

SUMMIT AVENUE REGIONAL TRAIL

PROJECT OVERVIEW

SEPTEMBER 2022



Parks and Recreation Commission



Agenda

INTRODUCTION

- Project background and Planning

ENGAGEMENT

- Summary of process to-date
- Current & future efforts

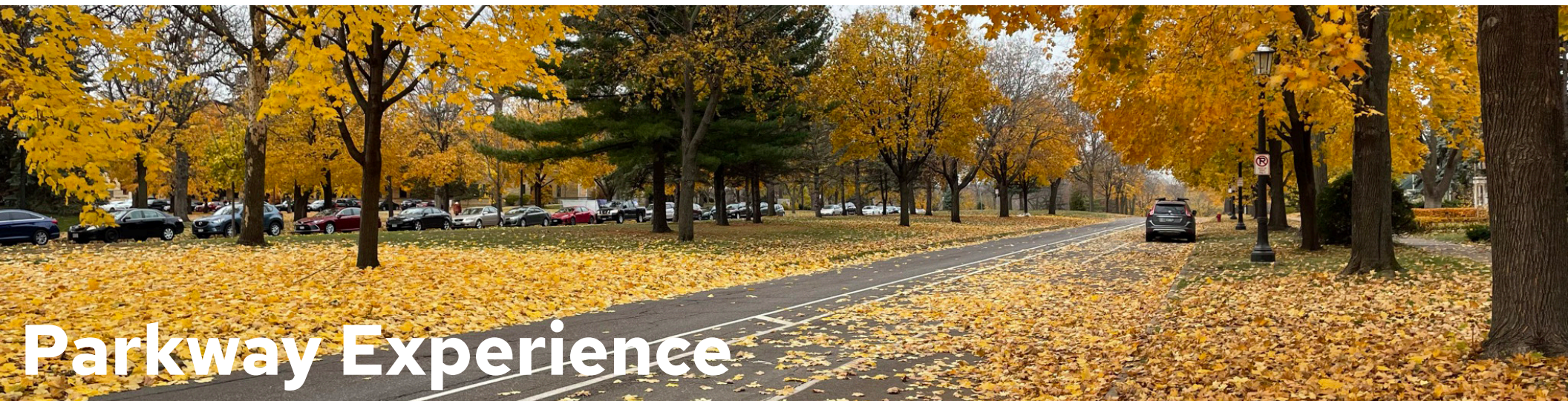
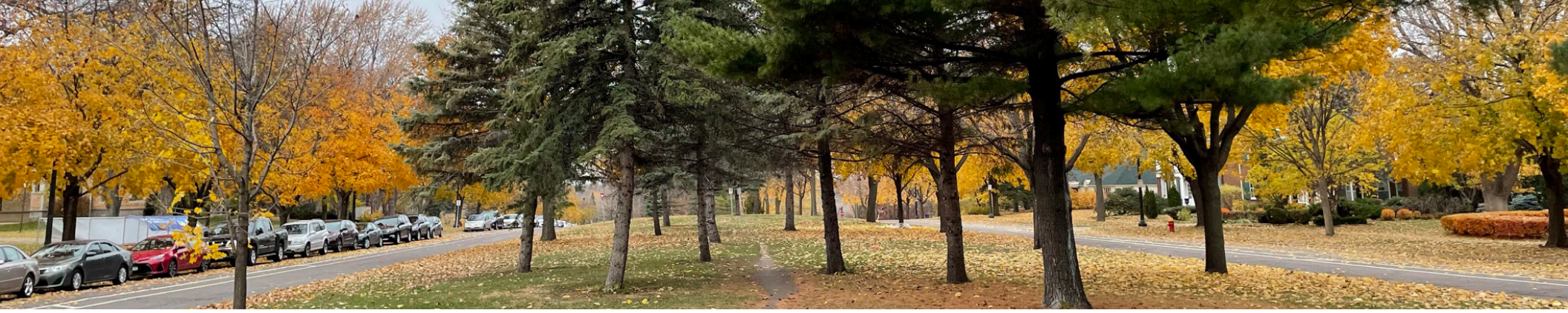
DESIGN

- Separated Trail Facilities
- Corridor Right-of-Way & Bicycle Trail Facility Types

AREA PROJECTS

- Public Works Reconstruction & Parks Master Plan
- Project Timeline & Next Steps





Parkway Experience

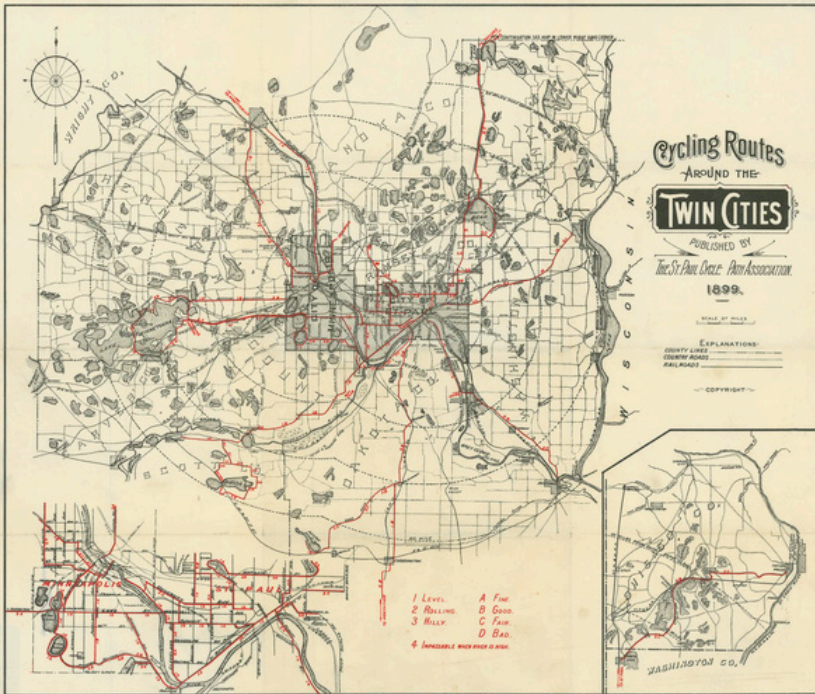
Project Goals & Regional Trails

- Improve recreation experience and safety **for all users and abilities.**
- **Preserve historic corridor and trees** by removing parking on one side in strategic locations.
- Improve east - west connection from **MRB Trail to Sam Morgan Trail via downtown.**



**EAST - WEST
connection across the city**

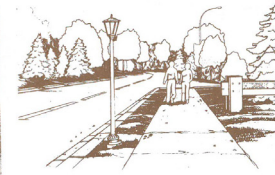




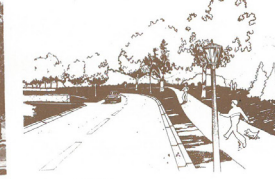
recreational path:

No additional paths or walks will be installed on the residential side of MRB. A continuous hard surface path will be installed on the bluff side of the boulevard.

