From: Polly Heintz
To: Greg Weiner
Subject: FW: Scanned image from MX-B402SC
Date: Wednesday, May 24, 2023 12:41:48 PM
Attachments: Ward_7@ci.stpaul.mn.us_20230524_130952.pdf

-----Original Message-----
From: Ward_7@ci.stpaul.mn.us <Ward_7@ci.stpaul.mn.us> On Behalf Of Ward_7@
Sent: Wednesday, May 24, 2023 1:10 PM
To: Polly Heintz <polly.heintz@ci.stpaul.mn.us>
Subject: Scanned image from MX-B402SC

Reply to: Ward_7@ci.stpaul.mn.us <Ward_7@ci.stpaul.mn.us> Device Name: Not Set Device Model: MX-B402SC
Location: Not Set

File Format: PDF MMR(G4)
Resolution: 200dpi x 200dpi

Attached file is scanned image in PDF format.
Use Acrobat(R)Reader(R) or Adobe(R)Reader(R) of Adobe Systems Incorporated to view the document.
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http://www.adobe.com/

Jane - Please consider as a decision is made about the future of Summit Avenue. Thanks for! Mae and Susan

THURSDAY, MAY 18, 2023

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: Samantha Henningson
To: *CI-StPaul_Contact-Council
Subject: Summit plan
Date: Wednesday, May 24, 2023 12:02:21 PM

Council President Brendmoen, Councilmember Jalali, and Councilmembers,

I had planned to join you in person to testify in person this evening, but a sick kid has intervened in my plans! Hope you are all doing well, and thanks for considering my testimony.

My oldest, when riding down a bill on his own for the first time on a separated path hollered that he was “a star freed from the galaxy.” I understood his meaning. Now, I don’t know why a star would want to be freed from the galaxy, only that I want to be freed from car payments.

We are a single car family which has been possible thanks to a transit, HOURCAR/Evie, and an electric cargo bike where I can have the kids on board with me. Now that my son’s getting older and on his own bike, it’s less feasible to bike for transportation because the threat of cars is everywhere. When we set off, he always asks with concern if there will be “busy roads”.

When I dropped the kids off on bike walk to school day and mentioned this growing issue to another parent, he said (unsolicited!), if only the bike infrastructure was a little better, like if they could build the proposed Summit Avenue plan.

I also wanted to say a quick word about trees; mainly that i too love trees! But the day after summit gets built, a storm could come through and wipe out half of those trees anyway. Rebuilding streets doesn’t come along often enough, and I know utility work and rebuilding the street as is would require a similar amount of damage to existing trees. Trees can be replanted.

Lastly, I want to thank you, and thank the planners in both public works and parks for doing such thankless, important work. Plans are an important piece of us living our values as a city that is cognizant about climate change and public health. And a final thanks the engineers and construction staff who will make this plan a reality, as plans alone do not create the change our kids need for healthy, independent lives.

my very best,
Samantha
WARD 4

From: Jonathan Lundberg
To: *CI-StPaul_Contact-Council
Subject: Summit Ave Bike Plan
Date: Wednesday, May 24, 2023 11:37:48 AM

I am writing to encourage the council to APPROVE the planned bike trail along Summit Avenue. The opposition to this plan smacks of elitism and NIMBYism at its worst. The street separated path will provide a much safer ride for cyclists. It will prevent cars and delivery vehicles from blocking the on-street bike path and allow for a plowed area to ride during the winter that is not blocked by compacted snow. The trail will also allow cyclists to enjoy the beauty of the street. The houses and boulevards cannot be truly enjoyed from a car whizzing by at 25 mph. Furthermore, reducing parking is a good thing. We need to encourage as many people as possible to give up their cars to address the concerns of climate change, this includes electric cars as well which are not a viable solution to the climate crisis. And the old mantra is true, "build it and they will come." This has proven to be true with roads, with added lanes only increasing congestion and car usage, and I believe will be true for the bike path as well. In conclusion I encourage the council to approve this plan. Summit Avenue is a city asset, not some museum to only be enjoyed by millionaires.

Jon Lundberg
828 Armstrong Ave
Saint Paul, MN 55102

From: Dan Dodge
To: Greg Weiner
Subject: Fw: Summit Ave Regional Trail
Date: Wednesday, May 24, 2023 11:37:12 AM
Attachments: SART-The Case for Delayed Decision Making.pdf

Hi Greg,

Please include this Powerpoint in the public record for the Summit Ave Regional Trail plan.

From: Laura Norén <laura.noren@gmail.com>
Sent: Tuesday, May 23, 2023 11:22 AM
To: Dan Dodge <Dan.Dodge@ci.stpaul.mn.us>
Cc: Mary Norton <Mary.Norton@ci.stpaul.mn.us>
Subject: Re: Summit Ave Regional Trail

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

Hi Dan-

As promised, here is the presentation I gave you, with a design proposal that would be safer, cheaper, more inclusive of pedestrians, and protect the trees.

It does not represent the viewpoint of the SOS community group. I haven't shown the designs to that group so I cannot comment on whether they would approve or not, but the design was developed to reflect the expresses comments of members of that group and various biker groups (both the peloton bike racers and the parents-with-kids-on-bikes crowd).

See what you think.

Yours,

Laura Norén
1135 Summit Ave
St Paul, MN 55105

On Fri, May 12, 2023 at 10:07 AM Laura Norén <laura.noren@gmail.com> wrote:

> Are you trying to join from the same account I invited you from? Your ci.stpaul.mn.us account?
>
> If you're joining from another account, I may need to add that email to the invite.
>
> meet.google.com/oth-agdm-hon

On Fri, May 12, 2023 at 10:05 AM Laura Norén <laura.noren@gmail.com> wrote:

> Oh interesting....
> let me drop and rejoin to see if I can get the ability to let you in.
>
> On Fri, May 12, 2023 at 10:03 AM Dan Dodge <Dan.Dodge@ci.stpaul.mn.us> wrote:
>
> > Hi Laura,
> >
> > It says I'm "asking to be let in" the meeting. Let me know if you see anything on your end.
> >
> > Thanks,
> > Dan
> >
> > ---
> >
> > **From:** Google Calendar <calendar-notification@google.com> on behalf of laura.noren@gmail.com <laura.noren@gmail.com>
> > **Sent:** Friday, May 12, 2023 10:02 AM
> > **To:** Dan Dodge <Dan.Dodge@ci.stpaul.mn.us>; lauranoren@google.com <lauranoren@google.com>; laura.noren@gmail.com <laura.noren@gmail.com>
> > **Subject:** Summit Ave Regional Trail
> >
> > **Think Before You Click:** This email originated **outside** our organization.
> >
> > Hi Dan-
> > I should have re-confirmed our meeting before now (it's starting!), but better late than never.
> > I'm in the Google Meet video conference. Let me know if you are having any technical details, need to reschedule, etc.
> >
> > **Join with Google Meet**
> >
> > **Meeting link**
> > meet.google.com/oth-agdm-hon
> >
> > **Join by phone**
> > (US) +1 952-243-1431
> > PIN: 249690353
> >
> > More phone numbers

Summit Ave Regional Trail

Friday May 12, 2023 · 10am – 10:40am (Central Time - Chicago)

Guests

lauranoren@google.com - organizer
laura.noren@gmail.com
dan.dodge@ci.stpaul.mn.us

Summit Ave Regional Trail Plan

The Case to Delay a Decision

22 May 2023

City Council Meeting

Presented by Laura Norén, Lex Ham Community Member

Request

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

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

Tree Loss Estimates - Summit Avenue

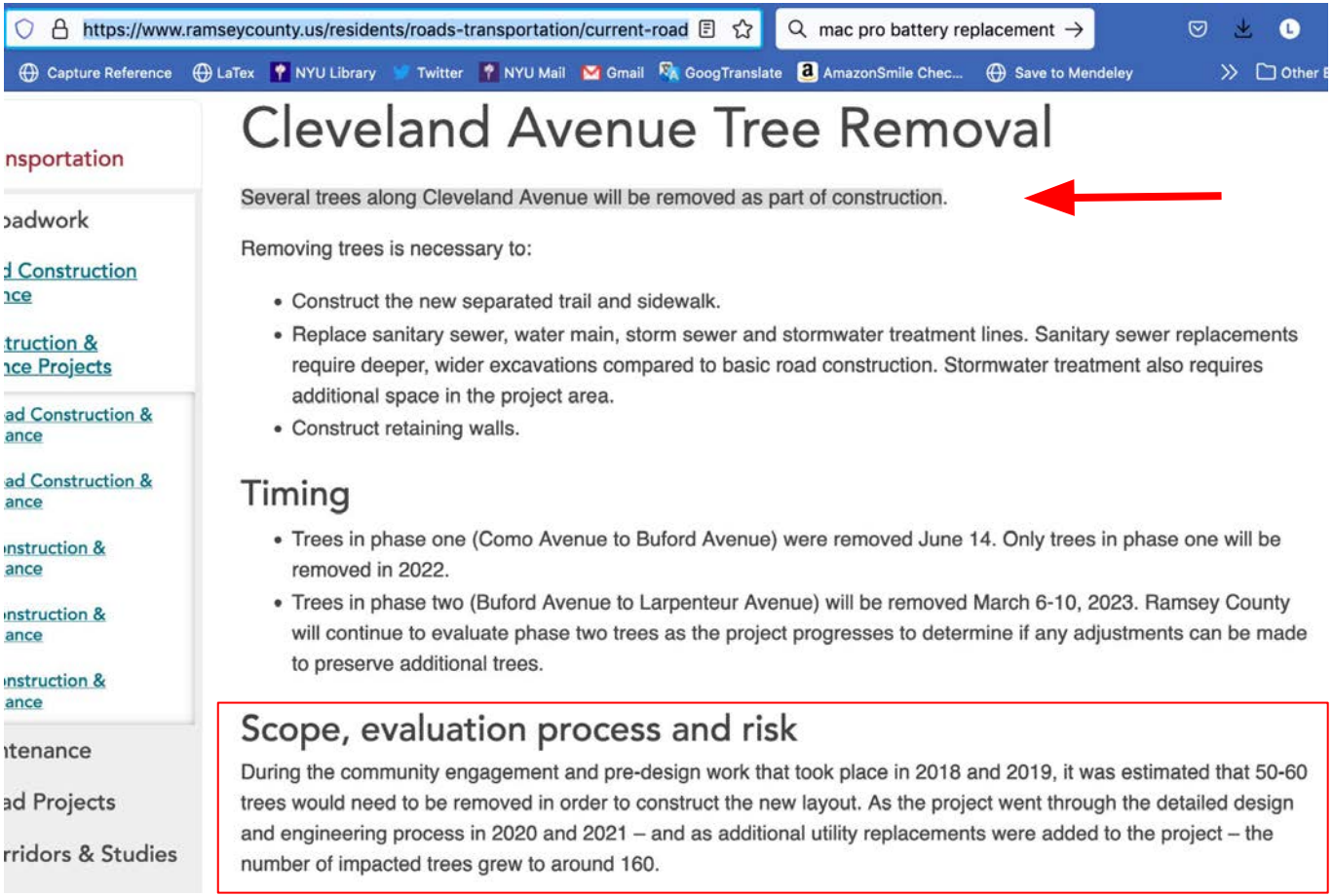
City's Estimate	Independent Arborist Est.
~221 trees lost	~950 trees lost

