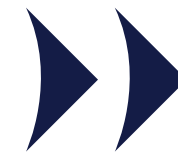


FREQUENTLY ASKED QUESTIONS (FAQ)



ANSWERS

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

In the **Metropolitan Council's 2040 Regional Parks and Policy Plan**, the connection along Summit between the Mississippi River Blvd. and Sam Morgan Regional Trails is identified as a **'Regional Trail Search Corridor.'** Agencies are required to create Master Plans for units of the regional park and trail system to comply with state law and regional policy. Opportunities for funding development of regional parks and trails are administered by the Metropolitan Council for projects that have a Council-approved Master Plan.

How is this different than what currently exists?

Existing Bike/Ped facilities: Within the right-of-way, pedestrian sidewalks are located on both sides of the street between boulevard and private properties. These walks vary in width, from 6'-10.' Bicycle facilities along Summit are on-street bike lanes, 5' wide/3' buffer, located between parking and thru-lanes.

Regional Trail facilities: Primarily consist of multi-use, roadway separated trails adjacent to public roadways, these trail facilities are typically located above the street curb. These road-adjacent, multi-use trails are known as the 'Regional Parks System's Linking Trails.' This type of trail is being evaluated for the Summit Ave. Regional Trail Master Plan as a way to increase accessibility for all ages and abilities, reduce conflicts found with on-street bike lanes, and improve safety in the corridor.

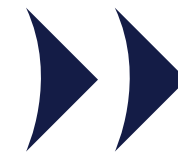
How will community members be engaged in the process?

An important piece of the Master plan process are the many community voices that inform design! **The website www.engagestpaul.org/summit will be the central source** for online community engagement with interactive maps, surveys, and forums. As the project moves along, drafts of the master plan will be available at this site during public comment periods.

Design and Technical Advisory teams will meet throughout the project to provide input on the master plan. These teams are made of representatives from various community groups, businesses, and agencies.

The City will host several on-site and drop-in events throughout the year where community members can share ideas and provide feedback to project staff. Event details will be posted on at www.engagestpaul.org/summit

FREQUENTLY ASKED QUESTIONS (FAQ)



ANSWERS

How is the Master Plan project funded?

The master plan is funded through the **Parks and Trails Legacy** fund grant program which is administered through the Metropolitan Council.



What are the differences between the 'Regional Trail Master Plan' and 'Summit Avenue Reconstruction' projects?


The **Regional Trail Master Plan (2021-2022)** will evaluate the design and feasibility of a multi-use trail connecting the Mississippi River to Downtown Saint Paul along Summit Ave.

The **Summit Ave. Reconstruction project (2023-2024)** is part of Saint Paul's Capital Improvement plan and will reconstruct Summit Avenue from Lexington to Victoria. Improvements include new roadway, sidewalks, curb/gutter, trees, lighting and utilities. More information can be found at this project's website [HERE](#)

When will construction occur?

Street reconstruction from **Lexington to Victoria is planned to occur in 2023-2024**. Construction for a regional trail facility is not currently planned or funded. With an approved Master Plan, the City would be eligible for future funding opportunities to design and construct the trail.

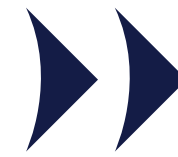
How can I stay informed on the project?

Please visit the website www.engagestpaul.org/summit  Look for the '**Stay Informed**' icon and subscribe for project updates.



STAY INFORMED

FREQUENTLY ASKED QUESTIONS (FAQ)



ANSWERS

Why a separated trail and not on street bikeway?

Summit Avenue carries enough vehicle traffic volume to which industry best practices recommends separated facilities. This means a bike space with a physical barrier between the bike space and the drive lanes (a curb, vegetation, or some other physical barrier - not simply road striping). The existing bikeway condition on Summit Avenue works well for some but does not for others. The Master Plan process seeks to find a balance of priorities in design that can improve safety and create a recreational experience that can serve all abilities and users.