- TYPE: Combined pedestrian/bike casual recreational path.
- LOCATIONS: The path will be continuous the length of the parkway and located on the bluff side to take advantage of the river corridor's scenic quality.
- WIDTH: Typically 8' 0" but narrower where limited space exists. Separated pedestrian/bike paths where space permits adjacent the Ford Motor Co.
- MATERIAL: Bituminous pavement with an earthtone color crushed gravel surface (seal coat).
- OTHER CONSIDERATIONS: A turf boulevard strip will be provided between the path and the roadway wherever possible as an aesthetic and protective buffer and for utilities, park furnishings, trees, and snow storage. The provision of a boulevard will take precedence over path width. The path will be reduced in width up to a minimum of 4' 0" to accommodate the boulevard.



MRB at MAGOFFIN AVE.



MRB NORTH of SHADOW FALLS

7

Recreational Planning



**RESOLUTION
CITY OF SAINT PAUL, MINNESOTA**

Council File # 93-793
Green Sheet # 23334

Presented By _____
Referred To _____ Committee: Date _____

WHEREAS, the quality of our urban environment requires that the City address the problems associated with pollution from automobile emissions; and

WHEREAS, carbon dioxide and carbon monoxide emissions can be reduced by using alternative forms of transportation; and

WHEREAS, bicycling emits no undesirable emissions as well as being a popular commuting and recreational activity for many residents of the City of Saint Paul; and

WHEREAS, Summit Avenue is a popular bicycling route due to its continuity between Mississippi River Blvd. and the Capitol/Downtown area as well as its aesthetic appeal; and

WHEREAS, the Public Works Department placed a bicycle test section on Summit Avenue between Mississippi River Blvd. and Wheeler St. in August, 1992; and

WHEREAS, two neighborhood meetings and hundreds of calls to the Citizen Service office have indicated popular acceptance to the concept; and

WHEREAS, Public Works has observed no operational problems and an early indication of improved safety along Summit Avenue;

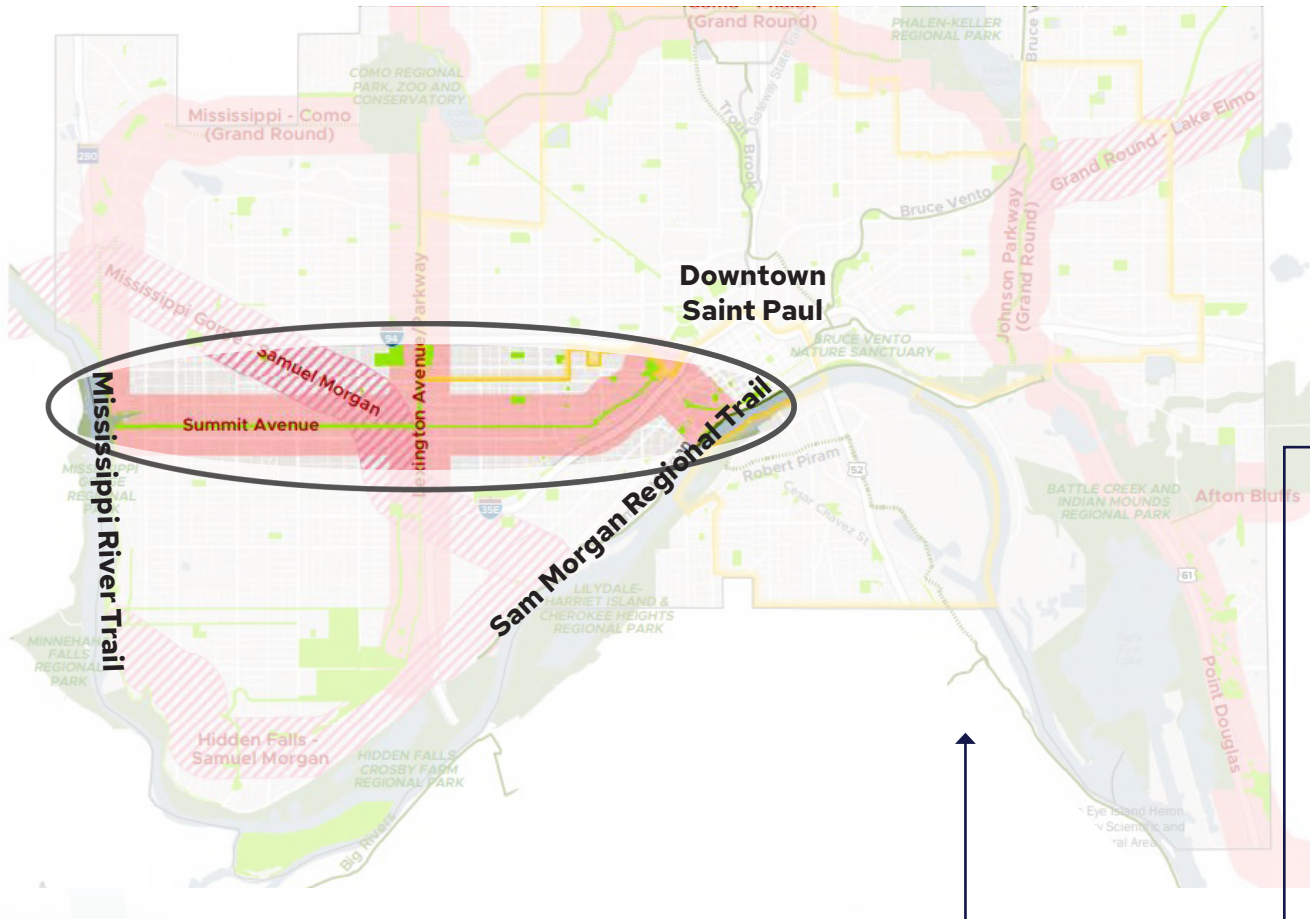
NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul City Council hereby approves and directs the Public Works Department to proceed with the placement of a permanent bikeway along Summit Avenue from Mississippi River Blvd. to Lexington Parkway; and be it