Trees: Context

	Before	Actual loss	Takeaway
Cleveland Ave	"50-60 trees will be lost"	160 trees	Ind. arborist is likely right; public needs to know

	City wide	Summit Ave	Takeaway
Emerald Ash borer	23,791 trees lost	Relatively few trees lost	Preserving Summit's mature trees is more important than ever

Ramsey County's Cleveland Ave Project



Trees' Economic Value

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

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

People prefer to walk and bike in the shade.

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

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

Safety: Intersections get *more* dangerous

The raised design is *perceived* as safer, but is *less safe* for Bikers[1, 3] and Pedestrians[2].

SUMMIT AVE INTERSECTIONS

- 46 street crossings
- 157 driveways

Why? Intersections get worse.

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

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

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

[3.] Open questions about designing safely for eBikes.

Not all bike lanes are the same[1]

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

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

Very expensive; source of funding unclear

The selected plan incurs significant costs.

Current City proposal requires :

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

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

Will home owners be assessed?

Substantial Community Opposition

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

- Neighborhood has a lame duck City Council member

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

Substantial Community Opposition

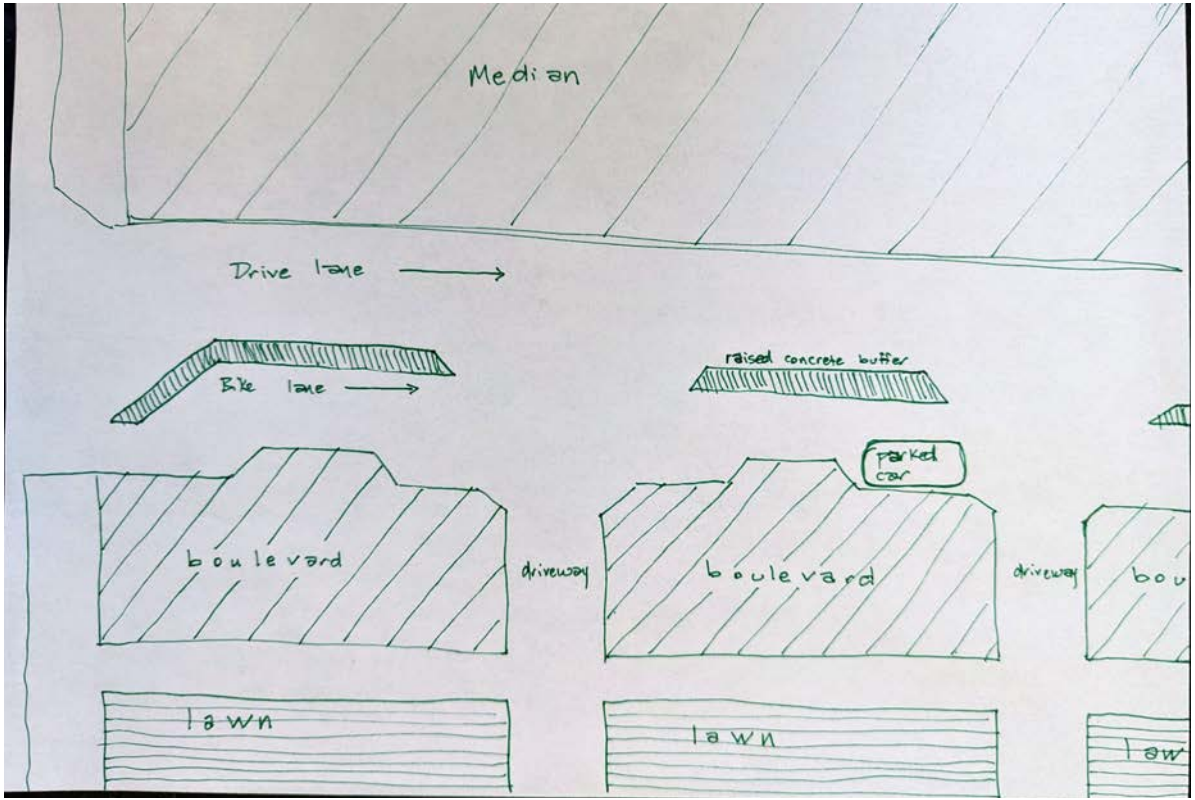
3000+ signatures on petition

https://www.savesummitavenue.org/

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

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

Alternative design

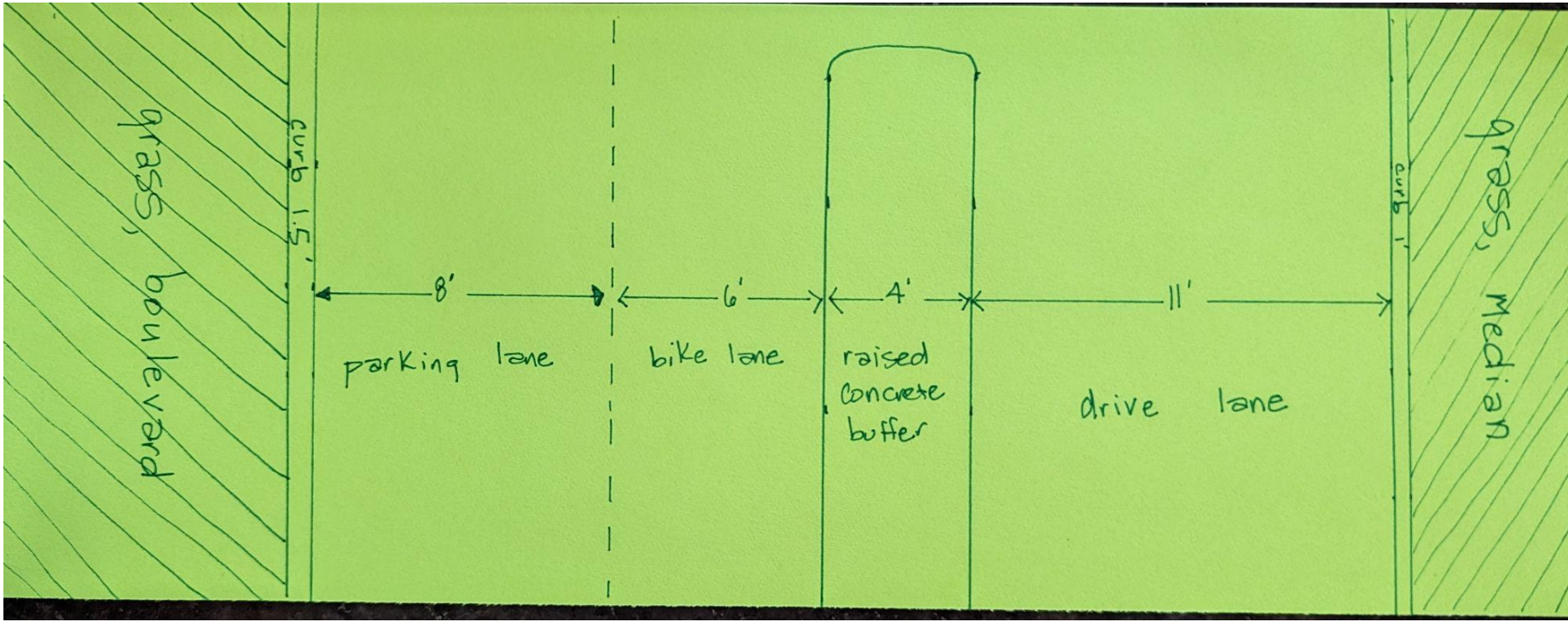


W of Lexington design:

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

Source: Laura Norén, Lex Ham resident

Alternative design - Dimensions



Source: Laura Norén, Lex Ham resident

Benefits of proposed design

W of Lexington design:

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

Drawbacks

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

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

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

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

Request

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

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

From: Molly Peterson
To: *CI-StPaul_Contact-Council
Subject: Summit Avenue Bike Trail - Opposed
Date: Wednesday, May 24, 2023 11:17:16 AM

Hello, My name is Molly Peterson. I live in St. Paul at 1636 Selby Ave. I am emailing to say I am against the proposed elevated bike trail on summit avenue. I am a runner and a biker and as of late a scooter rider. Pre covid I have commuted to work by bike to mpls both from my current address and also when I lived at 903 Goodrich. I have also participated in multiple twin cities marathons and use summit as my main training road. At present, I regularly use the scooters on summit to get to the gym (orange theory at grand and Victoria) to avoid driving short distances. I feel like the elevated bike lane on Summit is completely unnecessary and would do more harm than good. Losing the trees on Summit would make it less appealing as a pedestrian/runner and a perspective home owner. As someone who is using summit regularly for fitness, I don't see the need for it. And as a biker who has commuted down summit and a runner who is on the sidewalks all the time, I have never felt unsafe on Summit. The worst part of summit is that it needs to be repaved. And also the intersection of Lexington and summit could stand to use some additional bike lane markings where there is the turn lane in front of the church. I also worry about maintenance. In the winter, I sometimes use the bike lane for running as the sidewalks aren't plowed. Having the lane on the road means the plows are taking care of it. An elevated bike lane means additional cost for winter maintence. Please don't over solution this and agree to this over the top project that the community is against to say that we are bike friendly. As someone who has commuted to work via bike, we are bike friendly. All we need is better maintence of the road and some high visibility paint.

