# WELCOME!

# SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

**DESIGN ADVISORY COMMITTEE (DAC)** 

**MEETING #2 - MAY 2022** 











### **DESIGN ADVISORY COMMITTEE (DAC)**

#### **City of Saint Paul**

Parks and Recreation

Civil Engineering & Street Design | Barb Mundahl Transportation Planning & Safety | Reuben Collins

Bolton & Menk, Inc.

Summit Hill Association

CapitolRiver Council

Macalester-Groveland Community Council

Union Park District Council

Summit-University Planning Council

Friends of Saint Paul and Ramsey County Parks and Trails

Saint Paul Environmental and Outdoor Education Program

Disability Hub MN

Saint Paul Bicycle Coalition

Summit Avenue Residential Preservation Association (SARPA)

Grand Ave. Business Association

Rondo Center of Diverse Expression

Saint Paul Youth Commission

Lexington-Hamline Community Council

Governor's Residence

**Summit Manor Reception House** 

University of St. Thomas

Macalestar College

Saint Paul College

Ramsey Middle School

Mitchell Hamline School of Law

Cathedral of Saint Paul

Ramsey Hill Association

Saint Paul Parks Conservancy

Mary Norton ..... Brett Hussong Katie Hamerlinck

Scott McBride Maddie Dahlheimer Cody Christianson Renee Barnes Mikaela Isaacson

**PROJECT CONTACT** 

Mary Norton (She/Her)

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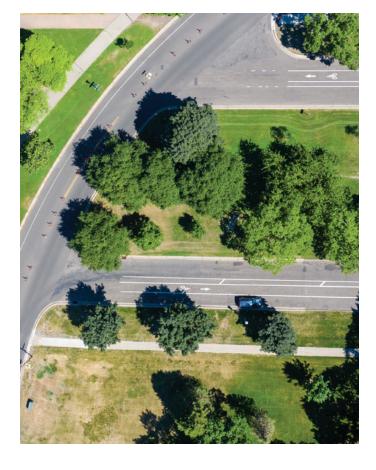




# **Meeting Framework**

### VIRTUAL MEETING

- Participation / Best Practices
- Content Delivery: Meeting Recording and Slides
- Miro Whiteboard & Breakout Sessions



### **CONTINUOUS ENGAGEMENT**

- Follow-up Survey to TAC Participants
- Public Information Session
- www.engagestpaul.org/summit

MONDAY, JUNE 6TH
7:00-8:30PM
PLEASE REGISTER HERE







# Today's Agenda

### INTRODUCTION

- Project planning & background
- Regional Trail Master Plan process

### **EVALUATION**

- Feedback Summaries
- Corridor Analysis
- Visioning & Design

### **VISION - BREAKOUT SESSIONS**

- Review Corridor Median Typologies
- Potential Trail Designs & Facility Types
- Brainstorm Work Groups



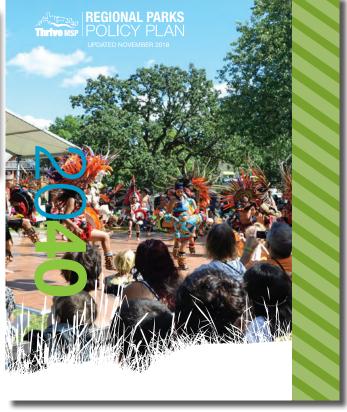


# **INTRODUCTION**









#### **Regional Trails**

- Corridors provide recreational opportunities along linear pathways in the
- "Linking Trails" pass through or provide connections among components of the Regional Parks System, local, state, federal recreational facilities, or
- Selected for their ability to intersect with local trail networks, in urban areas many serve as commuting routes for bicyclists in addition to service
- Connects to multiple public interest destinations such as schools, job centers, tourist destinations, historical cultural, architectural building sites, and commercial districts



#### Legend

—— St. Paul City Limits

Summit Avenue Regional Trail Corridor

---- MRCCA Boundary

City Designated Parkway

--- Existing Regional Trail

\_\_\_\_

Greenspace - City

Greenspace - County

Greenspace - Federal

#### Keynotes | Regional Parks

Hidden Falls

2 Crosby Farm

3 Mississippi River Gorge

4 Lilydale

6 Cherokee

6 Harriet Island

Bruce Vento Nature Sanctuary

Indian Mounds

Pig's Eye

Battle Creek

Phalen

Como

Trout Brook Nature Sanctuary

#### **Keynotes | Regional Trails**

Mississippi River Gorge (East River Parkway)

 Mississippi River Gorge (West River Parkway)

Minnehaha Parkway

4 Sam Morgan

6 Big Rivers

6 Lilydale

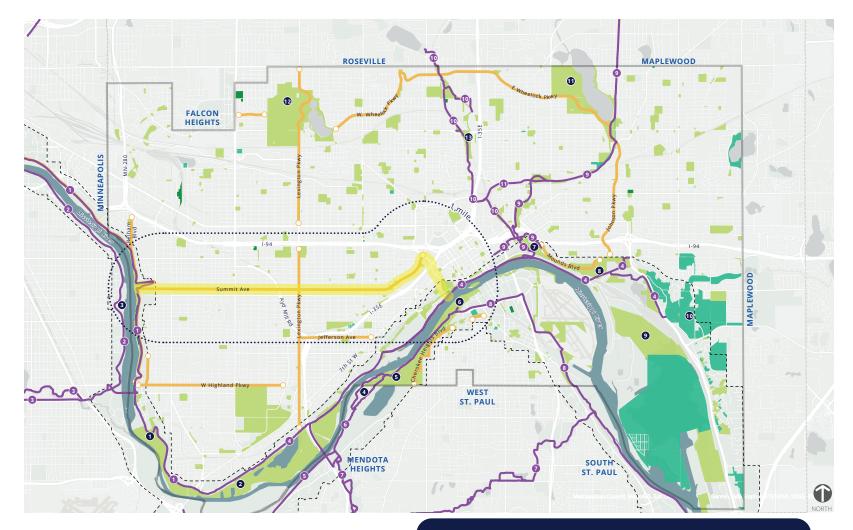
River to River Greenway

8 Robert Piram

Bruce Vento

Trout Brook

Phalen Boulevard









# WHY A SEPARATED TRAIL FACILITY?

- Summit Ave. carries enough vehicle traffic volume to which industry best practices reccomended separated facilities. A regional trail will look to create comfortable space for all users and abilities.
- National and state guidance recommends spaces to bike that are more separated from car traffic (FHWA, MnDOT, NACTO)
- Design options will look for ways to improve safety and multi-modal function within the corridor

#### **Regional Trails**

- Corridors provide recreational opportunities along linear pathways in the metropolitan area
- "Linking Trails" pass through or provide connections among components
  of the Regional Parks System, local, state, federal recreational facilities, or
  significant natural resource areas.
- Selected for their ability to intersect with local trail networks, in urban areas many serve as commuting routes for bicyclists in addition to service recreational purposes
- Connects to multiple public interest destinations such as schools, job centers, tourist destinations, historical cultural, architectural building sites, and commercial districts





