

The Plan is Conspicuously Silent on The Impact of Curbside Activity

Curbside activities will be negatively and severely impacted by all iterations of the 60% Plan from Lexington to the Cathedral. While there is passing acknowledgement of parking removal on one or both sides of the street to pursue the fashionable objective of reducing car trips, the plan completely ignores serious impacts this will have on essential curbside activity.

1) Impact on the Disabled Community

The 60% Plan fails to address, or even acknowledge, the profound impacts it will have on the disabled community and mobility-challenged elderly. Given the fact that the Met Council operates Metro Mobility, I found it astounding that the plan does not even mention, let alone acknowledge the challenges Metro Mobility clients and the agency itself will encounter. Other medical and non-medical transportation providers including handicap accessible vehicles as well as Uber, Lyft and other special transportation service providers often rely on curbside to load and unload. If 50-100% of the parking is removed - it will be extremely challenging to park for pickups when assistance is required.

The 60% Plan cites the percentages of the population along the Summit Avenue Corridor living with any disability (pages 41 and 43):

- 8% live with a disability along Summit Avenue between Mississippi River Blvd and St. Alban's.
- 14% live with a disability between St. Albans - to Kellogg Blvd to Eagle Street.

Why does the Plan include the demographic data yet completely ignore any impacts to those with disabilities who either live or visit properties on Summit? Is the 60% Plan disregarding federal, state, or local ADA laws or guidance? Were representatives of the disability community involved in the planning process?

2) Home health care providers

Home health care providers and others who support the in-home needs of the elderly and disabled, often rely on available on-street parking, especially east of Lexington. Many of these areas lack alleys for parking. Where are they to park?

3) Garbage and Recycling

The 60% Plan fails to mention the impact on the essential curbside activity of garbage and recycling pickup. Many sections of Summit, especially east of Lexington, do not have alleys or the existing alleys are too narrow for the garbage and recycling trucks. On many blocks along Summit, residents will have no place to put the bins in place for St. Paul's City-wide garbage and recycling pickup day. Currently, residents place the bins adjacent to the curb. Given the current iterations of the 60% Plan, it seems residents would be placing bins on the driving lane, which could be especially difficult in winter. Also, the trucks will have no room to pull over to load

bins... they will just block driving lanes during their pickup days. The City has never provided a response to this concern when I asked it on the EngageSt.Paul site, and there appears to be no mention whatsoever of it in the 239-page 60% Plan.

4) Public Safety Impacts

The City's 60% plan proposed removing either 50% or 100% of the parking on Summit East of Lexington, which could make it a challenge when public safety vehicles need to pass through. The current scheme provides sufficient space for vehicles and bicycles to move to the right, especially in areas that the City's reported traffic counts are higher. The problem will be exacerbated in winter when streets narrow due to necessary snow storage.

5) Personal Safety Impacts

The 60% Plan concedes there are sections of Summit that have multi-family dwellings, but it should be noted that there are areas where larger homes have been divided to accommodate more than one household unit. Whether the 6-% Plan results in 50% or 100% parking removal, residents, unless they have the luxury of off-street parking, will be forced to rely on parking further from their residences. Unfortunately, we've seen St. Paul's crime rate, including muggings and carjackings impact this neighborhood. It has become especially dangerous to walk alone at night/even in the streets of our beloved city.

6) Repair and Maintenance Vehicles

Repair and maintenance vehicles, including city services, remains an essential curbside activity which the 60% Plan has given the silent treatment and has not addressed.

Summit Avenue's housing is old and, as homeowners and renters will attest, require periodic and sometime time-consuming maintenance, repair, and construction/renovation. In areas where parking will be severely reduced or eliminated, there will be no place for maintenance trucks, worker vehicles or the occasional dumpster to be parked/placed. This will be an especially acute problem in the areas with no back alleys or the alleys are too narrow for these vehicles during our long winters.

7) Delivery vehicles

The City's 60% Plan also fail to recognize that there has been a dramatic increase in the number of delivery vehicles since before the pandemic. The removal of 50-100% of the parking will result in delivery vehicles double parked in the driving lanes and, as is the case for garbage and recycling trucks, an impeding of the flow of traffic.

8) Casual Recreational User Parking and Venue Parking

Summit Avenue is already a gathering place for people from throughout St. Paul neighborhoods and beyond. Those of us who live in the neighborhood see it all the time. Every day, we see

people get out of cars, often with kids or dogs, and quite simply go for a walk. People also drive to Summit, take their bikes out of their cars, and enjoy the existing bike lanes (even before the new bituminous from Snelling to Lex.) The James, J. Hill House welcomes guests from all over Minnesota. On Saturday and Sundays, their visitors are parked several blocks (both sides) from the Cathedral to Farrington and beyond. As you all know, event venues along Summit host people from all over Minnesota year round. In addition, there are occasions when a steady stream of folks from the community love to park on Summit for trick-or-treating or to look at the holiday lights.

The residences of the Summit neighborhoods accept that it is inevitable that there are times when sections of Summit will be “parked up” and welcome people parking to walk, bike, picnic or go to events. It’s part of living in the neighborhood. Currently, the avenue is accessible to people visiting from outside of the area.