Thank you
Molly Peterson
Mollyjpeterson@gmail.com

From: Scott Willman
To: CouncilHearing (CI-StPaul)
Cc: Melvin Carter; #CI-StPaul_Ward2
Subject: Summit Avenue Reconstruction
Date: Wednesday, May 24, 2023 10:12:40 AM

Hello, my name is Scott Willman and I am a longtime resident of St Paul, at 601 Goodrich Avenue. As a frequent walker, runner, biker and driver on Summit avenue I am appalled with the draft plan to add bike lanes to Summit that will destroy 100's of trees that make Summit the special place that it is. There are much CHEAPER, SAFER AND BETTER solutions available. First, please repave the roadway - it is an embarrassment and safety hazard. The current on-street bike lanes are fine, just fix the road. Please vote NO to the proposed plan. It would ruin Summit avenue, create safety hazards and WASTE OUR TAXPAYERS MONEY!!!! Thank you.

Scott Willman

Sent from my iPad

From:	Ferdinand Peters
To:	CouncilHearing (CI-StPaul)
Cc:	Melvin Carter; Joan Phillips; Jaime Tincher; Kamal Baker; Peter Leggett; #CI-StPaul_Ward1; #CI-StPaul_Ward2; #CI-StPaul_Ward3; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7
Subject:	Summit Avenue Regional Bike Trail Plan is Flawed--send it back for community input. No need to rush on this.
Date:	Wednesday, May 24, 2023 9:35:52 AM

Dear Elected Officials:

The current bike path plan is flawed, since the PROCESS you have followed to adopt it is flawed.

As a council you have time to get it right with community input. We haven't even received the communications that Bob Cattanach's lawsuit will disgorge, that will make it clear how this planning process is a mess. Time to re-set.

You have over $1 billion in assessed values of properties on Summit Avenue. Why would you make a rash decision that would damage the most valuable way route in the entire City?

Ferdinand Peters
Ferdinand F. Peters Esq. Law Firm
Lakes & Plains Building
711 S. Smith Ave.
St. Paul, MN 55107
USA
651-647-6250
Fax: 651-560-7022
Subject to all notices at http://www.ferdlaw.com

From: Lynn Beutel
To: CouncilHearing (CI-StPaul)
Subject: Summit avenue deforestation
Date: Wednesday, May 24, 2023 9:34:02 AM

Spend $12 million dollars to improve job training and housing. Do not spend it on yuppie bike paths and the deforestation of summit avenue

Lynn Beutel
66 9th St East
#2412
St. Paul Mn

From: susank.schnasse@gmail.com on behalf of Susan Schnasse
To: CouncilHearing (CI-StPaul)
Subject: Summit Avenue Bike Trail
Date: Wednesday, May 24, 2023 9:33:59 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.

Susan Schnasse
St. Paul, MN

From:	Abby Nachtsheim
To:	CouncilHearing (CI-StPaul)
Subject:	Opposing Summit Regional Trail
Date:	Wednesday, May 24, 2023 9:33:57 AM

Good morning,

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

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

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

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

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

From: Azimir Mahmic
To: CouncilHearing (CI-StPaul)
Subject: Summit Ave
Date: Wednesday, May 24, 2023 9:33:53 AM

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

Azimir Mahmic
1970 Fairmount Ave
St Paul, MN 55105

From: Rachel Inkala
Subject: Summit Ave Regional Trail Comments
Date: Wednesday, May 24, 2023 9:33:48 AM

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

- It puts the 100s of trees in the historic tree canopy at risk and will cause irrevocable damage to our treasured city street. Replanting is not preservation.

- I'm against spending $12M on a trail that will risk trees and will not be safer especially when there are less costly options available to improve the biking experience on Summit. The City should be spending our tax dollars on other more important things that benefit a larger number of its citizens.

- The plan calls for the widening of drive lanes in almost all segments and closing median crossings. This will lead to an increase in speeding on Summit putting pedestrians and cyclists at higher risk.

- It violates the City Ordinances which state that new, public infrastructure construction, in historic preservation districts, should preserve the traditional pattern of the streets, the granite curbs, and the lantern-style street lights. This plan intends to change all of those in the name of "improvements".

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

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

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

From: Kayla Thao
To: Greg Weiner
Subject: FW: Summit Ave Regional Trail
Date: Wednesday, May 24, 2023 9:21:32 AM

FYI

From: Jon Berg <jonberg1@yahoo.com>
Sent: Monday, May 22, 2023 9:41 PM
To: #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>
Subject: Summit Ave 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.
- The city can't even fix the streets, and potholes are a bike and motor vehicle safety hazard. Where is the concern about that?

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

Jon Berg
400 Spring St APT 410
Saint Paul, MN 55102

From: Kayla Thao
To: Greg Weiner
Subject: FW: Summit Avenue "Off-Road" Regional Trail is not equitable. The Score is Bicyclists 12,000,000 vs. Pedestrians/Tree Canopy 0 (zero)
Date: Wednesday, May 24, 2023 9:16:56 AM

---

fyi

From: Bridget Allan Ales <bridgetales2@gmail.com>
Sent: Tuesday, May 23, 2023 11:53 AM
To: #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>
Subject: Fwd: Summit Avenue "Off-Road" Regional Trail is not equitable. The Score is Bicyclists 12,000,000 vs. Pedestrians/Tree Canopy 0 (zero)

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

Subject: Summit Avenue "Off-Road" Regional Trail is not equitable. The Score is Bicyclists 12,000,000 vs. Pedestrians/Tree Canopy 0 (zero)

The score is Bicyclists 12,000,000 vs. Pedestrians/Tree Canopy Preservation 0 (zero)

This is not equitable.

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

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

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

- Re-configure low traffic streets to one-side parking, and use as a Regional Linking Trail. Vehicles using the 150 driveways on Summit will block the trail when waiting to exit into the drive lanes increasing the risks of car bike accidents. Vehicle turning into driveways will also be less aware of bike traffic on an off-road trail also raising the risks of crashes and injuries.
- Use High Visibility Markings for the Summit Avenue bike lanes for an **on-road facility Regional Trail**), let the commuters/high

performance ride safely at fast speeds.
- $12 Million would generously stretch to include miles of lanes around the City, and build on current trail.

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

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

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

4) **Stripe & Use High Visibility Paint, designate Summit Avenue a Regional Trail.** Can Summit Avenue be a Regional Linking Trail by using **on-road facilities? YES!** See page 11 of the 90% City Summit Avenue Regional Trail plan:
" As outlined in the Metropolitan Council 2040 Regional Parks Policy Plan, regional trials:

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

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

From:	Phil Jenni
To:	*CI-StPaul_Contact-Council; CouncilHearing (CI-StPaul)
Cc:	Melvin Carter
Subject:	Public comments: Proposed bike trail
Date:	Wednesday, May 24, 2023 8:52:35 AM

I'm writing to express my opposition to the proposed regional bike trail configuration for Summit Avenue.

I am a regular recreational cyclist. I don't ride with a large group and I don't aspire to ride the "Tour de France." I just want to go on a moderate ride to stay in shape.

The proposed regional trail configuration is fundamentally unsafe for riders such as me – and the vast majority of others I see riding on Summit. There seems to be a great deal of misunderstanding regarding the trail. Some opponents think it's just another needless bike trail in an overbuilt system. Others argue it is safer for cyclists and pedestrians, although it's hard to imagine a pedestrian being any safer that the current configuration. I think it's neither.

I'm in favor of more opportunities to bike, but the marginal extra cost (which I haven't seen yet) would be better spent improving and expanding bike opportunities around the underserved parts of the city. The cost of the city proposal is exponentially higher than just repaving in the current configuration. It's similar to the transit debate – 10 dedicated bus lines can be built for the cost of one LRT line. St. Paul could to continue to expand the current bike lane configurations and create more miles of bike paths

Most trails similar to this proposal have speed limit for cyclists. Speed limits are there to protect from mixed use of faster riders and non-cyclist traffic, not to mention the pedestrians, runners and joggers who in my experience use both the bike trail and sidewalks or pedestrian trails interchangeably. This past weekend I rode on River Road from the HWY 5 bridge to the Franklin Ave bridge. It was unsafe to ride on the bike path with literally no one following the rules.

I avoid the routes with this model of the proposed trail. It's dangerous for me and others using the trail to ride more than 10 mph. That forces me on to the street, where by state law I can ride legally. However, the road will be narrowed to provide room for the trail. Now I'm in traffic with cars/trucks who do not have room to pass - and trust me, try to do so anyway. On river road I've even had city employees lean out the window of their vehicle and yell at me to get off the road and on the trail, "that's why we built them." I used to ride regularly on Wheelock Parkway. I no longer do for the reasons above.

I also believe that the trail is unsafe for other users. There are so many crosswalks and driveways along this route that will create hazards from motorists backing out of driveways or proceeding through intersections. Backing out of a driveway will require three stops; it's prudent to not count on one, let alone three.