### SUMMIT AVE. MILL & OVERLAY

- Snelling to Lexington
- Construction 2022

### SUMMIT AVE. RECONSTRUCTION-

- Lexington to Victoria
- Construction 2023



### **GRAND AVE. RECONSTRUCTION**

- Fairview to Snelling
- Construction 2024

### **REGIONAL TRAIL MASTER PLAN**

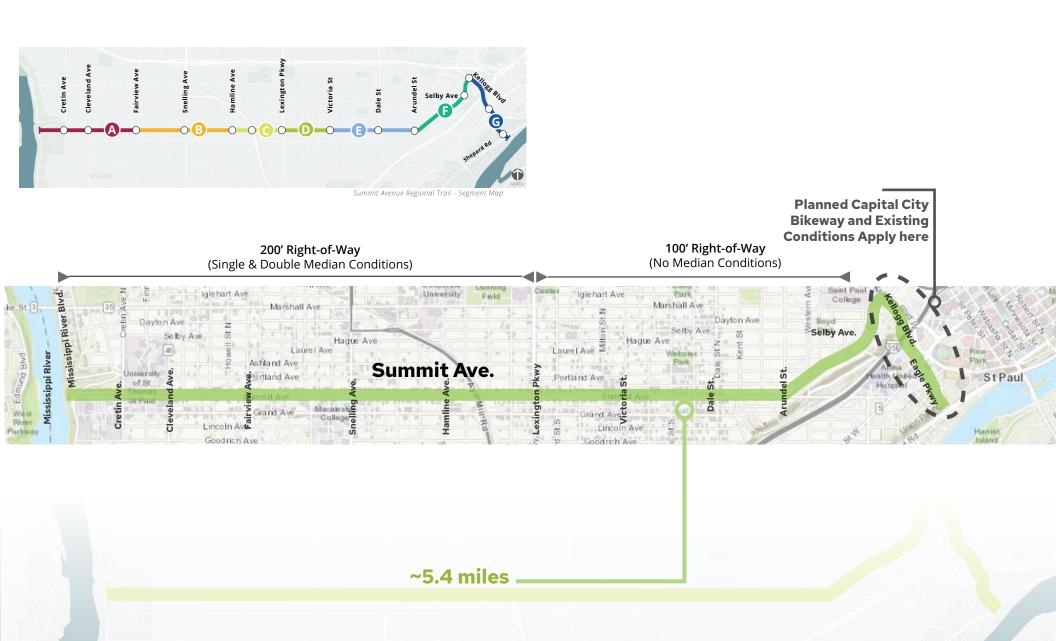
- MRB to Sam Morgan: Summit, Kellogg and Eagle Pkwy
- Master Plan Process 2021-2022, unfunded for construction





**Area Projects** 

### **Trail Master Plan Areas**







# **Planning Context**

#### **PROJECT DETAILS & BACKGROUND**

- Summit Ave. is an important link in the parks and trails network for the Metropolitan Region.
- The Master Plan process will review Summit Ave. from the river to downtown Saint Paul and develop a guide for future improvements within City right-of-way.
- Planning will focus on the segment from Lexington to Victoria ahead of planned reconstruction.

#### **WAYS TO ENGAGE**





Join the conversation at www.engagestpaul/summit

#### **PROJECT GOALS**

- Evaluate a regional trail alignment on Summit Ave. to improve recreation experience and safety for all users.
- Identify ways to balance the context of Summit Ave. when modernizing infrastructure.
- Improve connectivity and public access to open space.
- Support the evolving needs of users to create a more resilient, people-oriented corridor.





# **Project Schedule**

**FALL - WINTER 2021** 

PHASE 1: CORRIDOR EVALUATION

Corridor inventory and analysis

Reach out to stakeholders and community members

Identify corridor opportunities and constraints

**Community outreach events** 

Web survey

**WINTER - SPRING 2021/2022** 

PHASE 2: DESIGN AND DIRECTION

Identify focus areas and key intersections

Gather input and feedback from technical and community groups

Begin conceptual design ideas

Continue online engagement

**TAC #1** 

**DAC #1** 

**SUMMER-FALL 2022** 

PHASE 3: MASTER PLAN AND APPROVALS

Develop corridor trail concepts for feedback

TAC #2 | DAC #2

- Draft master plan document for review and public comment
- Refine Master Plan
- Approval Process Including:

Heritage Preservation Commission (HPC)

Saint Paul Transportation Commission

Saint Paul Parks Commission

Saint Paul City Council

Metropolitan Council Parks and Open Space

Commission (MPOSC)



### **EVALUATION**





# COMMUNITY ENGAGEMENT



#### **SUMMARY OF FEEDBACK THEMES**

#### GREENSPACE

#### **Trees and Canopy**

- » Limiting impacts to trees, focus on preservation
- » Importance of canopy for shade and parkway experience
- » Ash trees/removals and diversity of species

#### **Park Experience & Connections**

- » Importance of the parkway as local park space
- » Open areas for drop-in, passive recreation
- » Connection opportunities to Ayd Mill

#### Medians & Blvds

- » Maintaining Open Space in the Medians
- » Boulevard as buffer for pedestrians
- » Multiple minor road crossings of median

#### SAFETY

#### **Crossings & Turning Movements**

- » Minimizing conflicts at intersections
- » Lane transitions, free right-turn, & slip-lanes
- » Mid-block and median crossings at intersections

#### **Traffic & Vehicle Speed**

- » Vehicles exceeding speed limits, passing in bike lanes
- » Confusing median to roadway transition areas
- » Vehicles encroaching on crosswalks

#### **Proximity of Uses**

- » More separation between cars, bicycles, and pedestrians
- » Parked cars and door swing conflict with bicycle lanes

#### FACILITY CONDITIONS

#### Pavement | Roadway & Sidewalk

- » Surface conditions of bituminous are very poor
- » Walkway paver surfaces lift and heave, tripping concerns
- » Wider, 10' walkways east of Dale are highly desirable
- » Snow maintenance conditions inhibit bicycling in lanes
- » Desire for more accessible surfaces, year-round

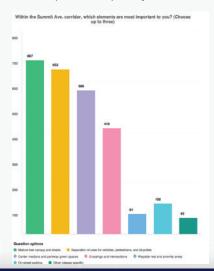
#### **Unpaved Surfaces**

- » Maintain the dirt path in central median space
- » Unique running experience in the City
- » Charming, quaint experiences, unlike other facilities

#### NO CHANGE

#### **Existing Conditions**

- » Maintain existing functions and on-street conditions
- » Limit impacts to corridor
- » Surface repairs are a priority