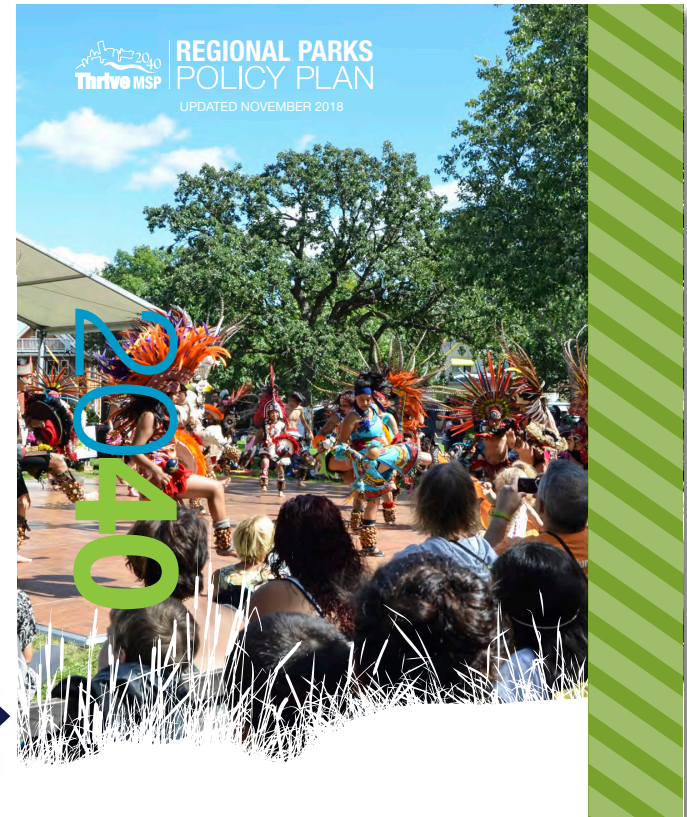
**SAINT PAUL
MINNESOTA**



Planning Context



Metropolitan Council Regional Trail Search Corridor Map
 Metropolitan Council 2040 Regional Parks Policy Plan
 City of Saint Paul 2040 Comprehensive Plan



Planning Context

About 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 center, tourist destinations, historical cultural, architectural building sites, and commercial districts.



Why a Separated Trail Facility?

- **Traffic Volume** | Summit Avenue carries enough vehicle traffic volume to which industry best practices recommended separated facilities.
- **Industry Standards and Recommendations** National and state guidance recommends spaces to bike that are more separated from car traffic (FHWA, MnDOT, NACTO)
- **Comfort and Safety** | Separate trail facilities create more welcoming, comfortable, and safe spaces for a variety of users of all abilities.