Currently, the issue of tree loss has become a focus of debate. No one really knows what will happen. Nature has a way of asserting itself, regardless of what we want. However, I'm putting my faith in the opinion of arborists, (who have warned about massive tree loss as a result of encroaching on the boulevard), over the opinion of public works and traffic engineers, (who say rebuilding the entire road bed will cause just as much tree loss).

The cost of the city proposal exponentially higher than just repaving in the current configuration. It's similar to the transit debate – 10 dedicated bus lines can be built for the cost of one LRT line. St. Paul could to continue to expand the current bike lane configurations and create more miles of bike paths

It boggles my mind to even think of eliminating any parking on this stretch of Summit. In the two mile stretch from Lexington to the Cathedral there are ten places of worship on Portland and Summit Avenue; Mitchell Hamline Law School; many apartments and condos; and a half dozen businesses providing banquet and catering services. None of these facilities have sufficient parking now. Where are the people who visit these facilities, largely not Summit residents, supposed to park? This winter has shown the problems of trying to clear streets. Portland Avenue, where I live was largely impassable this winter;

I can't imagine what it would be like with reduced parking on Summit.

We've been told that maintenance and repair work is decades behind due to funding issues. I suspect the allure of federal funding is driving part of the conversation. Chasing that shiny object can create some perverse outcomes. Often federal dollars have strings attached and requirements that aren't recognized. And the money is only for capital expense - what's the plan for maintaining a new configuration.

I believe this proposal ignores the practice of human factors engineering. It's an idealized plan that does not adequately recognize how systems work in actual practice when regular people are using them.

I served on the Ramsey County Parks and Recreation Committee for 20 years. In my experience the County's natural resource and habitat protection programs were gradually diminished as a new generation of "multi-modal" planners, attracted by federal matching dollars, proposed and built more and more facilities and trails without regard to ongoing maintenance and environmental impact.

There is a solution. Rebuild Summit in the current footprint with adequately striped bike lanes in each direction. If possible reduce the car lanes marginally to create a greater buffer similar to the bike lanes west of Lexington. That prevents Russian roulette for the trees, provides adequate and safe bike lanes while maintaining the truly unique, nationally recognized beauty of a stroll down Summit on the wide public walkways.

Phil Jenni
472 Portland Avenue
St. Paul, MN 55102

From:	J Baxter
To:	#CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7; #CI-StPaul_Ward3; #CI-StPaul_Ward2; #CI-StPaul_Ward1; #CI-StPaul_Ward4; *CI-StPaul_Contact-Council
Subject:	Don't let Special Interest run St. Paul council. Vote NO on Summit
Date:	Wednesday, May 24, 2023 8:38:32 AM
Attachments:	preview.png preview.png

Are there four votes in the (anti-car) St Paul Bike Coalition's pocket?

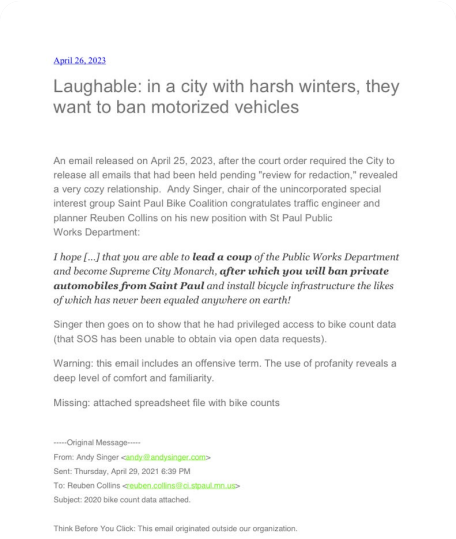
Please stand up against special interest. Stand up for fiscal prudence. Stand up for renters, elders, pedestrians, regular cyclists. Vote no on the Summit Master (Special Interest) Plan.

J. Baxter
Charles Avenue

Quotes:

I hope […] that you are able to lead a coup of the Public Works Department and become Supreme City Monarch, after which you will ban private automobiles from Saint Paul and install bicycle infrastructure the likes of which has never been equaled anywhere on earth! -SPBC co-chair Andy Singer

"We believe we have 4 city council votes to do something on Summit" -SPBC co-chair Andy Singer



April 26, 2023

Laughable: in a city with harsh winters, they want to ban motorized vehicles

An email released on April 25, 2023, after the court order required the City to release all emails that had been held pending "review for redaction," revealed a very cozy relationship. Andy Singer, chair of the unincorporated special interest group Saint Paul Bike Coalition congratulates traffic engineer and planner Reuben Collins on his new position with St Paul Public Works Department:

I hope […] that you are able to ***lead a coup*** *of the Public Works Department and become Supreme City Monarch,* ***after which you will ban private automobiles from Saint Paul*** *and install bicycle infrastructure the likes of which has never been equaled anywhere on earth!*

Singer then goes on to show that he had privileged access to bike count data (that SOS has been unable to obtain via open data requests).

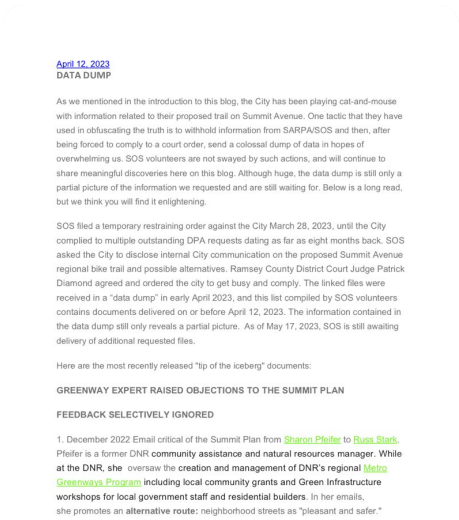
Warning: this email includes an offensive term. The use of profanity reveals a deep level of comfort and familiarity.

Missing: attached spreadsheet file with bike counts

-----Original Message-----
From: Andy Singer <andy@andysinger.com>
Sent: Thursday, April 29, 2021 6:39 PM
To: Reuben Collins <reuben.collins@ci.stpaul.mn.us>
Subject: 2020 bike count data attached.

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

646d3fee73eca4062c3b33cb_11
SOS
PDF Document · 80 KB



April 12, 2023
DATA DUMP

As we mentioned in the introduction to this blog, the City has been playing cat-and-mouse with information related to their proposed trail on Summit Avenue. One tactic that they have used in obfuscating the truth is to withhold information from SARPA/SOS and then, after being forced to comply to a court order, send a colossal dump of data in hopes of overwhelming us. SOS volunteers are not swayed by such actions, and will continue to share meaningful discoveries here on this blog. Although huge, the data dump is still only a partial picture of the information we requested and are still waiting for. Below is a long read, but we think you will find it enlightening.

SOS filed a temporary restraining order against the City March 28, 2023, until the City complied to multiple outstanding DPA requests dating as far as eight months back. SOS asked the City to disclose internal City communication on the proposed Summit Avenue regional bike trail and possible alternatives. Ramsey County District Court Judge Patrick Diamond agreed and ordered the city to get busy and comply. The linked files were received in a "data dump" in early April 2023, and this list compiled by SOS volunteers contains documents delivered on or before April 12, 2023. The information contained in the data dump still only reveals a partial picture. As of May 17, 2023, SOS is still awaiting delivery of additional requested files.

Here are the most recently released "tip of the iceberg" documents:

GREENWAY EXPERT RAISED OBJECTIONS TO THE SUMMIT PLAN

FEEDBACK SELECTIVELY IGNORED

1. December 2022 Email critical of the Summit Plan from Sharon Pfeifer to Russ Stark. Pfeifer is a former DNR **community assistance and natural resources manager. While at the DNR, she** oversaw the **creation and management of DNR's regional** Metro Greenways Program **including local community grants and Green Infrastructure workshops for local government staff and residential builders**. In her emails, she promotes an **alternative route:** neighborhood streets as "pleasant and safer."

646d3f8f11af543a20ea8db5_6 SOS
PDF Document · 690 KB

Sent from iPhone (please excuse the typos.)

From: Jane Smith
To: CouncilHearing (CI-StPaul)
Subject: Summit Ave is a treasure, do not mess with it.
Date: Tuesday, May 23, 2023 9:16:05 PM

I am writing in opposition to the proposed changes to Summit Ave in St. Paul.

I strongly disagree with the proposed bike/pedestrian path changes. I have biked along Summit daily for 20 years. The suggested changes work well for an area such as the path next to the river. However, the proposed bike lane placement will make bikes less visible. Bikes will be hidden until the last minute at many crossings.

I am a parent and against the new configuration.

If you must put in a bike mega path, choose Selby, Marshall, or choose a less busy street.

Summit Ave is a treasure. Do not mess with success.

I vote.

Lynn Hartweck
1398 Laurel Ave
Saint Paul, MN 55104

From: Jane Smith
To: *CI-StPaul_Contact-Council
Subject: Summit Ave is a treasure, do not mess with it.
Date: Tuesday, May 23, 2023 9:15:34 PM

I am writing in opposition to the proposed changes to Summit Ave in St. Paul.

I strongly disagree with the proposed bike/pedestrian path changes. I have biked along Summit daily for 20 years. The suggested changes work well for an area such as the path next to the river. However, the proposed bike lane placement will make bikes less visible. Bikes will be hidden until the last minute at many crossings.

I am a parent and against the new configuration.

If you must put in a bike mega path, choose Selby, Marshall, or choose a less busy street.

Summit Ave is a treasure. Do not mess with success.

I vote.

Lynn Hartweck
1398 Laurel Ave
Saint Paul, MN 55104

From: T Basgen
To: *CI-StPaul_Contact-Council
Subject: Supporting Summit
Date: Tuesday, May 23, 2023 6:01:00 PM

Hello Council,

I support the Summit Avenue Trail. Throughout our long public input process we've consistently seen work from Parks and Public Works that meets the spirit and words of our planning documents, the needs of our community, and incorporates the concerns of folks who aren't on board.