**DRAFT - IN PROCESS** 

2022





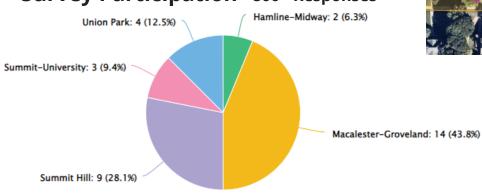
# COMMUNITY ENGAGEMENT







### **Survey Participation** - 800+ Responses







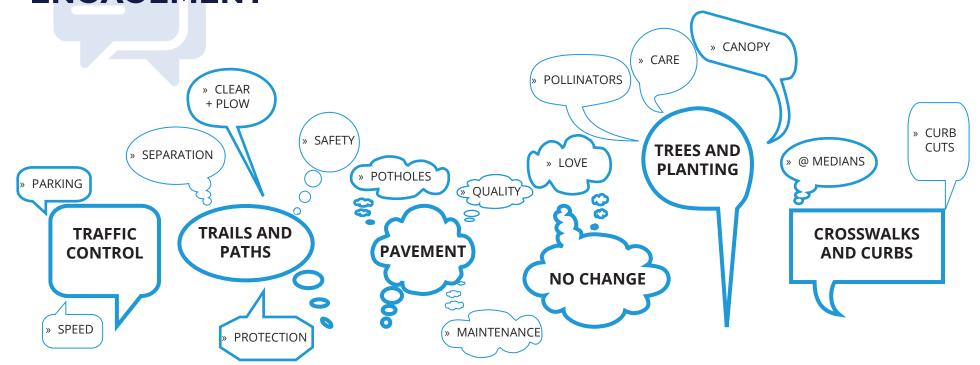


# Mapping Participation EXAMPLE INTEREST AREAS

- Safety & Intersections
- Valued Park/Greenspaces
- Connections and Transitions
- Parking Functions & Conflicts



# COMMUNITY ENGAGEMENT





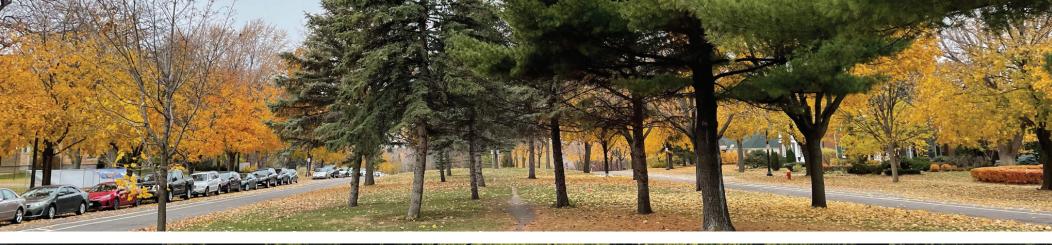










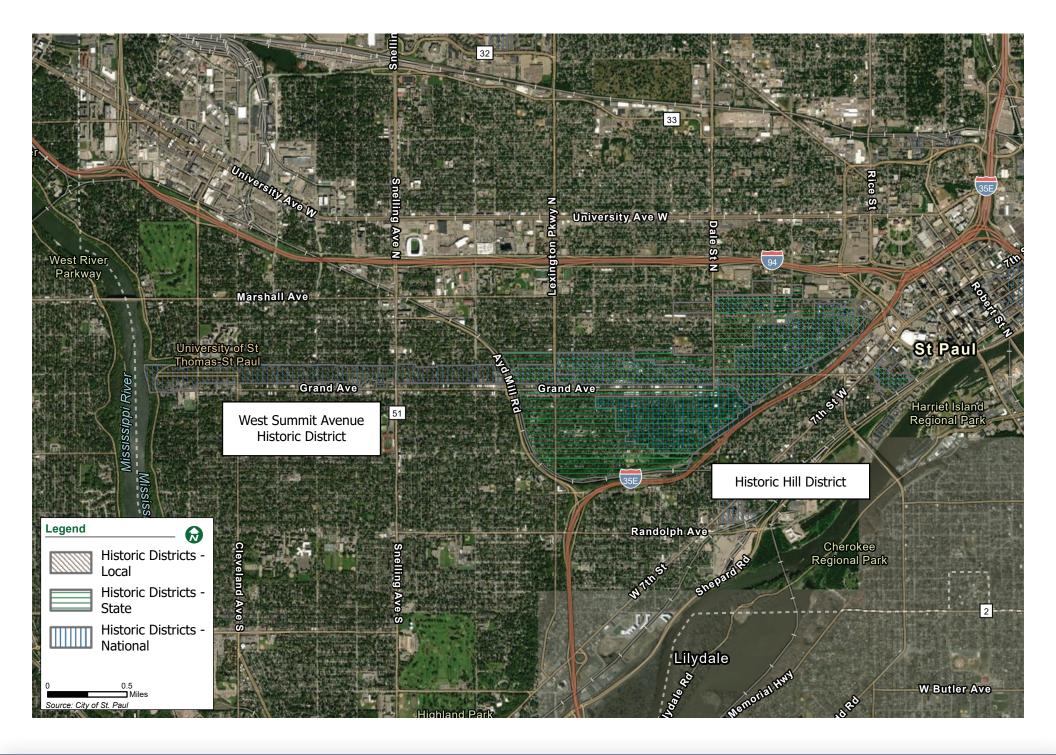














## **Analysis & Mapping**

Historical Analysis Study



- Grand and noteworthy public street from early planning
- •1888 and 1903 Sanborn maps reflect the 100-foot avenue
- Spatial organization of land patterns is important for cultural landscapes









# **Existing Conditions**











# **Existing Conditions**













### **Trail Concept Evaluation Objectives**

- Increases pedestrian and bicycle safety
- Comfortable trail experience supporting an all ages and abilities facility
- Support high quality regional trail experience
- Compatible with historic context
- Limits impacts to greenspace and trees
- Limits impacts to vehicle and parking functions





**DRAFT - WORK IN PROCESS** 





# **Analysis & Mapping**

### Parking Evaluation Studies

- 1 Jan. 2020 Overnight Parking Restriction Study (RES 19-812)
  - Parking utilization studied corridor-wide for roadway maintenance
  - Hours collected: 12:00am 6:00am, July-September (6 occasions)

#### **KEY FINDINGS**

### **Parking Utilization Rates:**

Well below 50% observed along most of Summit Ave.

Above 75% were consistently observed near Dale Street

Above 50% observed near University of St. Thomas in September







## **Analysis & Mapping**

### Parking Evaluation Studies

- (2) Summit Ave. Parking Study
  - Parking utilization studied LEXINGTON to SELBY Ave.
  - Days/Times collected: Thurs (12:00Pm, 2:00Pm, 4:00Pm) Saturday (4:00pm, 6:00pm, 8:20Pm) Sunday (8:15am, 10:15am)

#### **KEY FINDINGS**

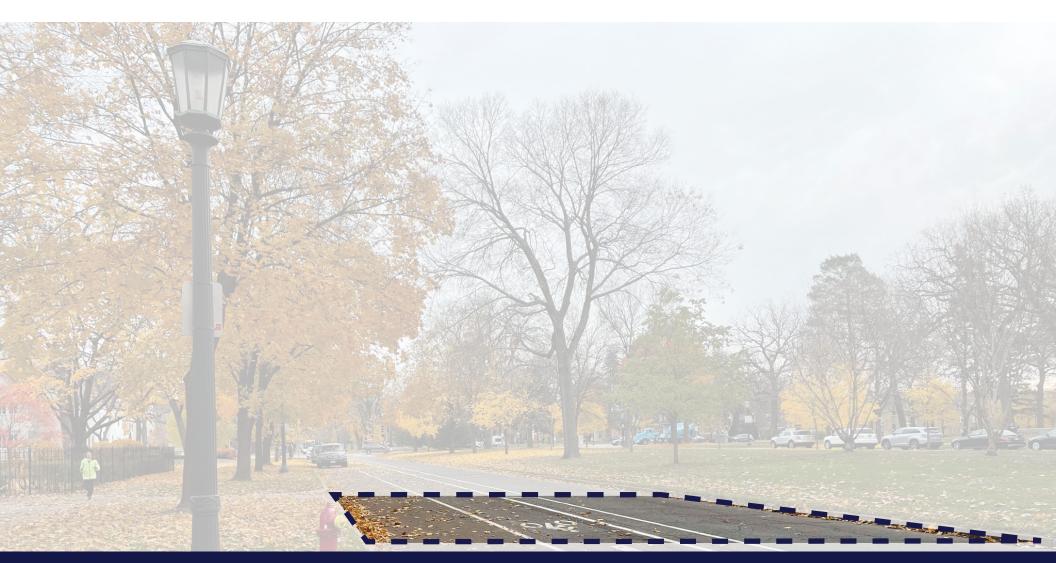
- Parking utilization in the corridor is generally modest, average 30% over study area
- Area near Dale Street saw consistently high usage