Planning Context

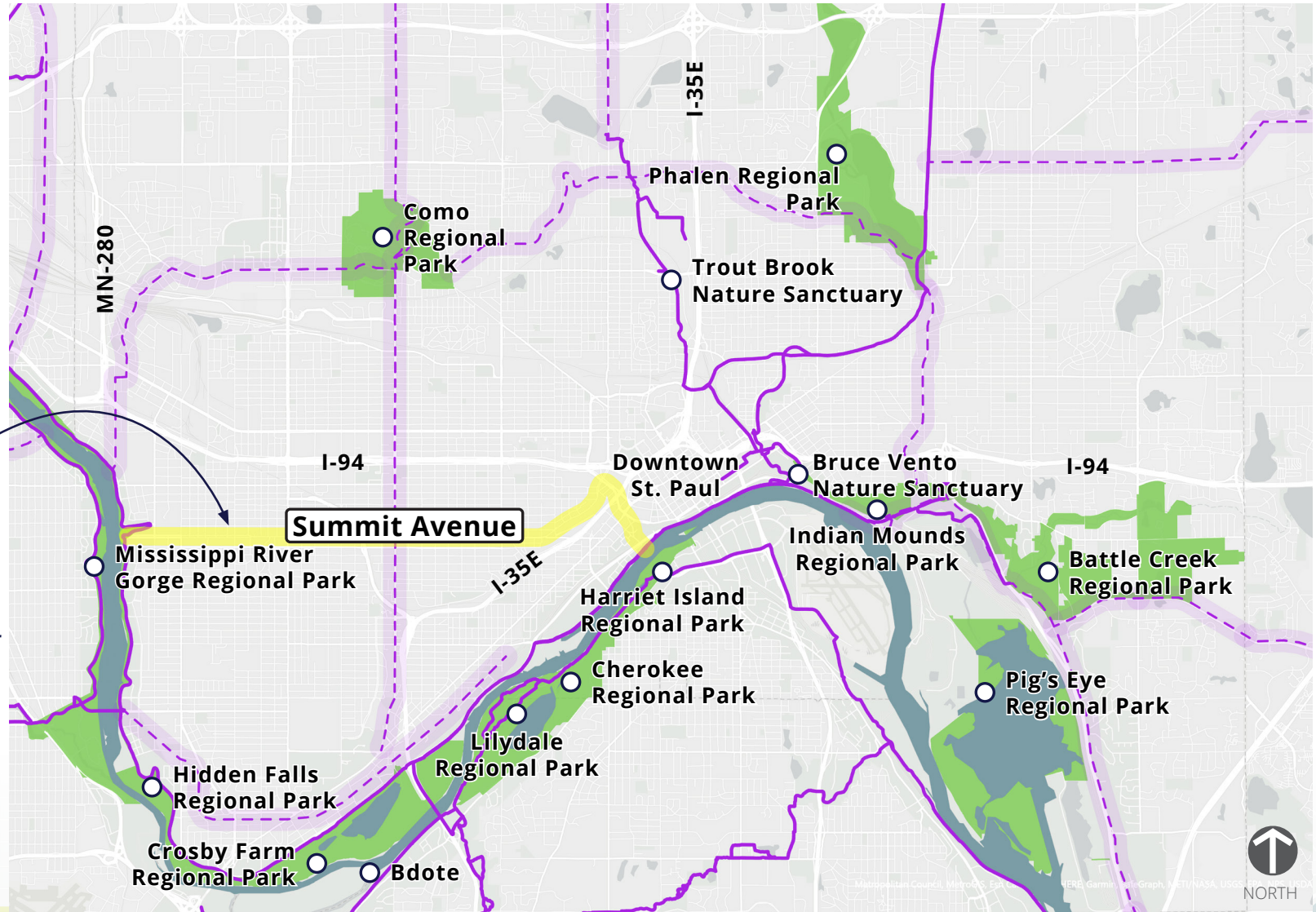
Regional Parks and Trails Network

EAST - WEST Connection

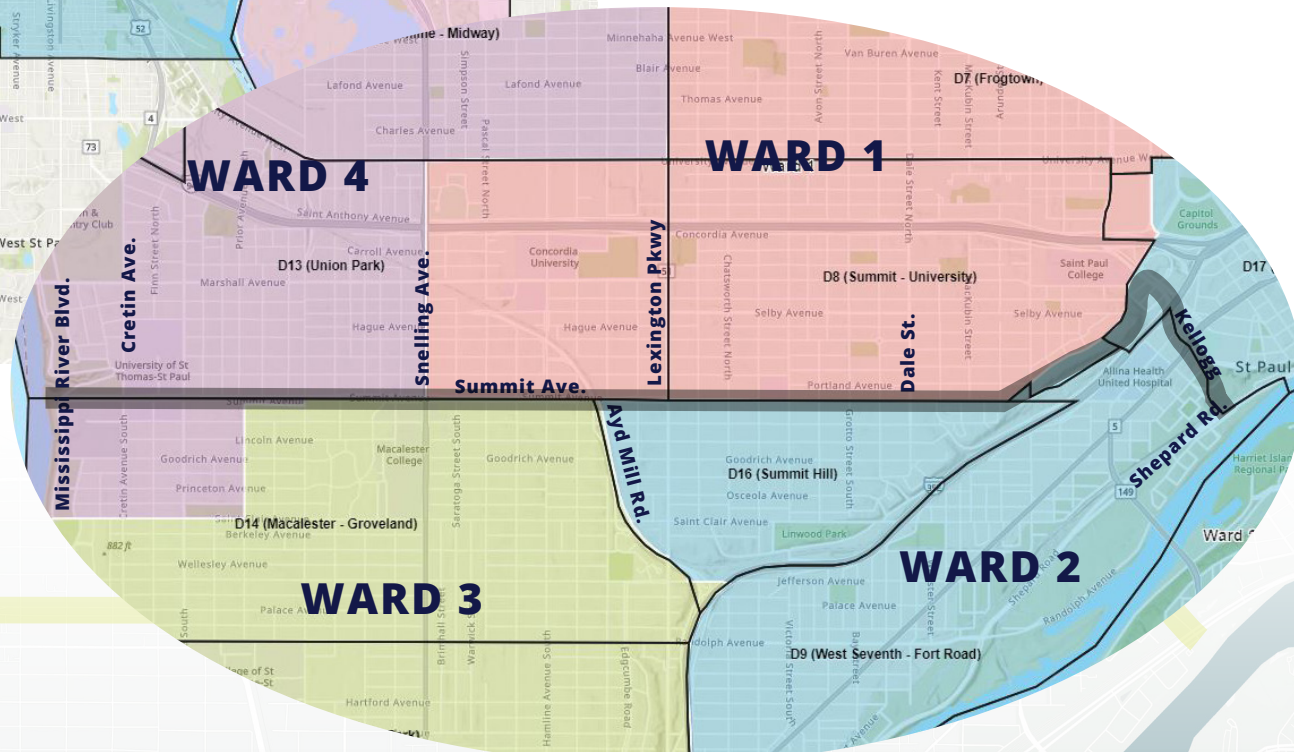
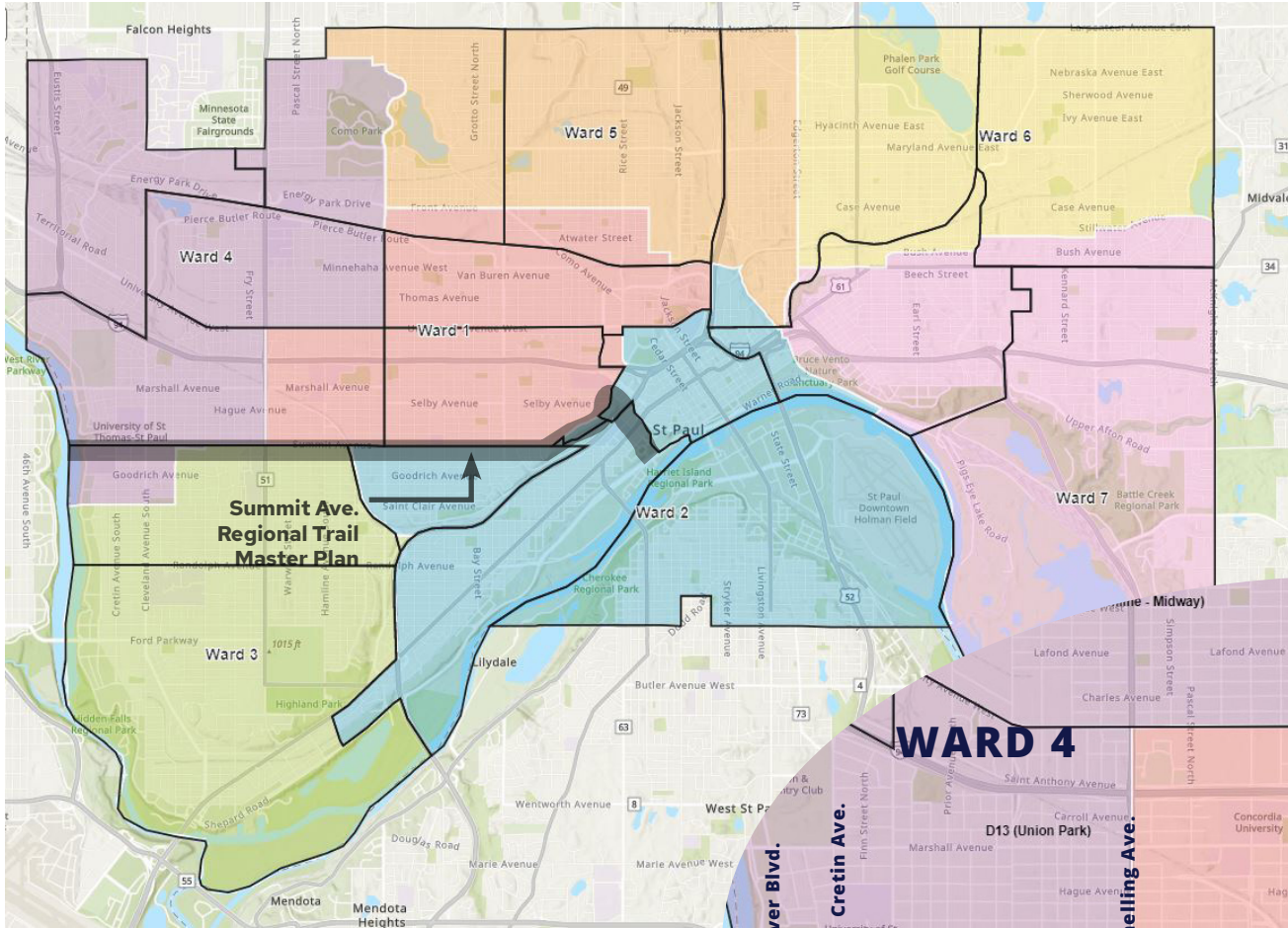
- Parkway characteristics
- Regionally desirable setting
- High-quality opportunities for outdoor recreation