If I had my druthers we'd turn the whole avenue into a park. But I like the plan we have now too. Things are held in balance.

When it comes to building bike infrastructure the thought I always come back to is this: **Nobody ever built a bridge based on how many people were swimming across the river.** We're never going to get where those planning documents pointed us unless we start saying yes to different ways of doing things.

Your friend and neighbor,
Tom Basgen
1589 West 7th by the Southern Abandoned Burger King

From:	Katherine Cairns
To:	Kristin Koziol; Melvin Carter; #CI-StPaul_Ward1; CouncilHearing (CI-StPaul); *CI-StPaul_Contact-Council; #CI-StPaul_Ward2; #CI-StPaul_Ward3; #CI-StPaul_Ward4; #CI-StPaul_Ward5
Subject:	Please VOTE NO Summit Ave Bike plan and YES for disabled access
Date:	Tuesday, May 23, 2023 4:58:39 PM

I am a 45+ year resident/taxpayer of St Paul and currently live on Grand Ave. I was also a caretaker for a disabled mother, mother-in-law and occasional caretaker for a young adult with disabilities when living on Summit Avenue. I strongly support keeping the road design and painted bike lanes as they are for any future road reconstruction for the following reasons:

- Removing any Summit Avenue street parking between Lexington Parkway and the Cathedral will create **disability access problems** for residents and caregivers on the **north side of Summit between the Cathedral and the 700 block of Summit** where some properties lack driveways, alley access, or alleys wide enough for support/service vehicles;
- Removing street parking on the **north and souths side of Summit between Chatsworth and Kent** creates **safety and disabled access concerns** for residents of the homes/rental properties, businesses, educational and religious institutions in this area;
- **Inability to walk more than 200 feet** without resting is one condition for certifying a person for a disabled parking permit;
- **Pedestrian safety is a concern with the proposed design** for caregivers and disabled residents/visitors in **crossing the street to get a disabled person from a car to their home** – especially when a street must be crossed to access the home/school/church, and most likely not using a crosswalk; and
- The 90% Plan for the Summit Avenue Regional Trail documents specific plans for parking and curb cuts for disabled users of the proposed trail but **does not acknowledge or make plans for the needs of disabled residents who currently live** (or will live) on **Summit Avenue**.

The City's consultant, **Bolton and Menk, Inc**. were clear in their recommendation on page 254 of the plan.

"Both of St. Paul's local codes for the districts emphasize the pattern of the roadway, sidewalks and boulevards should be maintained within the historic districts along Summit Avenue. All the national example design guidelines included in the above discussion conveyed this same sentiment within their historic districts.

It is recommended that additions to Summit Avenue should be as simple as possible and not change the existing curb lines whether it is within the 100-foot-wide or 200-foot-wide section of the avenue. Minimal or no impact to the greenspace that is a character-defining feature to the historic districts is recommended to avoid any potential adverse impacts. Keeping the design simple will not only benefit the character-defining features but also be user friendly…..the goal is to create a safe place for trail users while limiting the negative impacts on the character-defining features."

There is no need to make these expensive changes to Summit Avenue as proposed in the 90% Plan for the Summit Avenue Regional Trail, other than infrastructure replacement and re-pavement. The lack of planning for the needs of Summit Avenue disabled residents/their caregivers who live along this proposed trail and their ADA access needs to be addressed.

--
Katherine A Cairns

1992 Grand Ave. St Paul, MN 55105

From: MARIAN BIEHN
To: *CI-StPaul_Contact-Council
Subject: Public Comments on Proposed Summit Ave Regional Trail Plan
Date: Tuesday, May 23, 2023 4:23:13 PM
Attachments: Summit Ave Regional Trail Plan 5-23.docx

Good Afternoon Council Members
I am a long time St Paul resident. I don't always comment on proposals going through the review process. But I have frequently enough over the years and I do pay attention. Attached you will find my comments on the proposed Summit Ave Regional Trail Plan.

I know you are receiving a lot of input but please take time to read my comments. This is a very important issue and I hope you have kept an open mind.

Thank you
Marian Biehn

Sent from Mail for Windows

May 23, 2023

To: St Paul City Council

From: Marian Biehn
83 Otis Ave
St Paul, MN 55104

Re: Public Hearing May 24, 2023
Proposed Summit Ave Regional Trail Plan
Historical Transit Mistakes
St Paul 2040 Comp Plan Policy Issues
Other Factors

As a long time resident, St Paul supporter, biker, preservationist, appreciator and user of Summit Ave and tax payer, I am asking that you vote NO to the proposed Summit Ave Regional Trail Plan.

There are many reasons I do not believe this is a good plan and ask you to consider the negative impacts of this plan on one of the most recognized Avenues in St Paul as well as by national urban historians.

Learn from the past. Historical transit mistakes:
Rondo-- Albeit on a much different scale, a traffic and transit plan destroyed the fabric and rhythm of the Rondo neighborhood. Larger players were involved and the outcome more devastating, but the City of St Paul was complicit in changing the historic, economic and social fabric of the Rondo neighborhood. It has been struggling to regain continuity and replace its former vibrancy ever since.

Although the proposed transit changes to Summit Ave are on a smaller, local scale, the proposed changes will have parallel negative impacts, cost too much money and change the historic and environmental fabric of the Avenue. Other than Summit's current abominable street surface condition, the Avenue has functioned well in its present configuration for several decades. Fix the street. Don't change the character or personality.

Freeway transit project separated the State Capitol from downtown.
Another transit project removed a highly functioning trolley system.
The Ayd Mill Road project. The road surface is wonderful now but the use of the bike and pedestrian trail minimal and does not justify the cost.
Pelham Bike Lane-Over kill on the bike lane. It gets very little use; the bolsters are always askew; loss of parking for the park, residents, service vehicles; always a rough road; never maintenance; costly implementation. A marked lane would have been sufficient.

Transit improvements aren't always improvements. Learn from the past.

City St. Paul 2040 Comprehensive Plan:
Several areas of the St. Paul Comprehensive Plan <u>do not</u> support the proposed Summit Ave Regional Plan.

Land Use Policy 6 LU21: Policy Identify, preserve, protect and, where possible, restore natural resources and habitat throughout the city with the following ordinances*: **Sec. 69.509. - Preservation of natural features and amenities.**Generally. Existing natural features, such as trees, significant slopes*

and similar irreplaceable assets, shall be preserved in the design of the subdivision. No change of grade of the land shall be effected until approval of the preliminary plat.

Although this ordinance is intended for land use developers, the City of St Paul Park and Rec and Public Works can be considered the "developers" for the proposed Summit Ave Regional Trail and should be held to the same expectations and ordinance.

The proposal suggests the removal and or loss of multiple mature trees on the basis of sewer and underground replacements. I suggest that the City Public Works rethink how this is done. In an era of modern technology, space station robotics, miracle products, etc isn't there a "liner/bladder" that could be installed into existing underground piping reinforcing the existing pipes and therefore eliminated the need dig up the street for their removal? How do European cities replace old piping and manage to retain century old buildings and landscaping?

Page 4 of the Land Use section also outlines the benefits of retaining the Urban Forest. These City defined benefits should be put into play however Summit Ave gets resurfaced. Zero canopy loss should be the goal.

Park and Recreation: Goal 3. Environmental and economic sustainability. Policy PR-19. Improve the environmental sustainability and resiliency of parks through strategies such as shared, stacked-function green infrastructure; best management practices in stormwater management; increased tree canopy; increased plant diversity and pollinator-friendly plantings.

Removal of trees for the replacement of sewer piping and replacement of grassy boulevards with hard surface bike lanes do not support the above Comprehensive Goal.

Water: Policy WR-3. Promote visible green infrastructure landscape features, such as rain gardens, constructed wetlands and tree trenches, that contribute to placemaking and welcoming public spaces. **Policy WR-6.** Support a healthy urban forest and urban forestry initiatives to capture stormwater through canopy interception, evapotranspiration and increased infiltration

The proposed Summit Ave Regional Trail Plan is contrary to these policies. Summit Ave currently fulfills these policies. But with the proposed removal of trees and the addition of more hard surface, both the canopy interception and the infiltration will be reduced.

The **Best Management Practices** and **Minimal Impact Design Standards** outlined on Page 4 of the Comprehensive Water section are in practice along Summit Ave and should be sustained.

Historic Preservation: Goal 2: The preservation of built, cultural and natural environments that express the identity and sense of place of Saint Paul. **Policy HP-6**. Maintain and preserve designated and determined eligible historic and cultural resources **Policy HP-9.** Prioritize the preservation of properties and districts designated for heritage preservation from destruction or alteration that would compromise the integrity of their character-defining features.
Goal 4: City investments in built, cultural and natural environments and in historic and cultural resources that reflect broader City priorities. **Policy HP-12**. Prioritize the retention of locally-designated/listed historic and cultural resources or those determined eligible for designation over demolition when evaluating projects that require or request City action, involvement or funding, or those of related development authorities.

Summit Avenue has both National and Local Historic Designations that need to be honored, respected and not tampered with. It is unique in the country and to the Twin Cities. It is open and free to the public 365 days a year. It is simple and accessible. Altering the content and configuration of the Avenue would be in violation and contrast to the dual designation. The Heritage Preservation Declaration is a guiding statement.

Summit Avenue is a unique, urban, linear park and, as is, has the flexibility to function as a multi-modal transit corridor, lush green space, parking for residents, service providers, institutional users and tourists, and many more uses. It has adapted gently to these demands by effectively utilizing the existing paved surface The preservation of this unique natural and built asset in its current formation is important to respecting the decisions of the past, honoring the historic designations and encouraging a slower pace. The proposed plan would "compromise the integrity of its character defining features." It has been identified by Historian Ernest R. Sandeen as "the best preserved example of the Victorian monumental residential boulevard." That includes it built as well as natural environment.

Other factors to consider:

Listen to the residents and others who use and appreciate Summit Ave.