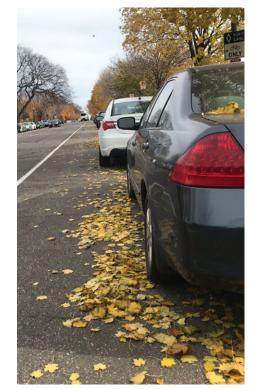
# **Trail Design Alternatives**

- Prioritize parkway green space and preserve mature landscape features
- Reallocate existing transportation spaces
- Provide separated bikeway and walkways as Regional Trail facility









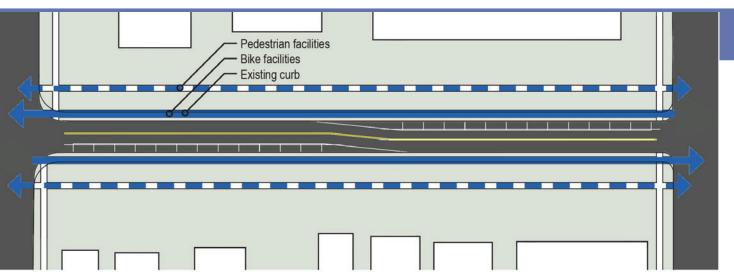


### One-Side Parking Removal Concept: 100' Right-of-Way

- · Context-based
- Compatiable land uses
- Shift occurs mid-block

# Trail Style: One-way Facilities





#### **Anticipated Impacts**

- Boulevard Greenspace: 2.5-foot impact on both sides (53' transportation envelope)
- · Curb: move in 8.5-feet both sides
- · Road Center Line: shift 3-feet (31' width)









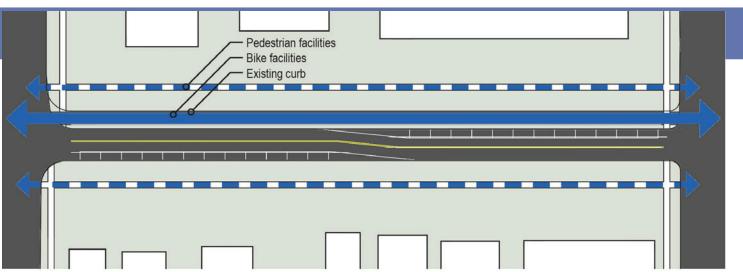


### One-Side Parking Removal Concept: 100' Right-of-Way

- · Context-based
- Compatiable land uses
- Shift occurs mid-block

# Trail Style: Two-way Facility





#### **Anticipated Impacts**

- Boulevard Greenspace: 1-foot addition (47' transportation envelope)
- · Curb: move in 16.5-feet / move in .5-foot
- Road Center Line: shift 5-feet (31' width)



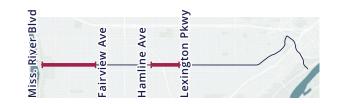


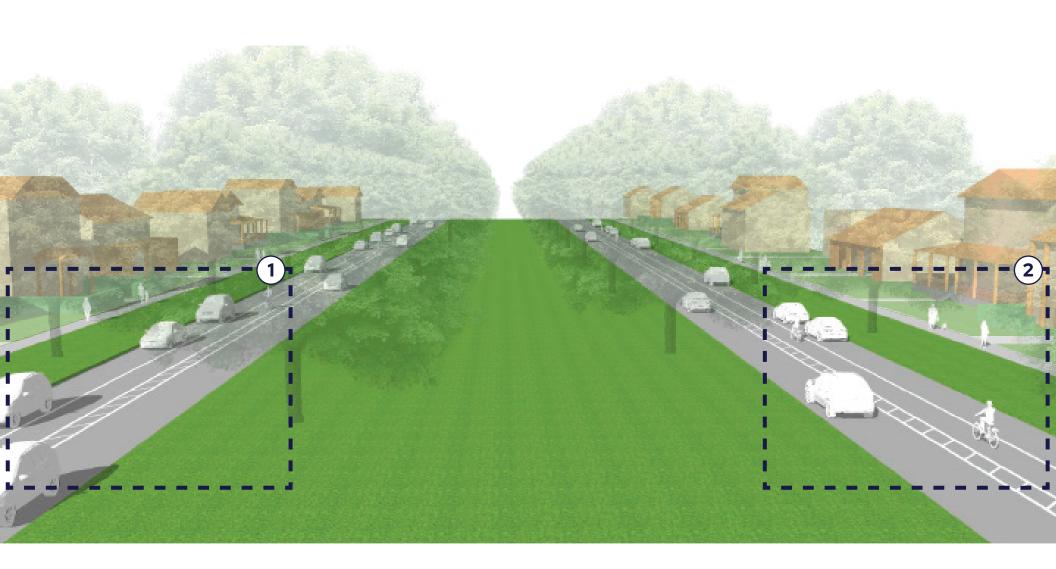
### **Conceptual Bike Trail Alternatives**

### **200' ROW**

Mississippi River Blvd to Fairview Ave, Hamline Ave to Lexington Pwky Single Median