Legend

-  Project Area
-  Regional Park
-  Regional Trail
-  Regional Trail Search Corridor



Project Context: Ward and District Council Maps

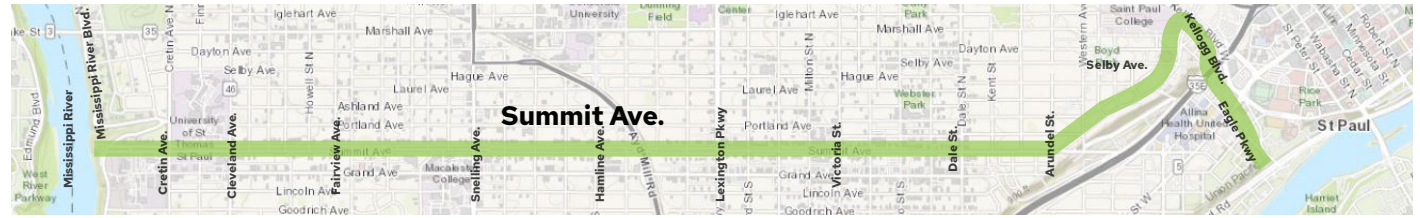




ENGAGEMENT



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

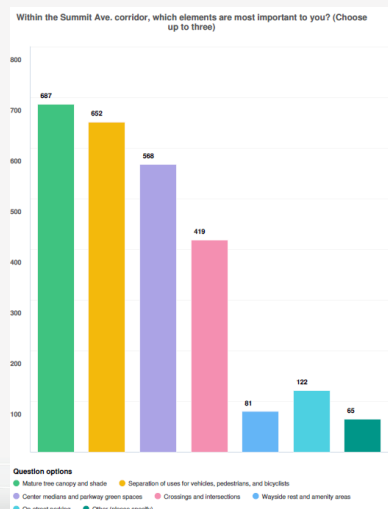
Unpaved Surfaces

- » 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



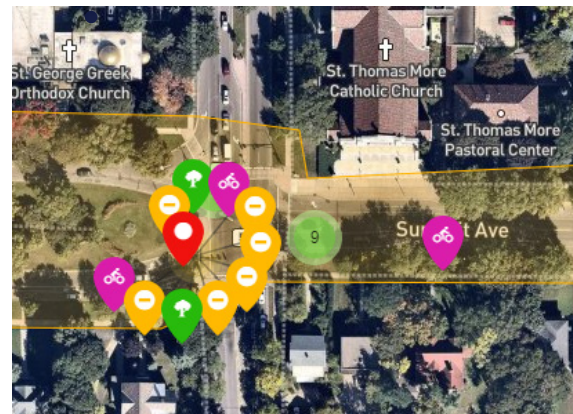
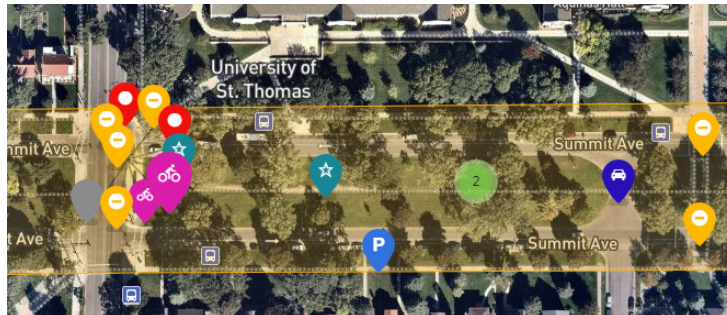
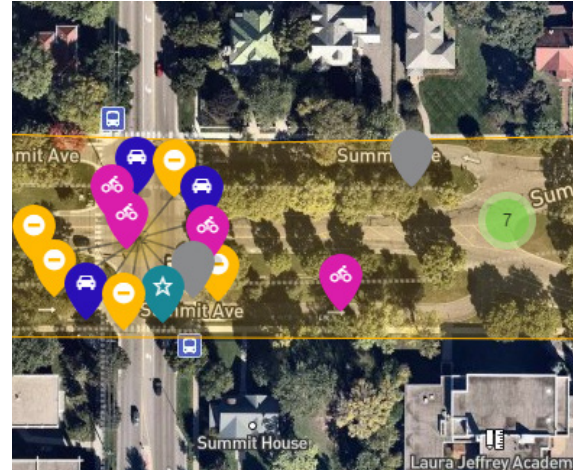
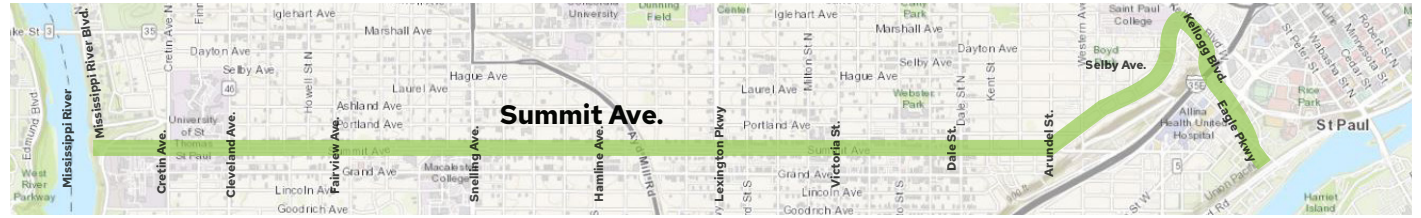
DRAFT - IN PROCESS 2022