A broad range of residents, bikers, environmentalists, preservationists do not support the proposed plan. Based on the Save our Street signs, I would guess that 90% of the Summit Ave home owners do not support the proposed changes. They are paying hefty taxes to support all the non-profit/non tax paying entities along Summit; they are generous in sharing the street with multiple shut downs each year for events; they are already paying large street & maintenance fees; they are supportive and respectful of the walking tours and gawkers; they are cautious of bikers and pedestrians as they back out of their driveways; they adhere to historical preservation guidelines, etc. Do not burden them with unwanted additional design elements and tree removal that they oppose but will carry additional tax burden for.

There is no disagreement on the fact that Summit needs to be resurfaced for all vehicles and bikes. The condition of the entire street is appalling and has been neglected by the City for years. Quoting from a letter to the editor in the Sunday, May 21, 2023 St Paul Pioneer Press from biker Dutton Foster of St Paul *"….the grandiose and expensive visions are less important than two simple actions …..1. Prompt surface repair fall and spring. …..2.Bright clear marking renewed annually. ….We don't need a lot of special infrastructure: Just mark our lanes and fix those rough spots."-(copy attached)*

Ample bike routes exist for commuter bikers. Ample recreational trails exist for more casual bikers. Choices abound. Keep Summit Ave special.

Keep it simple.

Do the much needed, overdue, neglected infrastructure repairs with the least invasive methods.

Don't over complicate and over design a roadway that functions well in its current configuration and serves the users.

Retain the trees and don't add more impervious surface.

Honor and preserve the dual National and St Paul Historic Preservation districts in its current state.

Letters to the editor

Instead of grandiosity, two simple actions

As a longtime St. Paul bike rider, I am guessing that a majority of bikers would agree that the grandiose and expensive visions we read about are less important to us than two simple actions, no different from the simple actions needed to maintain our streets for motor vehicles.

1. Prompt surface repair fall and spring.

We don't like potholes and rough pavement any better than motorists. If you want to win people over to biking, and not have them weaving back and forth to find a smooth pathway, just maintain the surface! (Of course, prompt repair of potholes in the driving lanes is also necessary to keep drivers from swerving over into the bike lanes.)

2. Bright clear marking renewed annually.

That line means a lot to us, and if it's brightly visible, it's more likely to keep motorists alert to our safety. An example of negligence by the city is the complete absence of the lane markers on both sides of Cleveland Avenue for several blocks north of Randolph Avenue.

Most of us who bike don't think for a minute that millions spent on highly engineered bike trails (not to mention the current sad stories of the light rail trains) will pry thousands of motorists out of their cars.

We don't need a lot of special infrastructure: Just mark our lanes and fix those rough spots.

— Dutton Foster, St. Paul

Minnesota, remember

A $17.5 billion surplus!
So let's:
— add additional $20B in spending.
— Expand government by thousands
— Increase taxes
That should result in:
— A huge burden for us, our children and grandchildren
— Increase chances of fraud (Feeding Our Future)
— More people moving out of Minnesota
— A burden on small businesses
Minnesota, remember:

How have we not figured this out?

I live four blocks from the Green Line. I work two blocks from the Green Line. I have tried to ride the Green Line these last few years. I start optimistic, ride for a few days, see open drug use, untreated mental illness, borderline domestics and minimal/no police presence. Then I need to take a break, and I wait a few months — then I try again.

The other day was my first day back riding back in a while. I got off the central station at 7:20 a.m. to find open drug use and what appeared to be a hand-to-hand drug transaction. There was trash everywhere both on the trains and platforms. On the ride home an extremely intoxicated person threw up on the floor of the train.

How have we not figured this out yet?

— Cory Tennison, St. Paul

Maybe, just maybe

Maybe, just maybe. Like the killing of civilian George Floyd by law enforcement personnel brought out such a flood of protesters, all over the country, that police departments everywhere revised their officer training and policies. Maybe the killing of law enforcement officer Kaitlin Leising by a drunken civilian will cause enough protests over the country to bring about changes in our country's gun environment. Maybe, just maybe, our legislatures will realize that enough is enough and enact gun control legislation that will prevent drunken nuts from killing law enforcement personnel.

One can only hope (and join the protests).

— LaVonne McCombie, Hudson

Build the dang thing

After a recent health scare, my doctor advised me to start moving, as in exercise, because my body tone was becoming like a bag of warm oatmeal.

"Bob," he said, "get busy or start making arrangements." Yikes!

So, I decided to go back

METAL MINING AND WATER

Stop with s until Minne

By Arne Carlson, Tom Berkelman and Janet Entzel

More than ever, our state needs an extended public debate on the issue of our drinking water because continued availability will be determined by the decisions being made relative to sulfide mining in northern Minnesota.

According to the Minnesota Pollution Control agency, 56% of our lakes streams, etc were " impaired " by 2019 and another 304 bodies of water were added in 2021. More will be listed this fall. Further, a University of Minnesota study warned the state in 2012 that demand will soon exceed supply and that appropriate steps must be taken now.

Yet, our state leaders have done nothing — absolutely nothing.

Sulfide mining is the search for valuable and necessary metals like copper, nickel, titanium, lithium and zinc and involves a process that releases sulfuric acid and toxic chemicals that poisons water for centuries. Our current mining laws were designed for iron ore mining and have not been updated for sulfide mining, meaning that they do not consider vital and basic factors such as health, economics, quality of life of nearby communities, and wildlife. They are clearly antiquated.

Secondly, the technology to mine safely for these minerals in a wet environment does not yet exist. Walter Mondale warned us of this when the mining permits were submitted: "Sulfide mining has never

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From: Kristin Koziol
To: Greg Weiner
Subject: Fw: Summit Avenue
Date: Tuesday, May 23, 2023 3:52:57 PM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger
Pronouns: she/her
P: 651-266-8613
E: kristin.koziol@ci.stpaul.mn.us

From: Judy Walden <judywalden1@gmail.com>
Sent: Tuesday, May 23, 2023 03:47 PM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>
Subject: Summit Avenue

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

We urge you to slow down the approval of the regional bike trail, and take the time to properly study possible connectivity between downtown St Paul and Minneapolis via other nearby St Paul streets that have the capacity for dedicated bike lanes --specifically Marshall Avenue.

Pedestrians, bikes and cars have found a way to share the road on Summit. Although am a bicyclist myself, I don't think we have to give up the historic character of Summit to achieve safety and increased speed for bicyclists.

Thank you for your consideration, and for not rushing through to a decision that will negatively impact a street that evokes pride from so many in the city.

--

--
Judy Walden, President
1297 Summit Avenue

judywalden1@gmail.com
303-525-6440 Cell

From: Kristin Koziol
To: Greg Weiner
Subject: Fw: Summit Proposal
Date: Tuesday, May 23, 2023 3:52:52 PM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger
Pronouns: she/her
P: 651-266-8613
E: kristin.koziol@ci.stpaul.mn.us

From: Elizabeth Chmelik <bchmelik@mac.com>
Sent: Tuesday, May 23, 2023 03:29 PM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>
Subject: Summit Proposal

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

Dear Councilmember Balinger,
I write to you as the Councilmember who represents Ward 1 to express my deep concerns over the proposed changes to Summit Avenue. The issues have been clearly expressed by many concerned citizens individually and by SOS, the Ramsey Hill Association, and SARPA. Irreparable damage to Summit Avenue's fragile historic and singular character, its trees, the safety of pedestrians and bikers alike, and the expenditure of large sums of money better apportioned to the city's more pressing needs are all important concerns to me.
I urge you to vote no on this proposal.

Sincerely,

Elizabeth M. Chmelik
528 Laurel Avenue
St. Paul, MN. 55102

From:	Jutta Crowder
To:	#CI-StPaul_Ward3
Cc:	Melvin Carter; jaime.tincher@ci.stpail.mn.us; *CI-StPaul_Contact-Council; CouncilHearing (CI-StPaul)
Subject:	Vote NO on proposed Summit Ave Regional Trail
Date:	Tuesday, May 23, 2023 3:50:52 PM

Dear Mr. Tolbert, Mayor Carter and Council Members,

As a 30 year resident of Saint Paul (Mac-Groveland and Highland Park) I urge you to reject the current proposal for the redesign of Summit Avenue.

I offer two compelling reasons for my request:

1. Summit Ave is a treasure, a historic landmark and an attraction for residents and visitors alike. It is much of the story of Saint Paul. How could we possibly justify to just do away with it?

2. The loss of and damage to beautiful, mature trees is irresponsible as today we have more need than ever to maintain the city canopy and counter climate change. Science tells us what to do - and what not!

Let us take a step back, pause and explore alternative plans to make biking safe and accessible.

Thank you for your attention and I hope your will vote NO .

Sincerely,

Jutta Crowder
564 Mt. Kurve Blvd
Saint Paul, MN 55116

From: Sandy Kiernat
To: *CI-StPaul_Contact-Council
Subject: Re: Summit Avenue Bike Trail
Date: Tuesday, May 23, 2023 2:50:49 PM

Sent from my iPad

> On May 21, 2023, at 12:58 PM, Sandy Kiernat <sandykiernat@gmail.com> wrote:
>
> 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 820 Mount Curve Blvd. #1203, St Paul 55116, Former address 1410 Edgcumbe Road, St Paul, MN 55116
> sandykiernat@gmail.com
> Sent from my iPad

From: Mary Norton
To: CouncilHearing (CI-StPaul)
Subject: FW: I strongly support the Summit Ave Regional Trail plan!
Date: Tuesday, May 23, 2023 2:38:28 PM

Forwarding on community comments received. Thank you,
Mary

From: Andy Rodriguez <andy.rodriguez@ci.stpaul.mn.us>
Sent: Tuesday, May 23, 2023 12:00 PM
To: Mary Norton <Mary.Norton@ci.stpaul.mn.us>; Alice Messer <alice.messer@ci.stpaul.mn.us>; Brett Hussong <brett.hussong@ci.stpaul.mn.us>
Subject: FW: I strongly support the Summit Ave Regional Trail plan!