# Existing Condition 200' Right-of-Way | Segments A and C





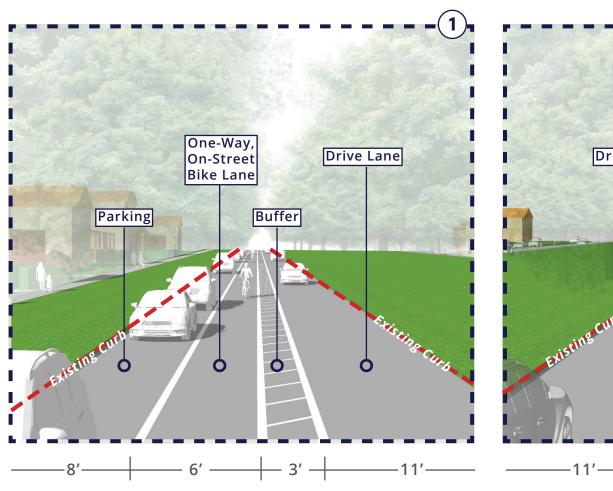
### **Existing Condition**

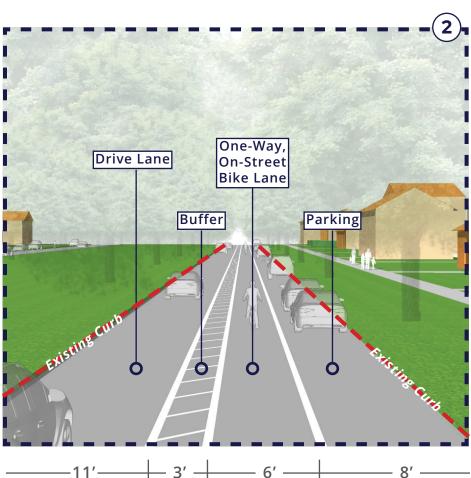
200' Right-of-Way | Segments A and C

**---** Existing Curb Line

Potential Impact Zone

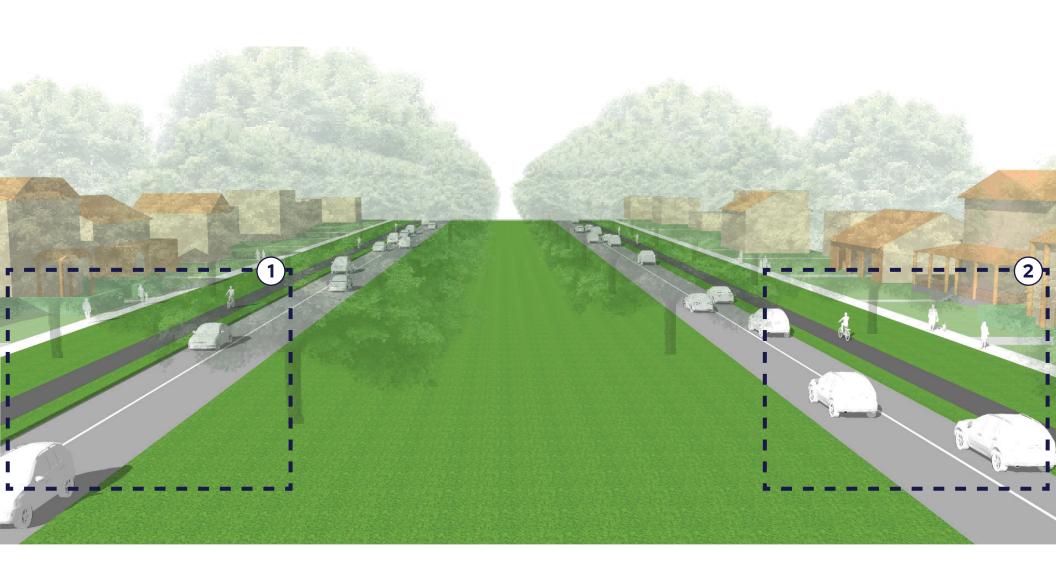






# One-Way Separated Trail, Parking Both Sides 200' Right-of-Way | Segments A and C





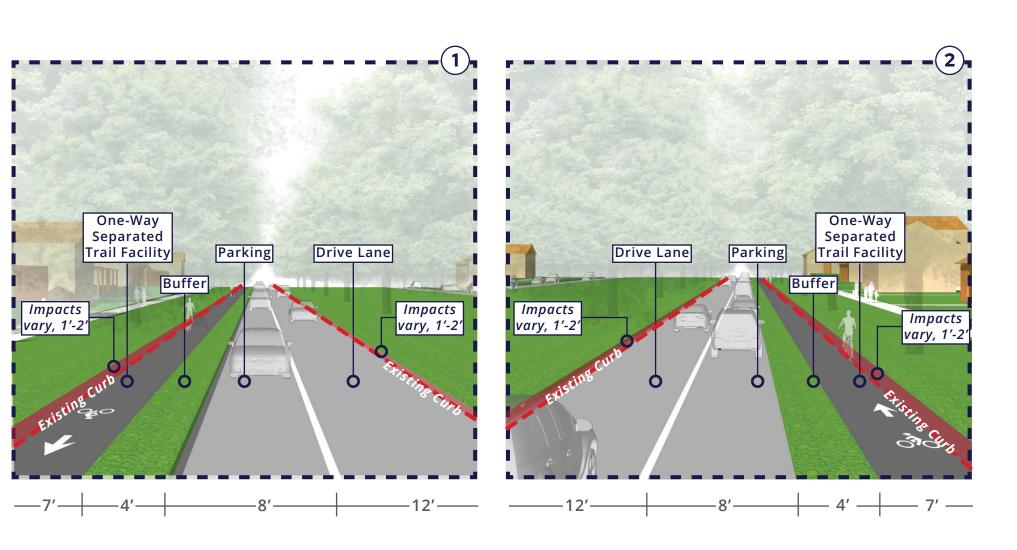
### One-Way Separated Trail, Parking Both Sides

