



Summit Avenue Regional Trail Master Plan

Design Advisory Committee (DAC) Meeting MEETING CHAT NOTES

May 25, 2022
Time: 6:30-8:30PM
Zoom Meeting

18:51:02 From Sonja Mason | SHA to Everyone:

What is the cost difference between on-street facilities and separated facilities?

18:51:48 From Sonja Mason | SHA to Everyone:

Construction cost, that is

18:51:52 From Laura Noren, Lex-Ham to Everyone:

Reuben: I live on Summit and have seen a number of accidents where cars have hit trees on the green median. A curb alone doesn't prevent cars from hitting bikers - wouldn't it be better to find a route along a rail track that isn't adjacent to a street?

18:52:38 From Laura Noren, Lex-Ham to Everyone:

Or, if not a rail track, some other more protected area than a path that's raised right along the street?

18:55:33 From Brett Hussong to Everyone:

Sonja: We don't have that information readily available but we can follow up with accurate costs. I would imagine an on-street facility would be a lower cost because it is constructed with the roadway itself, but it also is closer to vehicles.

18:56:00 From Jack Fei to Everyone:

Does the Summit Avenue Mill and Overlay between Snelling & Lexington impact the Master Plan design?

18:59:19 From Brett Hussong to Everyone:

Jack Fei: Thank you for your comment. This master plan process is hoping to inform the mill and overlay project from Lexington to Victoria.

18:59:34 From Cody Christianson | Bolton & Menk to Everyone:

Laura: Yes, a curb won't stop everyone from leaving the roadway. However, the number of people "hopping" a curb is far less than those that wander over a lane line. Additionally, portions of Summit Ave could have parked cars that provide an additional buffer between general traffic and bicyclists.

19:01:56 From Laura Noren, Lex-Ham to Everyone:

But I thought you said that having bikes sandwiched between a parking lane and the blvd was less safe? At least that seems to be the case in NYC where they tried that.



19:02:10 From Jack Fei to Everyone:

According to slide: Mill and Overlay Snelling - Lexington 2022. Rebuild Victoria - Lexington 2023. Are these correct?

19:02:33 From Sonja Mason | SHA to Everyone:

Reuben. Thank you for your answer (and future response) on the construction costs. I have a differing perspective on the maintenance of separated paths versus on-street. As a winter biker, I find that the on-street path is "cleaned" by cars driving across the bike lanes. Separated paths can be quite messy, especially in freeze-thaw cycles, with puddles freezing into ice sheets, due to the lack of drainage (e.g. curb & gutter).

19:03:04 From Laura Noren, Lex-Ham to Everyone:

Agree with Sonja that the bike lanes are really not bad in the winter as it is now.

19:03:26 From HunWen Westman (she/her) to Everyone:

Jack Fei: The mill and overlay between Summit and Lexington will not impact the master plan design. That is primarily to repair the pavement surface. The project between Lexington and Victoria will be a reconstruction and would be informed by the master plan.

19:03:31 From Sonja Mason | SHA to Everyone:

Thanks to Richard for the comments on the historic context. I wanted to add that the granite curbs are a part of the historic context.

19:04:01 From HunWen Westman (she/her) to Everyone:

* mill and overlay between SNELLING and Lexington. Sorry.

19:05:48 From Scott Berger to Everyone:

Wouldn't any full reconstruction of the roadway have the same impact on nearby roots?

19:06:24 From Laura Noren, Lex-Ham to Everyone:

Scott, that is the question.

19:08:13 From Jack Fei to Everyone:

We need a plan to evaluate the impact on trees. Until then it's not productive to advocate.

19:10:47 From Laura Noren, Lex-Ham to Everyone:

As far as I know, the plan to replace all the ash trees ran out of money. The construction project along Cleveland promised to "limit impact on trees" and now 150 are goners. There is reason to be skeptical about promises around protecting trees.