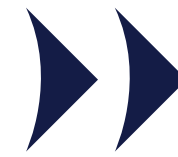
Is the Master Plan just focused on bicycles, what about pedestrians?

The experience of a regional trail facility includes both bicycles and pedestrians. In these scenarios, pedestrians would be encouraged to use the existing sidewalks, which would function for pedestrians in a similar way to other regional and multi-use trails near sidewalks. Physical separation between uses has been a priority to minimize conflicts with high-use.

What would happen to the granite curbs?

Radial granite curbing is not ADA compliant, so would need to be replaced with concrete curb for pedestrian ramps. Public Works has found re-setting granite curb has been cost prohibitive to street projects and therefore the practice has been not to re-install granite curb, but to salvage it when feasible for repurpose as public art or other way to reflect historical context in the corridor. The trail master plan will outline recommendations to inventory existing conditions including historic elements such as granite curbing as part of a design and construction project in the corridor.

FREQUENTLY ASKED QUESTIONS (FAQ)



ANSWERS

How many bicycles and pedestrians use Summit Avenue?

Bicycle and pedestrian traffic varies along Summit Avenue. Locations on Summit were identified in the top 5 bicycling and walking locations in the 2015, 2016, and 2019 bicyclist and pedestrian count reports by Saint Paul Public Works. These reports can be found here: <https://engagestpaul.org/summit> under “existing studies and resources”. Vehicle traffic on Summit varies as well, but annual average daily traffic ranges between about 3,900 and 11,300 vehicles per day. MnDOT traffic maps can be found here: <https://mndot.maps.arcgis.com/apps/webappviewer/index.html?id=7b3be07daed84e7fa170a91059ce63bb>

How many trees will be impacted, how much greenspace?

Greenspace and trees have been and continue to be a priority for the master plan and a pillar of design concepts. The trees and green spaces on Summit are significant to the parkway, trail design concepts would look to support that existing recreational condition. The master plan will make recommendations on best practices for future construction projects to avoid and minimize impacts to greenspace.

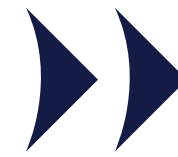
What about other routes for a trail?

Parallel routes such as Grand Avenue and Portland Avenue have narrower right-of-way conditions, similar design issues would be prevalent such as boulevard and parking space for a trail, but within different contexts. Summit Ave. currently has high multi-modal use, its parkway characteristics are important for recreation and regional trails are placed in regionally desirable settings that provide high-quality opportunities for people to get outdoors.

Where would funding for a trail coming from?

Funding for construction of a regional trail is not currently available. The City would look to a phased approach for implementation and seek a combination of local, state, and federal funding options.

FREQUENTLY ASKED QUESTIONS (FAQ)



ANSWERS

What will happen to street parking?

Master Plan trail concepts will evaluate both maintaining existing and removing some parking in the corridor, each have benefits and drawbacks. With a high priority on maintaining greenspace and trees corridor-wide, an approach to design for a trail facility looks to maximize use of existing paved spaces and reduce parking to create a separated trail facility.

Will Summit Avenue property owners be assessed any of these costs as modifications occur?

- Construction of a regional trail on Summit Ave is currently unfunded, however, a regional trail for the corridor would likely involve federal funding to implement through a regional solicitation process.
- **Reconstruction of Lexington Pkwy to Victoria St is part of the City's 5-year capital plan.** Street reconstruction projects are funded by Street Improvement Bonds (approximately 80%) and by assessments to the adjacent property owners (approximately 20%). This project will include new watermain, sewer, and other utility upgrades that directly benefit the property owners on Summit Avenue. **The assessment rate, once determined, will be the same whether the City installs a trail facility or if Summit Ave is reconstructed exactly as it is.**
- The assessment rates are based on property values and benefit analysis conducted by an outside appraiser. There has been no appraisal analysis done yet, so there is not a proposed assessment rate yet for the project between Lexington Pkwy and Victoria St. Property values vary throughout the corridor so it is possible that the rate paid in 2023 on this stretch may be different for a later project on a different stretch.