200' Right-of-Way | Segments A and C

Existing Curb Line

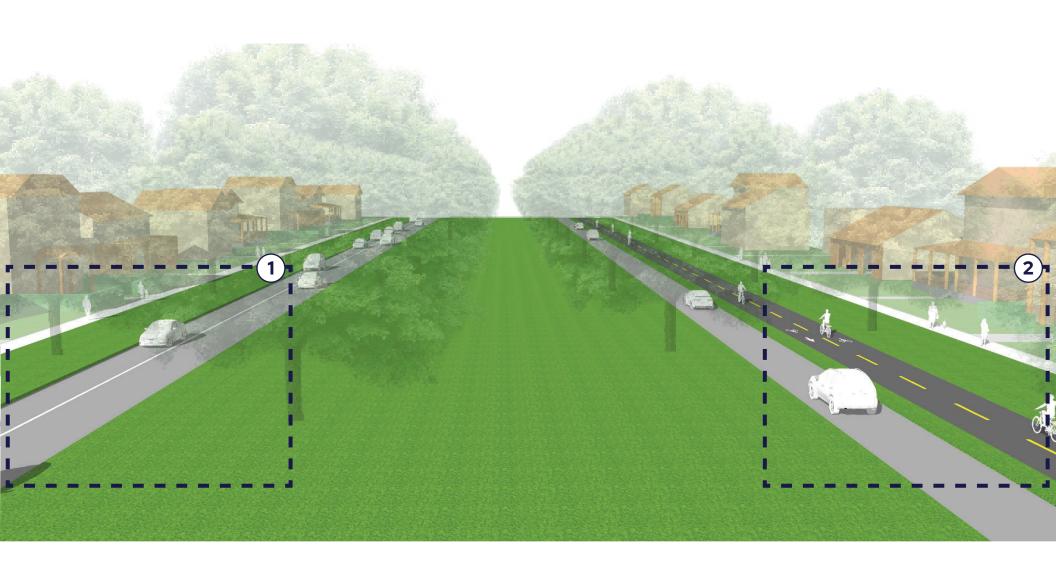
**Potential Impact Zone** 





# Two-Way Separated Trail, Parking One Side 200' Right-of-Way | Segments A and C

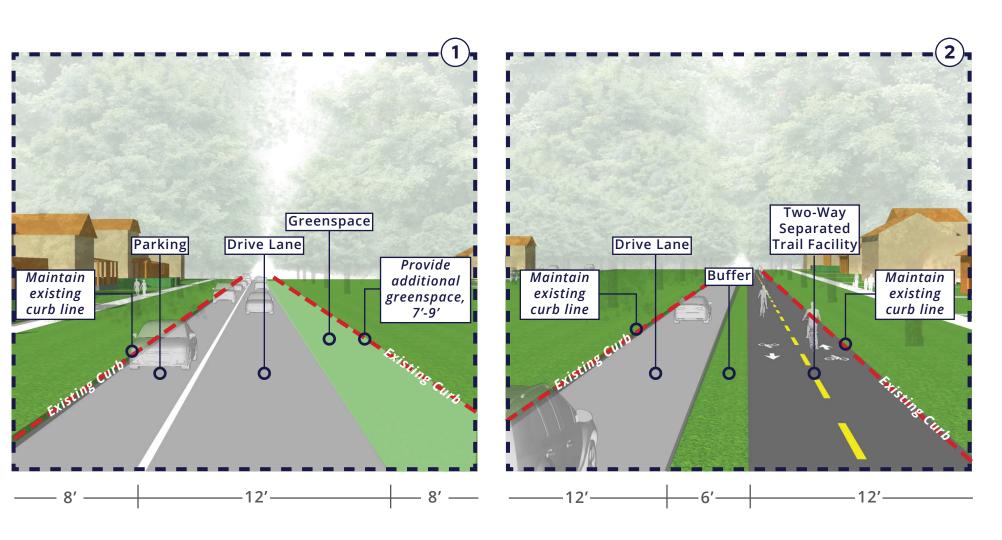




# Two-Way Separated Trail, Parking One Side 200' Right-of-Way | Segments A and C

Alss. River-Blvd
airview Ave
Aamline Ave
exington Pkwy

Existing Curb LinePotential Impact Zone



\*20' clearance for emergency vehicles to be taken into consideration

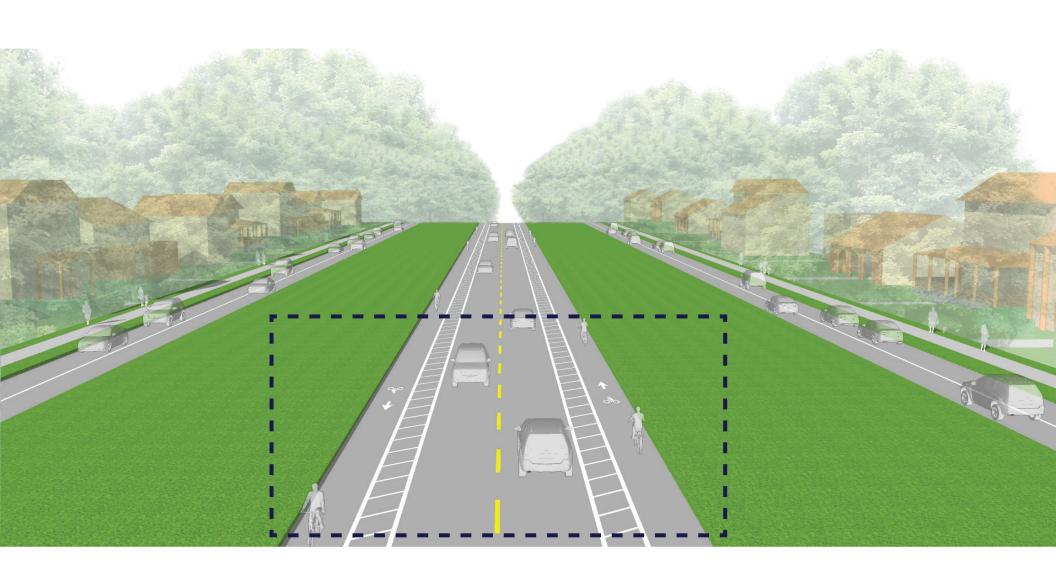
### **Conceptual Bike Trail Alternatives**