19:12:07 From Michael-jon Pease, Conservancy to Everyone:

The Ash Tree program has been moved from general park operations to capital budget through bonds issued with St Paul Port Authority. This change expands the resources for tree replacement, stump grinding, etc. Until this year, resources meant that it took 3-4 years to replace Ash trees that had to come down.

19:12:27 From Sonja Mason | SHA to Everyone:

Would year round maintenance include the city clearing snow from sidewalks?



19:14:29 From Sonja Mason | SHA to Everyone:

The study is proposing to remove 50% of parking:
Any area with more than 50% usage (yellow and red) will be at (or above) 100%
green areas will all be yellow or red if parking is removed

19:14:30 From Brett Hussong to Everyone:

Sonja: Thank you for your comment. Year round maintenance would include city clearing of a future off-street trail. It would not include clearing snow from existing sidewalks adjacent to private homes.

19:14:55 From Mary McLean to Everyone:

Pandemic? Timing?

19:15:15 From Sonja Mason | SHA to Everyone:

Q re: parking study, can we get a break down of which counts were done on which days?

19:16:43 From Sonja Mason | SHA to Everyone:

For example, there is almost no parking (4 cars) on the Hamline Mitchell block, This was not done during when class was in session

19:17:25 From Laura Noren, Lex-Ham to Everyone:

Definitely not done during class - the parking utilization for Mitchell Hamline changes rapidly.

19:18:43 From Sonja Mason | SHA to Everyone:

Maintaining all on-street parking was a big theme of the last meeting's break out session that I attended

19:19:52 From Cody Christianson | Bolton & Menk to Everyone:

2022 parking counts were taken during a weekday afternoon, Saturday evening, and Sunday morning to capture the various uses along Summit Ave. Unfortunately, at the time of the counts, Mitchell Hamline was still meeting virtually.

19:20:47 From Sonja Mason | SHA to Everyone:

Q: how will driveways and sidewalk curb cuts cross the raised bikeway?

19:21:59 From Deanna Seppanen to Everyone:

This is similar to the reconstruction on Como between Snelling and Hamline.

19:22:05 From Cody Christianson | Bolton & Menk to Everyone:

Bikeways would be intended to cross driveways at sidewalk-level. Curb cuts and driveway aprons would be in the buffer space.

19:22:31 From Sonja Mason | SHA to Everyone:

Cody: thanks for your response. Were all sections counted at all times? If so, which are on the graphic? If not, can it be labelled which sections were counted on which days?

19:22:50 From Laura Noren, Lex-Ham to Everyone:

The driveways have already "dipped" by the time they hit street level so that assumption that the bikeways are at sidewalk level won't work as currently designed.



19:24:37 From Cody Christianson | Bolton & Menk to Everyone:

Laura: the full parking study will include all findings. Counts were taken continuously along Summit from Lexington to Kellogg along with adjacent side streets multiple times during each time frame. I believe in total we took 8 counts along each block face.

20:05:00 From Deanna Seppanen to Everyone:

Thanks for the discussion everyone. I apologize that I have to drop off a little early. I think it is important to try and stay as close to the existing curb line as possible.

20:05:27 From Maddie Dahlheimer (BMI) to Everyone:

Thank you for attending Deanna.

20:08:27 From Laura Noren, Lex-Ham to Everyone:

I can't "raise my hand" because i don't seem to have that version of Zoom installed. I don't want to keep interrupting, though, but I tend to agree that narrower driving lanes are preferred, we do need to preserve parking so people can visit Summit, we still haven't answered some of the questions about driveways.

20:13:27 From Reuben Collins to Everyone:

I need to hop off early. Thanks everyone.

20:13:54 From Maddie Dahlheimer (BMI) to Everyone:

Laura - driveways would be addresses as construction projects are identified. As mentioned, general practice is to keep the bikeway/sidewalk level. To accomplish this construction limits would account for regrading driveways to match that grade - this process would include coordination with property owners.

20:19:35 From Sonja Mason | SHA to Everyone:

Group A and Group B both emphasized the importance of retaining on-street parking. Please make sure that is highlighted in the feedback and notes.

