west on Summit prior to 1993.
- Page 32- "The population of residents over 75 years old will double by 2030 and triple by 2050. Please consider adding information on this section on the estimate of disabled residents. On page 41, your source states that 8.1% of residents are disabled (for what year is this estimate). **Please also identify a source for estimates of disabled residents for 2030 and for 2050** for consistency in identifying your target audience. It may also be good to include similar estimates on resident children of bike-riding age for 2022, 2030 and 2050.
- Page 65- Other Considered Routes: Consider providing more detail in this section as to why these routes were rejected at "a high level". Taxpayers remember that millions of taxpayer dollars were used to construct the Ayd Mill bike path, which could be a potential connector rather than a new Summit Ave. trail. Consider showing maps of how these routes could work and what would need to be done (access point from Summit to Ayd Mill trail near Kowalski's and connection at southern point)

- Page 71- Please **consider inserting analysis of two additional natural resource inventory points along Summit at Lexington/Summit and Victoria/Summit.**
- Page 81- Please consider making an access point at Walnut Street steps (and repair of steps) and option for bike path/trail to connect to Grand/downtown near the steps/trail.
- Page 84- It is clear that before investment in bike trail is made that **more updated bike and pedestrian counts need to be done for 2022 and 2023.** Please add in the Parking section, the sections of Summit between Lexington and Selby, that do not have alley access as alternative parking and access options. I know there are at least 3-4 blocks in this section of Summit that would be burdened with a lack of parking for emergency and service vehicles and for resident/visitor accessibility if street parking was removed.
- Page 105- Objectives and Strategies: Consider revision as noted....Serve all ages and abilities with trail design ***“and resulting construction and handicap accessibility.”*** (it is one thing to consider diverse populations in the design, but if the implementation fails to support our diverse residents and visitors, it will be unsuccessful)
- Page 106- An observation.....By reducing Summit Ave to a one way traffic lane going west to east, the City would fall back into the “Bike Lane buffer” facility type for the most utilized section of Summit Ave. (the City reports that Lexington to Ramsey had an average daily vehicle use of 11,200/day on this two way street)
- Page 151- Accessibility: Please consider adding... **“provide wheelchair, walker, stroller ramps at all grade changes”.** Please consider adding.. **“make parking provisions to support temporary and permanent handicap parking for residents, visitors and emergency vehicles along Summit Ave from Lexington Parkway to Selby.”** Also ensure that parking for emergency vehicles (police, fire, EMS) and construction/service vehicles is addressed and available from Lexington to Selby on Summit. Please address that special events can still be held on Summit when vehicle traffic is closed.
- Page 157- Tree Preservation and protection section: Residents may consider bringing forward a **stronger tree preservation ordinance** as other cities have implemented. Specifically, fenced protection of trees in construction zones and City contract monitoring of sub-contractors working around trees on City property.
- Page 158- Additional Conflicts to address: **Handicap accessibility for residents and visitors in areas where parking is proposed to be removed to allow family caretakers and others to support children, adults and elderly with different mobility abilities.**
- Page 164- It would be useful to include in this section **information on the ongoing trail maintenance costs** and what that would add to the St Paul tax levy and to ensure that the charges are city/county-wide rather than charged to the property owners along the bike trail.

Thank you for the opportunity to provide comments on this draft plan.