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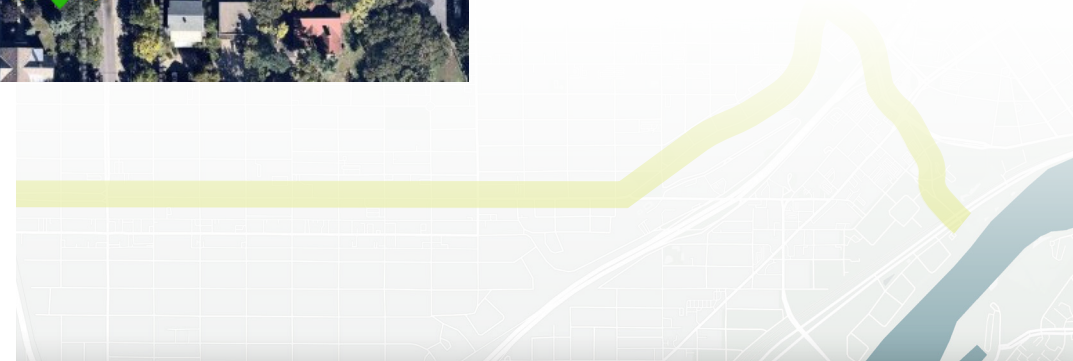
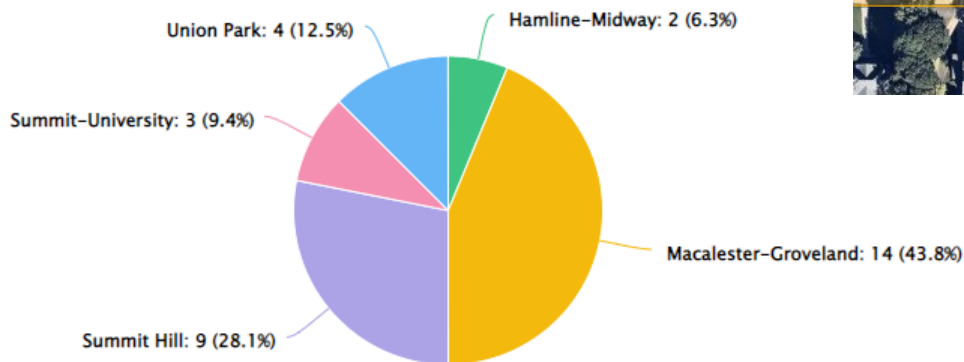
COMMUNITY ENGAGEMENT



Mapping Participation EXAMPLE INTEREST AREAS

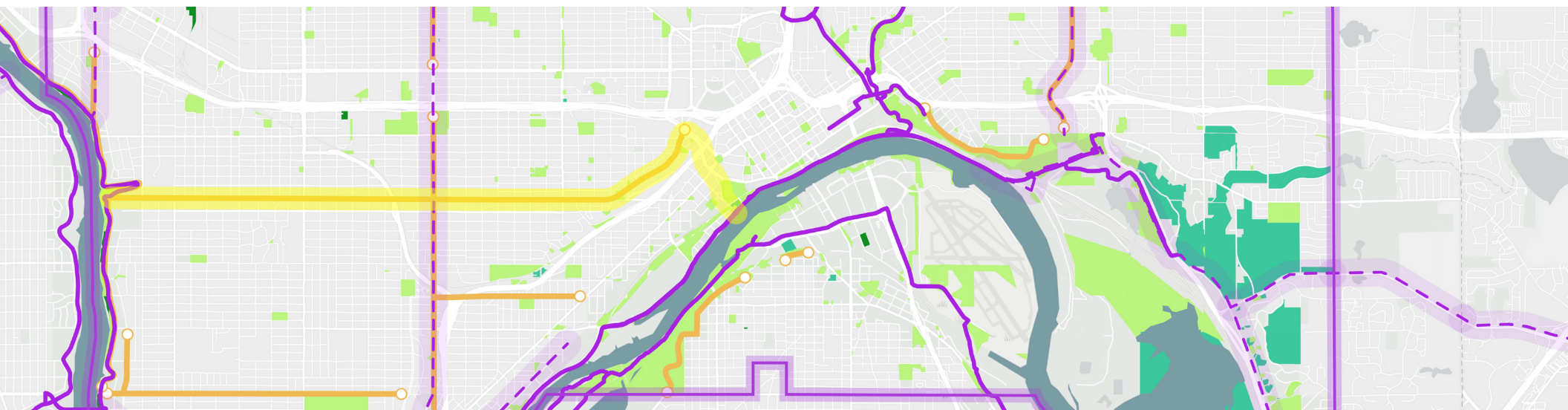
- Safety & Intersections
- Valued Park/Greenspaces
- Connections and Transitions
- Parking Functions & Conflicts

Survey Participation - 800+ Responses





DESIGN



An aerial photograph of a university campus, likely Saint Paul University in Minnesota. The image shows a mix of traditional brick and stone buildings, modern structures, and extensive green spaces with mature trees. A road with parked cars runs through the center. The text "GREEN SPACES ARE INTEGRAL TO DESIGN" is overlaid in large, white, bold, sans-serif font across the middle of the image.