20:19:57 From Mary McLean to Everyone:

Sounds expensive

20:20:07 From Andy Singer to Everyone:

Maybe group B did but Group A, it was mixed.

20:20:53 From Sonja Mason | SHA to Everyone:

Thanks Andy, it was mentioned for accessibility in the summary, but I appreciate your comment letting us know that it was mixed.

20:21:01 From Katherine Cairns to Everyone:

when you have open house and public meeting, please show how other bike trails intersect with this, especially the Ayd Mill bike lane that St Paul has invested in in past years

20:22:29 From Bridget Ales to Everyone:

I think Group A thought maintaining parking was a good idea. Keep layout consistent w/current design.



20:23:35 From Michael-jon Pease, Conservancy to Everyone:

There was a comment about creating wayfinding for nearby transit options to reduce the need for so much parking. Also there are areas of Summit where parking is not used much (resident observation over 5 years)

20:24:32 From Jack Fei to Everyone:

I don't understand the options and I think the public will be very confused.

20:24:46 From Sonja Mason | SHA to Everyone:

Andy that was a great q, thank you for asking it.

20:24:51 From Laura Noren, Lex-Ham to Everyone:

Michael-Jon, my observation is that the areas where it's most important to preserve parking because it has the highest utilization are also the areas where Summit is the narrowest so there is the highest desire to eliminate parking.

20:25:09 From Laura Noren, Lex-Ham to Everyone:

I agree that in some areas, it wouldn't matter if there were less parking.

20:25:20 From Laura Noren, Lex-Ham to Everyone:

But in other areas, it would make a huge difference.

20:25:35 From Michael-jon Pease, Conservancy to Everyone:

Yes, I was just reporting on the "mixed" comments from group A

20:25:52 From Katherine Cairns to Everyone:

the areas of summit with the highest utilization of parking are also the narrowest section of Summit, esp. around Dale

20:25:57 From Laura Noren, Lex-Ham to Everyone:

oh, sorry, I missed that context.

20:26:30 From Jack Fei to Everyone:

Funny, it seems the hottest issue was parking when it appeared to be trees

20:26:51 From Mary McLean to Everyone:

Much more traffic going down SummittoWestern

20:27:08 From Michael-jon Pease, Conservancy to Everyone:

It didn't come up in my report, but Group A also talked about narrowing car lanes in the 100' section of Summit both for traffic calming and to redistribute room for bikes

20:27:21 From Laura Noren, Lex-Ham to Everyone:

Trees are still a big issue for me but I find it hard to get into when the concerns are not addressed at the more granular level. Will installing a bike lane right over the apron of these trees kill them?

20:28:03 From Michael-jon Pease, Conservancy to Everyone:

My understanding from the drawings is that every option presented maintains the current curbs with very few exceptions



20:28:41 From Scott Berger to Everyone:

Please add bufferless one way option for 100' for public comment

20:29:36 From Sonja Mason | SHA to Everyone:

Q: it's noted above that "every option presented maintains the current curbs with very few exceptions", that was not my understanding from the drawings. Could the team please clarify for us?

20:29:56 From Eric McCarthy to Everyone:

I have to cut out. Thanks everybody

20:30:27 From Sonja Mason | SHA to Everyone:

I second Scott's suggestion. OY a narrow painted buffer, only 1- 2 feet (taken from the drive lane)

20:30:34 From Michael-jon Pease, Conservancy to Everyone:

I may be wrong, but as the drawings went by, it looked as though every image had "maintain current curb" noted

20:31:18 From Scott Berger to Everyone:

Please email us a link to recording when available.

20:31:27 From Sonja Mason | SHA to Everyone:

Q: I would like to know what the plan is for the historic granite and sand stone curbs

20:31:33 From Andy Singer to Everyone:

Thank you to staff for having and thinking about this discussion and possible changes to the avenue

20:32:01 From Bridget Ales to Everyone:

Thanks everyone. I enjoyed the session

20:32:05 From Sonja Mason | SHA to Everyone:

Yes, thank you.