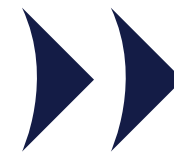


FREQUENTLY ASKED QUESTIONS (FAQ)

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

How is this different than what currently exists?

How will community members be engaged in the process?



ANSWERS

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 Regional 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 Plan.

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.

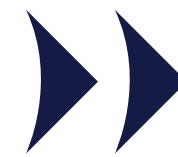
Regional Trail facilities: Primarily consist of multi-use, roadway separated trails adjacent to public roadways, these trail facilities are typically located above the street curb. These road-adjacent, multi-use trails are known as the 'Regional Parks System's Linking Trails.' This type of trail is being evaluated for the Summit Ave. Regional Trail 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.

An important piece of the Regional trail 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 Regional Trail plan have been available at this site during public comment periods.

Design and Technical Advisory teams have met throughout the project to provide input on the Regional Trail plan. These teams are made of representatives from various community groups, businesses, and agencies.

The City has hosted several on-site and drop-in events throughout the year where community members have shared ideas and provided feedback to project staff. Event details are be posted on the project website.

FREQUENTLY ASKED QUESTIONS (FAQ)



ANSWERS

How is the Regional Trail Plan project funded?

The Regional Trail 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 Plan' and 'Summit Avenue Reconstruction' projects?


The **Regional Trail Plan (2021-2023)** 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** was originally part of Saint Paul's Capital Improvement plan to reconstruct Summit Avenue from Lexington to Victoria in 2023-2024. Improvements included new roadway, sidewalks, curb/gutter, trees, lighting and utilities. This project has been canceled until the Summit Regional Trail Plan is completed. More information can be found at the project's website [HERE](#)

When will construction occur?

Summit Avenue street reconstruction from **Lexington to Victoria** is canceled. There is no current street reconstruction planned or funded along Summit Avenue at this time.

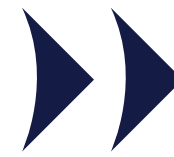
How can I stay informed on the project?

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 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 Regional Trail 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 about Summit Avenue's historic resources & districts?

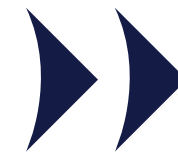
This design process aims to comply with applicable rules and regulations while ensuring best practices of modern street design are implemented to ensure the safety of the general public, efficient use of city resources, and maintainability of the completed project. As part of the Parks Regional Trail Plan, staff from both the Saint Paul Heritage Preservation Commission (HPC) and State Historic Preservation Office (SHPO) are invited to participate and provide input to the process.

According to Saint Paul Legislative Code Chapter 73, HPC does not have jurisdiction over planning documents, however, the project team intends to submit the draft plan document to HPC for comment. Similarly SHPO does not have jurisdiction over planning documents and becomes involved once a construction project is formally initiated through acquisition of federal funding, which requires agencies to consult with SHPO regarding impacts to historic properties, including landscape and hardscape features. This process is referred to as Section 106 review and you can read more about it here: [A Citizen's Guide to Section 106 Review | Advisory Council on Historic Preservation \(achp.gov\)](https://www.achp.gov/section-106-review).

Would the regional trail plan replace the granite curb in areas along Summit Avenue?

It is possible that granite curbs may be a part of the final plans, in limited locations. There are challenges to using granite curbing for the entire project. For example, granite curbing is not ADA-accessible. Corners and pedestrian ramps would need to have concrete or other non-granite materials. Granite curbs are not as effective at removing water from the roadway. Granite curbs are more expensive to procure, install, and repair. It is estimated that granite curbs would cost five times more than conventional concrete curbing, adding several millions of additional costs for the Summit Avenue corridor. Lastly, granite curbs require more lateral space to install and may have an additional incremental impact on existing boulevard trees. The regional trail 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 Regional Trail 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 Regional Trail 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.

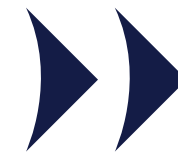
How much would the regional trail cost to construct?

Cost is estimated to be around \$12M for the separated trail elements. An estimated cost of full street reconstruction for the corridor is \$100 million. The preferred strategy is to build the trail with street reconstruction, where the incremental cost of the trail is less. The most cost-effective opportunities to add pedestrian and bicycle improvements come when roads are being fully redesigned.

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?

Regional Trail 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.
- Street reconstruction projects are funded by Street Improvement Bonds (approximately 80%) and by assessments to the adjacent property owners (approximately 20%). Typically, street reconstruction projects 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. Property values vary throughout the corridor so it is possible that the rate paid in one year on the corridor may be different for a later project on a different segment of the corridor.

What would happen at driveways?

The trail would cross driveways in a similar way that sidewalks currently do, at the same elevation. Driveway aprons would be reconstructed with the trail to allow for the transition to the street. Examples of these trail and driveway crossings can be found on Como, Wheelock, and Johnson Parkways.

How will the trail be maintained?

City Parks and Recreation would maintain the trail, including year-round snow removal and Public Works would continue to maintain the roadway.