From: Zack Mensinger <zack.mensinger@gmail.com>
Sent: Tuesday, May 23, 2023 9:57 AM
To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Cc: Sean Kershaw <Sean.Kershaw@ci.stpaul.mn.us>; Andy Rodriguez <andy.rodriguez@ci.stpaul.mn.us>
Subject: I strongly support the Summit Ave Regional Trail plan!

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

Dear Council Members,

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

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

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

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

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

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

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

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

Thank you for your service to the community,

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

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

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

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

1) Safety improvements for everyone

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

2) Listens to the community

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

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

3) Preserves historic street

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

4) Climate and environmental action

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

5) Leverages needed street reconstruction

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

6) Transportation freedom and happiness

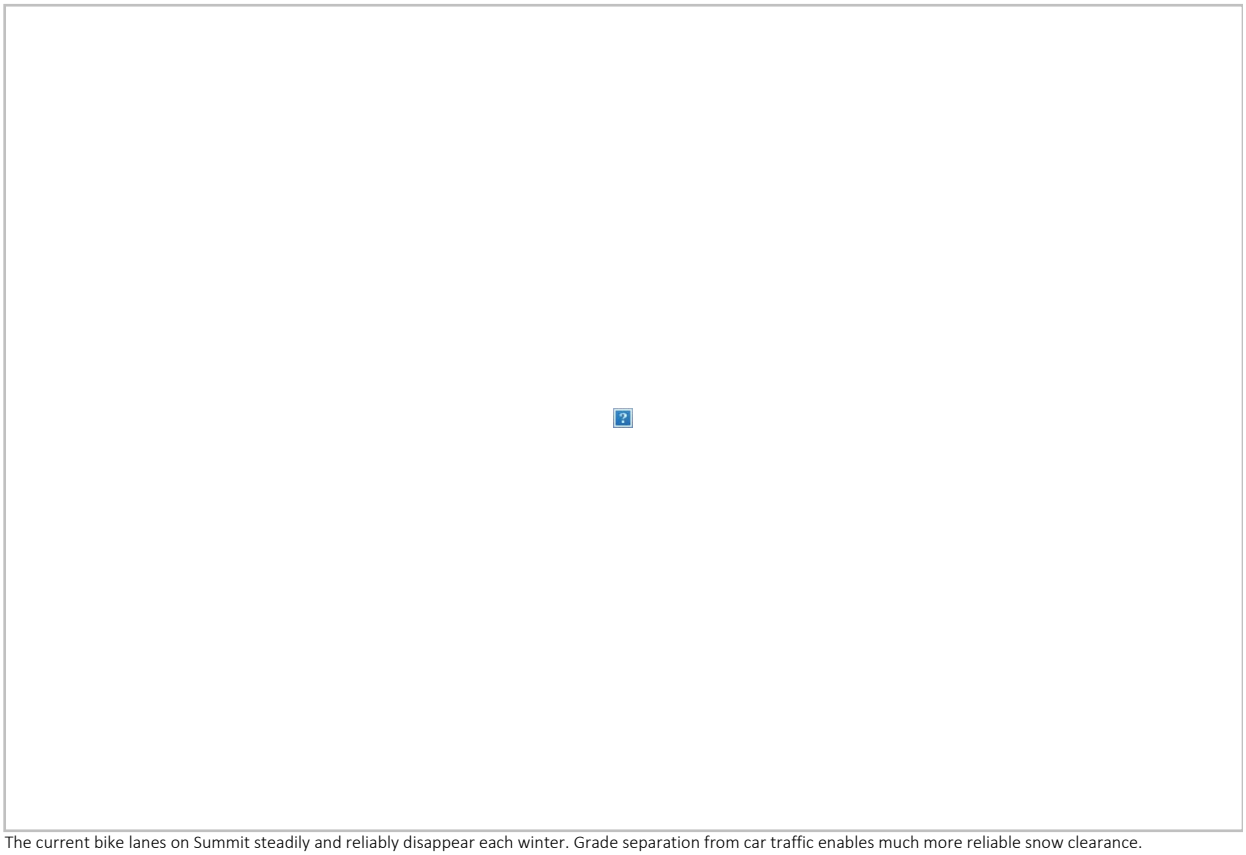
We know that far more people would like the freedom to bike. What stops them is not weather or hills, but the availability of safe, accessible and comfortable bike infrastructure. As such, this project increases transportation freedom of choice along the Summit corridor and beyond, letting more people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

7) Economic stimulus and community investment

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

8) Winter maintenance improvements

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



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

9) Design welcomes all users

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

10) Connects other routes

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

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

From: Polly Heintz
To: Greg Weiner
Subject: FW: Please support a safer Summit Ave for everyone.
Date: Tuesday, May 23, 2023 2:37:55 PM
Attachments: Screen%20Shot%202023-05-23%20at%2012.35.50%20PM.png

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From: Brian C. Martinson <brian.c.martinson@gmail.com>
Sent: Tuesday, May 23, 2023 2:24 PM
To: #CI-StPaul_Ward4 <Ward4@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_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: Please support a safer Summit Ave for everyone.

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

Council members,

I write today asking you to approve the 90% Summit Avenue Regional Trail (SART) plan at the public hearing on May 24, 2023. I write as your constituent (Councilor Jalali), and as a Saint Paul resident, but I also serve on the Saint Paul Planning Commission and am the non-motorized representative on the Met Council's Transportation Advisory Board. I have also been employed as a health-related researcher for several decades, and as such have reasonable experience in reviewing and understanding academic research publications.

I'm only going to address here the issue of safety of the proposed SART, since opponents of the proposal have been making unfounded claims that the proposal would somehow make Summit Avenue more dangerous for people riding bikes and others than it currently is.

Before I reference published research, I want to share some recent personal history as a regular rider of Summit Avenue. I consider myself a year-round "utility" rider, using my bikes as my primary mode of transportation with public transit being my immediate fall-back if I can't ride for some reason. We own a car, but that is the option of last resort for trips around town. I frequently ride to downtown Saint Paul from the Macalaster Groveland neighborhood for meetings at the Courthouse, City Hall Annex, or Met Council. I also ride to businesses in downtown as well as doctors appointments at the HealthPartners Specialty Clinics on Phalen.

In winter months, Summit Ave is often not rideable, due to the accumulation of snow and ice in the painted bikelanes. In months when it is ridable, I still must contend with people behaving dangerously in motor vehicles. This Spring, the bikelanes became rideable in about mid March. Since that time, I have had no fewer than three close-calls with people in motor vehicles. In one case I was nearly struck at the intersection of Summit and Cambridge, as a driver approaching the stop-sign at that intersection preparing to make a right-turn onto Summit, did not look left to see that I was entering the intersection riding Eastbound on Summit. So they had no idea I was even there as they rolled through the stop-sign, causing me to brake hard to avoid being in front of their vehicle. Until I yelled loudly (twice), *HEY!* they were oblivious to my presence. Upon realizing I was there, they sped off to make the left turn light at Snelling. In another instance, I had to make a quick evasive manuever to avoid being "doored" by a driver who had just parked on the Eastbound side of Summit Ave, just West of Hamline Ave, and threw their driver-side door open without looking to see if anyone was riding in the bikelane. The vehicle is a white SUV that is frequently parked in that very spot, so I know this is someone who lives on Summit and should be aware that riders are there. Based on the startled response of the driver to my loud "DAMN!" that was the first they were aware of my presence. The third incident was a similar near dooring, this time on the Eastbound side of Summit Ave between Milton and Victoria. All of which to say, these dangerous events are frequent occurrences in the current painted bikelanes on Summit.

Opponents will point to drivers backing out of driveways on Summit as a safety concern with the SART, but most drivers are paying more attention when backing out of a driveway than when they are driving at full speed or exiting their vehicle, potentially knocking riders into other high-speed moving traffic. Opponents will also point to remaining threats to rider safety at intersections. And while those threats are real, the plan includes a robust "tool-kit" of options for intersection crossings to address these risks. Moreover, I am not aware of any dramatic increase in cyclist-motor vehicle collisions along any of the many miles of protected cycle-paths that the City has implemented in recent years along Como Ave, Wheelock Parkway, or Johnson Parkway.

Now to some more systematic evidence.

Research on the effects of protected cycle paths on rider safety has not been particularly extensive and of the relatively few studies published, many are of low quality and employ deficient study designs. These limitations notwithstanding, there has been some solid research, with one recent (2020) publication to which I wish to draw your attention.

In 2013 & 2014 the city of Toronto, Ontario, Canada implemented a series of "protected cycle tracks" approximating those being proposed in the SART. The climate and year-round ridership of Toronto are also reasonably similar to what we experience here in Saint Paul. Researchers in Toronto examined police reports of "cyclist-motor vehicle collisions" (CMVC) for two year periods prior to and following implementation of protected cycle-tracks. They also documented changes in cyclist volumes on the streets where these tracks were installed. The article is paywalled, but the abstract can be read here: https://pubmed.ncbi.nlm.nih.gov/31785479/

Of the set of five cycle tracks implemented, only two were of the "one-way" variety being proposed for the SART, so I will focus on those two. I'm attaching here a screenshot of the results presented in Table 4 of the publication. The two "one-way" protected cycle tracks were installed on Adelaide St West and Richmond St West – two East-West one-way streets in central Toronto that run parallel to one another.

As can be seen in Table 4 below, in the two years prior to cycle track implementation, each of these street segments saw cycling volumes of roughly 200 riders during the average 8-hour weekday. In the two years post cycle track implementation, cyclist volumes had increased by more than a factor of 10, to over 2,300 daily weekday riders on each of these two street segments. So very clearly, the implementation of cycle tracks there lead to a significant increase in ridership on those streets. In many cases, these were likely people who had been "interested but concerned" about biking prior to the availability of these protected facilities, and for whom the facilities provided an increased level of comfort in riding that allowed them to feel safe enough to ride for more of their trips around Toronto.