GREEN SPACES ARE INTEGRAL TO DESIGN



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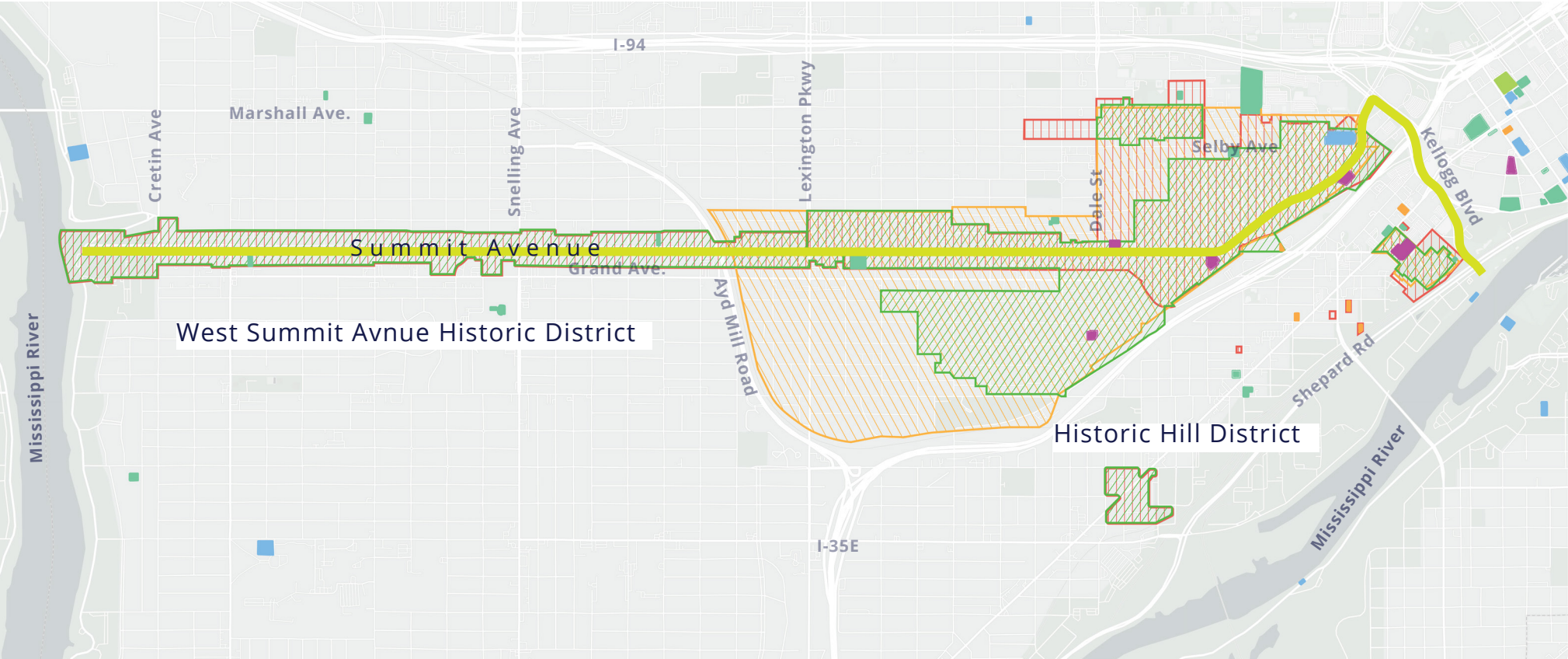
BOLTON
& MENK

SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

Historic Districts & Sites

Legend

-  Historic District - Local
-  Historic District - State
-  Historic District - National
-  Historic Site - Locally Listed
-  Historic Site - State Listed
-  Historic Site - Nationally Listed
-  Historic Site - Locally and Nationally Listed
-  Historic Site - Locally, State, and Nationally Listed



Trail Design Alternatives

- Prioritize parkway green space and preserve mature landscape features
- Reallocate existing transportation spaces (remove parking on one side)
- Provide separated bikeway and walkways as Regional Trail facility

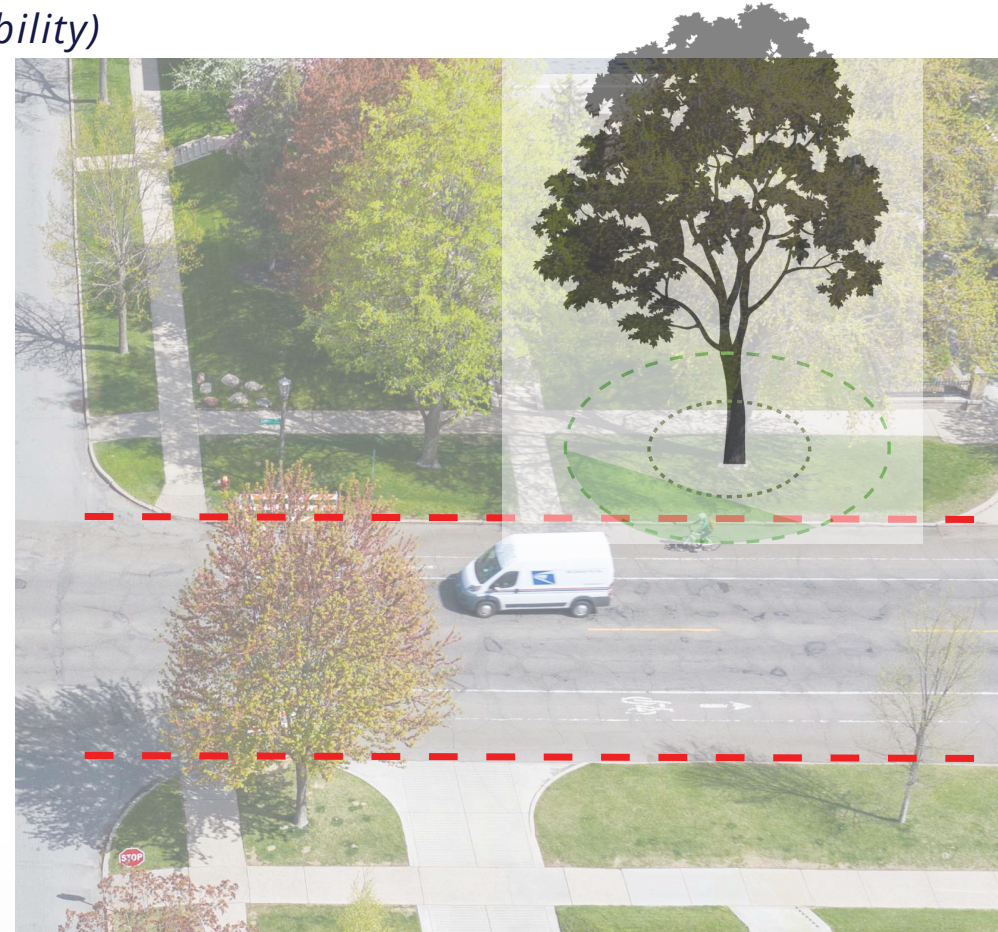
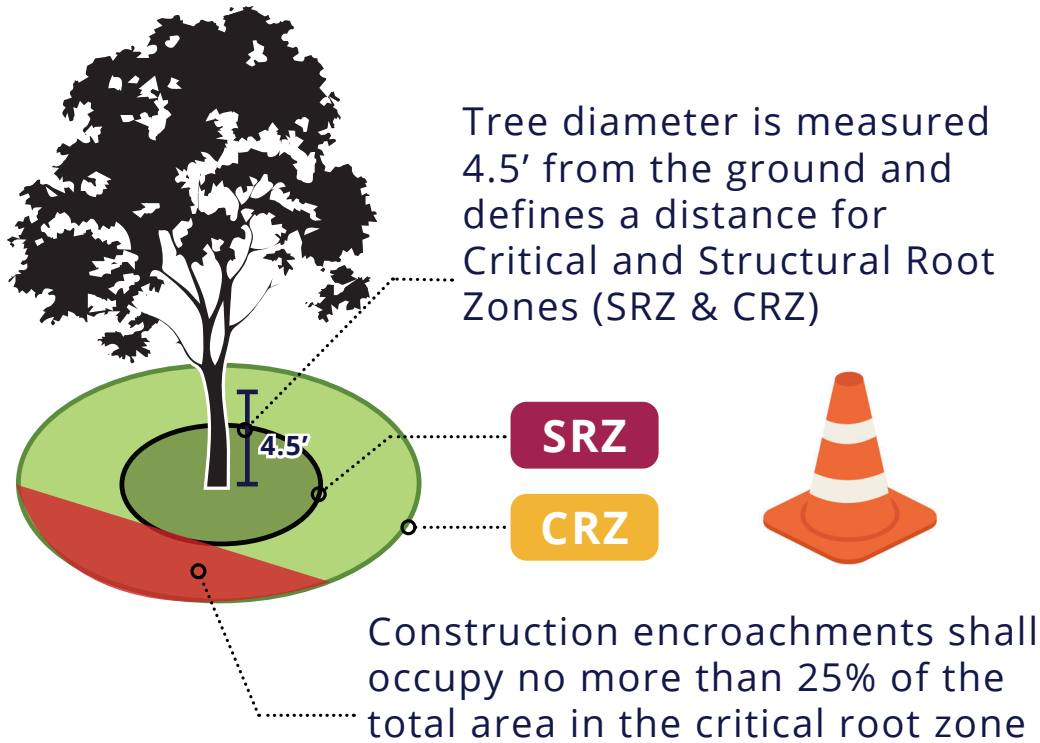