# 200' ROW Fairview Ave to Lexington Pwky Double Median

## **Existing Condition**

200' Right-of-Way | Segment B

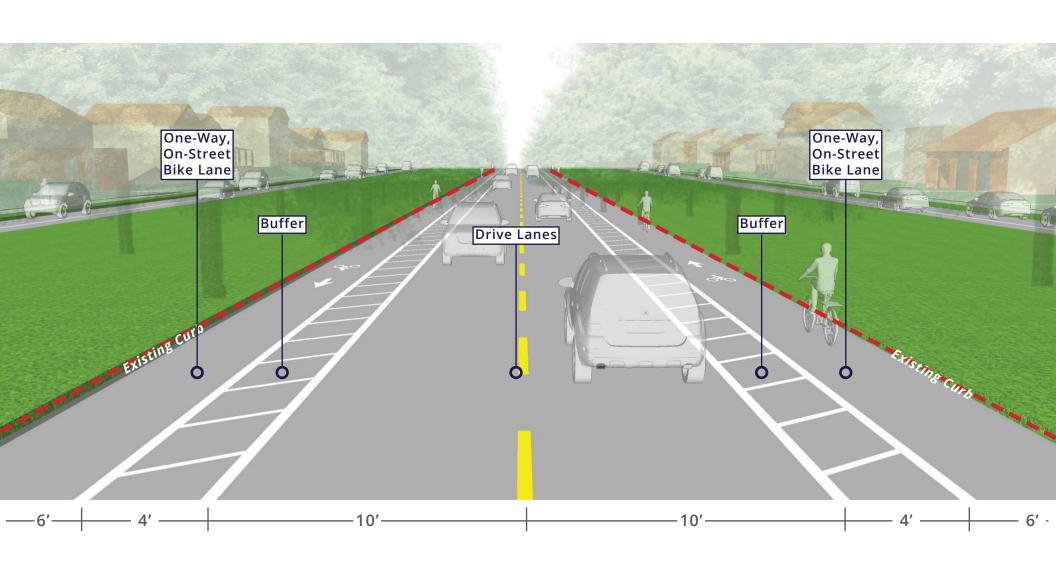




### **Existing Condition**

200' Right-of-Way | Segment B

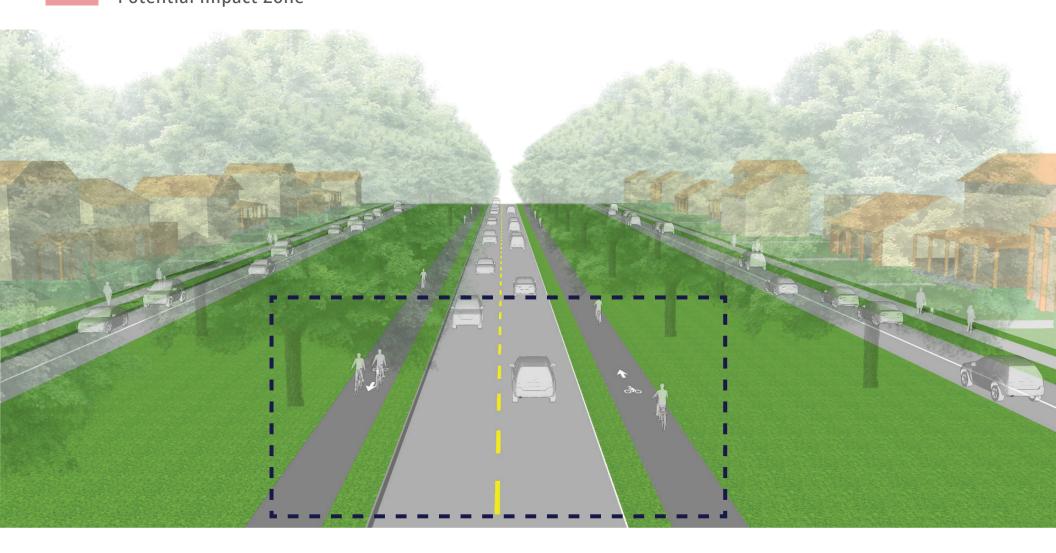
Snelling Ave



## **One-Way Separated Trail**

200' Right-of-Way | Segment B

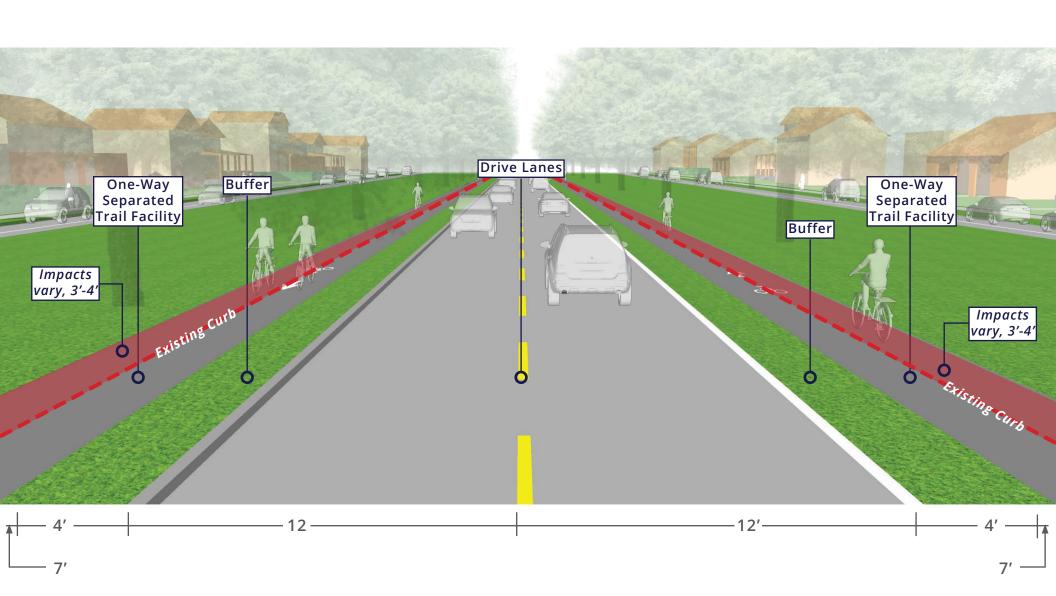




### **One-Way Separated Trail**

200' Right-of-Way | Segment B

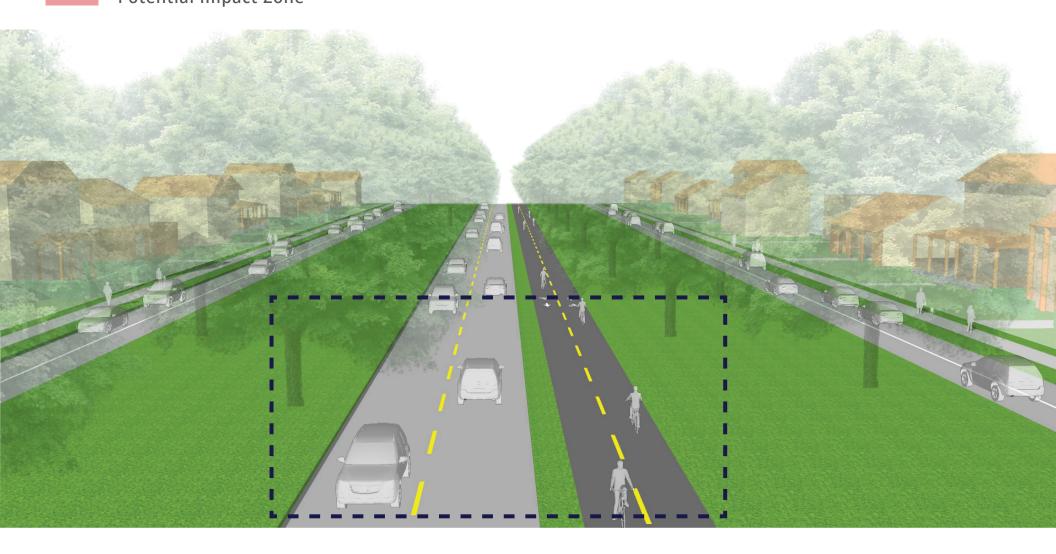




## **Two-Way Separated Trail**

200' Right-of-Way | Segment B

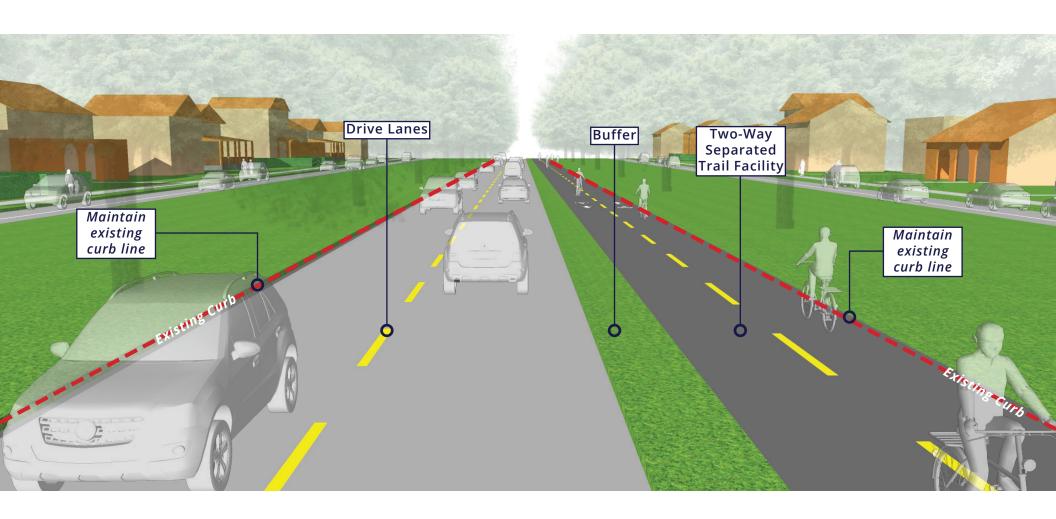
Snelling Ave



## Two-Way Separated Trail

200' Right-of-Way | Segment B

Fairview Ave



#### **Conceptual Bike Trail Alternatives**

## 100' ROW

Lexington Pkwy to Kellogg Blvd No Median

#### **Existing Condition**

100' Right-of-Way | Segments D, E, and F

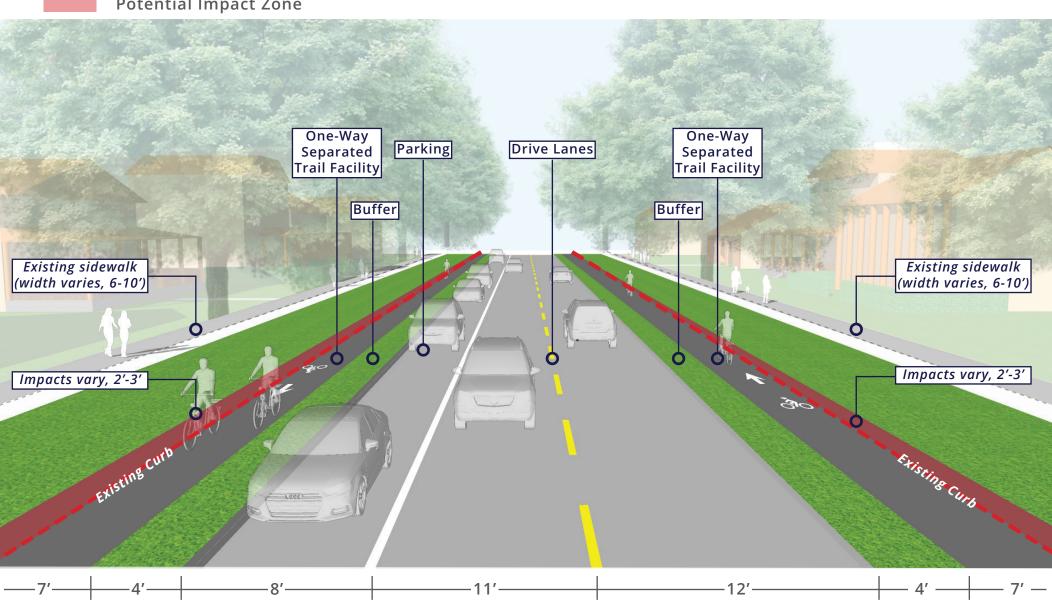
**Existing Curb Line** 





#### One-Way Separated Trail, Parking One Side 100' Right-of-Way | Segments D, E, and F

**Existing Curb Line** 



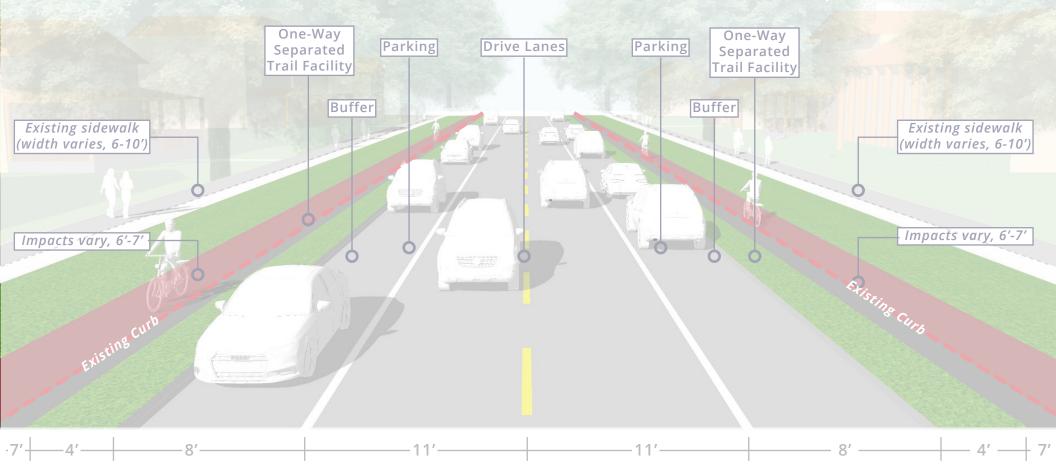
## One-Way Separated Trail, Parking Both Sides 100' Right-of-Way | Segments D, E, and F

Lexington Pkwy

Existing Curb Line

Potential Impact Zone