Table 4
Crude CMVC rates with cycling volumes by cycle track.

	Cycling Volume† (Rre)	Cycling Volume† (Post)	2 Years (Pre) CMVC per 1000 cyclist-months†	2 years (Post) CMVC per 1000 cyclist-months†
Adelaide St West	180	2,355	27.8	12.3
Richmond St West	220	2,420	81.8	9.9
Simcoe St	480	1,020	12.5	13.7
Wellesley St East	752	790	8.0	22.8
Sherbourne St	685	1,677	29.2	21.5
Total	**2317**	**8262**	**23.7**	**14.6**

† represents average number of weekday cyclists over 8 -hr period.

And what about safety? In the two years before cycle tracks, Adelaide St West saw roughly 28 CMVC per 1000 cyclist-months of exposure, and Richmond St West saw roughly 82 CMVC per 1000 cyclist-months of exposure. *After* cycle track implementation, these CMVCs dropped to roughly 12 per 1000 cyclist-months of exposure on Adelaide and roughly 10 per 1000 cyclist-months on Richmond. This study also found significant reductions in CMVCs on streets surrounding those where cycle-tracks were implemented, suggesting safety benefits extending beyond just the streets where the cycle tracks were placed.

The published paper goes into much greater detail than this, but the findings overall are consistent with the picture that implementing protected cycle tracks in Toronto led to both dramatic increases in cycling volumes *and* significant reductions in cyclists-motor vehicle collisions, when factoring in those increased volumes.

In closing, in the interest of allowing more Saint Paul residents to enjoy traveling on Summit via safer and lower-carbon means, I urge you to support the implementation of protected one-way trails on Summit Ave, as described in the SART.

Thank you.

Brian C. Martinson, PhD
1943 Princeton Ave
Saint Paul, MN 55105
--
Brian C. Martinson, PhD
he/him/his
Research Scientist | Minneapolis VA - CCDOR
Associate Professor | Dept of Medicine, University of Minnesota

From: *CI-StPaul_CC-Ward6
To: Greg Weiner
Subject: FW: Summit
Date: Tuesday, May 23, 2023 2:04:51 PM

From: Alice Faribault <afaribault@gmail.com>
Sent: Tuesday, May 23, 2023 10:23 AM
To: *CI-StPaul_CC-Ward6 <CC-Ward6@ci.stpaul.mn.us>
Subject: Summit

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

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

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

Alice Faribault
afaribault@gmail.com

From:	*CI-StPaul_CC-Ward6
To:	Greg Weiner
Subject:	FW: Opposing Summit Regional Trail
Date:	Tuesday, May 23, 2023 1:44:30 PM

From: Abby Nachtsheim <anachtsheim@gmail.com>
Sent: Tuesday, May 23, 2023 11:46 AM
To: #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>
Subject: Opposing Summit Regional Trail

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

Good morning,

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

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

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

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

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

From: Kristin Koziol
To: Greg Weiner
Subject: Fw: I object to the Regional Bike Trail Plan
Date: Tuesday, May 23, 2023 1:38:11 PM

Kristin Koziol | Executive Assistant to Councilmember Russel Balenger
Pronouns: she/her
P: 651-266-8613
E: kristin.koziol@ci.stpaul.mn.us

From: Marybeth Coonan <MBCoonan@aol.com>
Sent: Tuesday, May 23, 2023 12:06 PM
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: I object to the Regional Bike Trail Plan

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

To members of the City Council:

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

1. The manipulative way that the organizers conducted the unveiling of THEIR PLAN WITHOUT LISTENING TO THE CONCERNS OF THE RESIDENTS and businesses and non-profit institutions—**groups that more than surpass the few cyclists served**. Ever hear of the Bell Curve??? Ethically, the Council needs to **serve the greater good of our population.**

2. NOT even cyclists are in favor of this plan, for valid reasons. **They don't like constant start and stopping — which they would continue to endure at the 150 driveways and 8 major intersections** along Summit Avenue.

3. The **bike lanes that the city has already spent money establishing (On Como … Pelham …. Ayd Mill) are not used in proportion to the tax dollars spent.**
Also, has the city ever conducted a review of the usage of what even cyclists refer to as "**orphan trails**"???

4. **Can we learn from the experience in Minneapolis?** Their Park Board is considering canceling plants for the Midtown's Greenway because of the expensive needs involved in maintenance, from plowing, to lights. Even though the Met Council provided $40,000 a year for operations and maintenance, that is "just one-tenth of the total cost of managing the Greenway." (Mpls Star Tribune, 5/18/23)

5. Meanwhile, the "bike lanes" on Cleveland Avenue, St. Clair, etc. etc. are a joke as far as safety for cyclists go. The City is already considering improving lanes here, since even the cyclists agree: **Summit Avenue already has the safest bike lanes in operation**. **Whatever tax dollars that are in the budget are better spent on the lanes that need attention.**

6. Speaking of budgets: **FIRST THINGS FIRST! FIX THE (damn) POTHOLES!** Summit Avenue between Lexington and Snelling is now a joy to drive. Meanwhile, the rest of Summit is a challenge to drivers who risk ruining their tires every time they navigate the road that's supposedly the pride of the city??? NOT IN THE CONDITION THAT IT'S CURRENTLY IN!

7. Please move beyond the magical and cavalier vision of the bike trail supporters and SERVE THE POPULATION that you were elected to care about most. **PLEASE BE GOOD STEWARDS OF OUR TAXES and address our foremost needs first!**

Sincerely,

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

From: Polly Heintz
To: Greg Weiner
Subject: FW: Letter in support of the Summit Avenue Regional Trail plan
Date: Tuesday, May 23, 2023 1:30:08 PM

From: Dan Marshall <dan@marshallwords.com>
Sent: Monday, May 22, 2023 5:22 PM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>; CouncilHearing (CI-StPaul) <CouncilHearing@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: Letter in support of the Summit Avenue Regional Trail plan

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

To the esteemed members of the Saint Paul City Council,

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

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

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

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

SOS will then point to an Insurance Institute study that seems to suggest that

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

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

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

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

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

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

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

Thank you.

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

From: Jenna McCullough
To: Greg Weiner
Subject: FW: Proposed Bicycle Lane on Summit Avenue
Date: Tuesday, May 23, 2023 1:07:21 PM

Here's another one to add in case it hasn't been already:

From: Carole Boyum <carole.boyum@gmail.com>
Sent: Tuesday, May 23, 2023 10:17 AM
To: #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>
Subject: Fwd: Proposed Bicycle Lane on Summit Avenue

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

To members of St Paul City Council : Nelsie Yang, Rebecca Noecker, and Mitral Julali. See forwarded message below.
---------- Forwarded message ---------
From: **Carole Boyum** <carole.boyum@gmail.com>
Date: Tue, May 23, 2023 at 8:00 AM
Subject: Proposed Bicycle Lane on Summit Avenue
To: <ward5@ci.stpaul.mn.us>

Dear Amy Brendemoen,

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

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

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

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

From: susank.schnasse@gmail.com on behalf of Susan Schnasse
To: *CI-StPaul_Contact-Council
Subject: Summit Avenue Bike Trail
Date: Tuesday, May 23, 2023 12:50:20 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.

Susan Schnasse
St. Paul, MN

From: Polly Heintz
To: Greg Weiner
Subject: FW: Summit Ave regional trail
Date: Wednesday, May 24, 2023 1:35:40 PM

From: zenllc@usfamily.net <zenllc@usfamily.net>
Sent: Wednesday, May 24, 2023 1:14 PM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: Summit Ave regional trail

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

Dear City Council members,

As a twenty-four year resident of St. Paul, bike commuter, environmental health scientist, small business owner and taxpayer, I would like to comment on the proposed Summit Ave. regional trail.

I have been car-free for almost twenty years. I bike most everywhere; although winter biking is a bit dicey. As you know, in Minnesota, transportation is the biggest contributor to the climate crisis. If we are to ameliorate the climate crisis, we must reduce our reliance on single occupancy, fossil fuel powered transportation. Options include walking, biking and commuting by mass transit. As I can attest, St. Paul is a fairly bikeable city, but biking can be dangerous and scary.

With the proposed Summit regional trail, the safety of bike lanes will be improved by putting the trail adjacent to the sidewalk. This enhances safety by minimizing the risk of being hit by errant cars and, getting doored by someone getting out of their car. This is my greatest fear. A few of years ago I met a woman who had been doored while biking on Grand Ave. Fortunately, she was not run over, but she suffered a broken pelvis and other injuries. With today's vehicles' tall seat backs, a bicyclist cannot see a seated person who might be opening the door. A quick swerve to avoid the door brings a bicyclist into the lane of traffic. An unenviable position that is minimized in the plan.

I understand opponents of the proposed plan are concerned about tree loss. This is a valid concern, given the loss of canopy due to the emerald ash borer, the climate crisis and the extinction crisis. Trees provide many benefits to both humans and wildlife and are very important. The degree to which trees will be lost appears to be a significant point of contention. The plan includes a tree preservation proposal; I would like to suggest another, unbiased, expert review of the plan with an eye to protecting and saving trees and, putting in native gardens, shrubs and trees. This should be done prior to any construction with the information compiled into a proposal. All contractors must be directed to follow the proposal and city staff must diligently oversee the contractors' work.

Overall, I do support the plan but would like the city to be very attentive to maintaining and sustaining the tree canopy and, replacing turf with native plants that provide for beauty, birds and pollinators.

Thank you for your kind consideration of these comments.

Very truly yours,

Catherine Zimmer, MS, BSMT
Principal, Zimmer Environmental Improvement LLC
Improving processes, reducing waste and minimizing costs
Ph: 651.645.7509