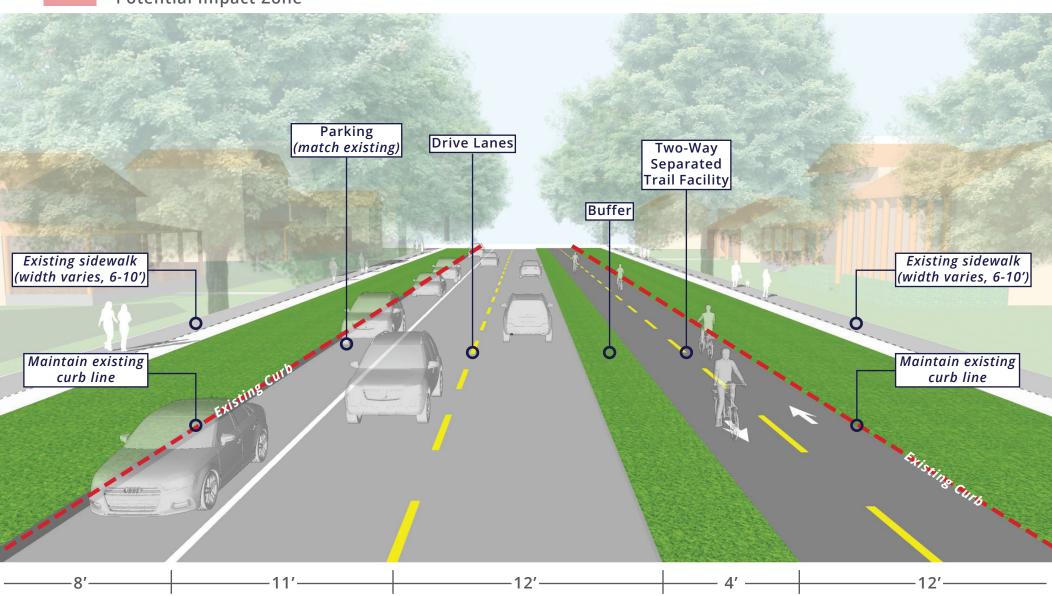
## NOT RECOMMENDED DUE TO POTENTIAL BOULEVARD IMPACTS



## Two-Way Separated Trail, Parking One Side 100' Right-of-Way | Segments D, E, and F

exington Pkwy

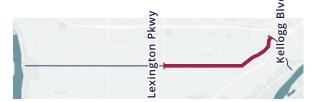
**--** - Existing Curb Line



## Two-Way Separated Trail, Parking Both Sides

100' Right-of-Way | Segments D, E, and F

**Existing Curb Line** 





## **VISION - BREAKOUT SESSIONS**





## **VISION**

## **Discussion Objectives:**

- Evaluate trail design alternatives, benefits, and drawbacks
- Discuss how these trail experiences shape the public realm



## **VISION**

## **Breakout Rooms**

- GROUP A Blue
- Group B Green



# See you again soon.... BREAKOUT SESSIONS





## **NEXT STEPS...**

Next Week - Advisory Committees (TAC/DAC) Review & Follow-up Surveys

June 6th - Public Information Session

MONDAY, JUNE 6TH 7:00-8:30PM PLEASE REGISTER HERE





**Master Plan Document Draft & Comment Period** 

Public Open House (Date/Location TBD)

**Approval Process, Fall 2022** 



## THANK YOU!







#### **PROJECT CONTACT**

#### Mary Norton (She/Her)

Landscape Architect | Project Manager City of Saint Paul Parks and Recreation mary.norton@ci.stpaul.mn.us | 651-266-6407