Edge Condition: Minimizing impacts supports objectives to maintain tree health and cultural landscape characteristics



Design Considerations | Tree Vulnerability

Evaluation Tools • Relationship: Curb Location to Critical and Structural Root Zones (High, medium, and low vulnerability)

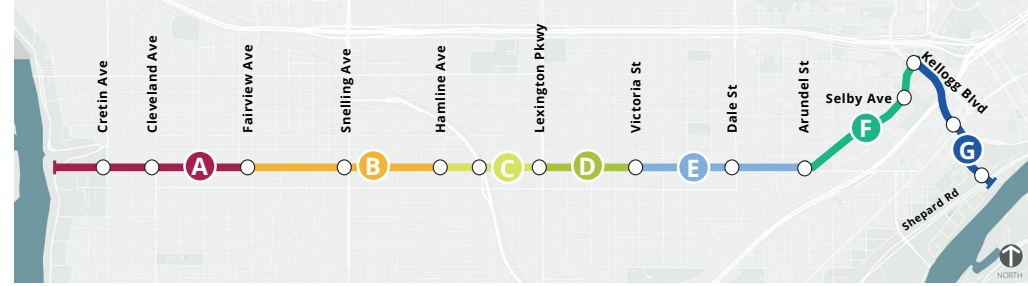


Existing Conditions:

Portions of Summit Ave. roadway were built more than 90 years ago and this infrastructure will need to be re-built in the future.

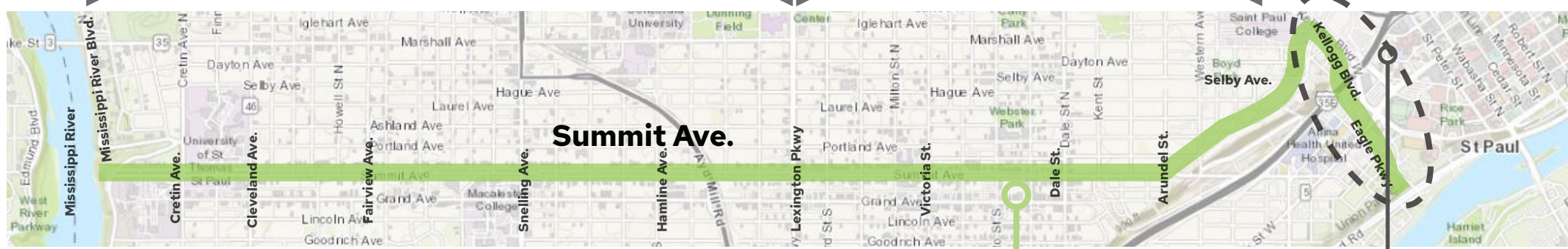
Given the maturity of trees along Summit Ave, root zones exist under paved roadways and sidewalks where reconstruction presents risk to trees. A design goal would be to identify a corridor-wide approach that balances risk in creating a separated trail facility within the roadway.

Trail Facility Types



200' Right-of-Way
(Single & Double Median Conditions)

100' Right-of-Way
(No Median Conditions)

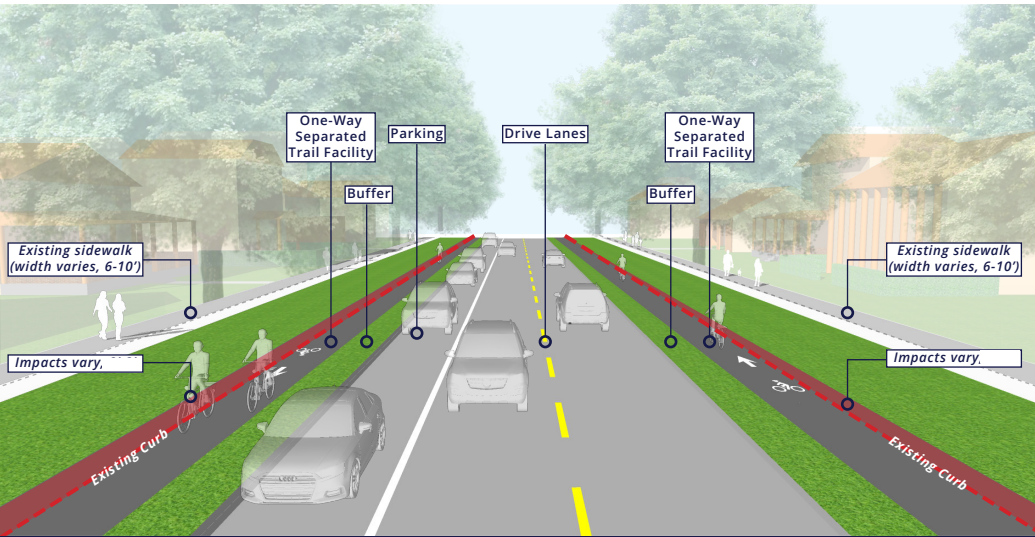


~5.4 miles

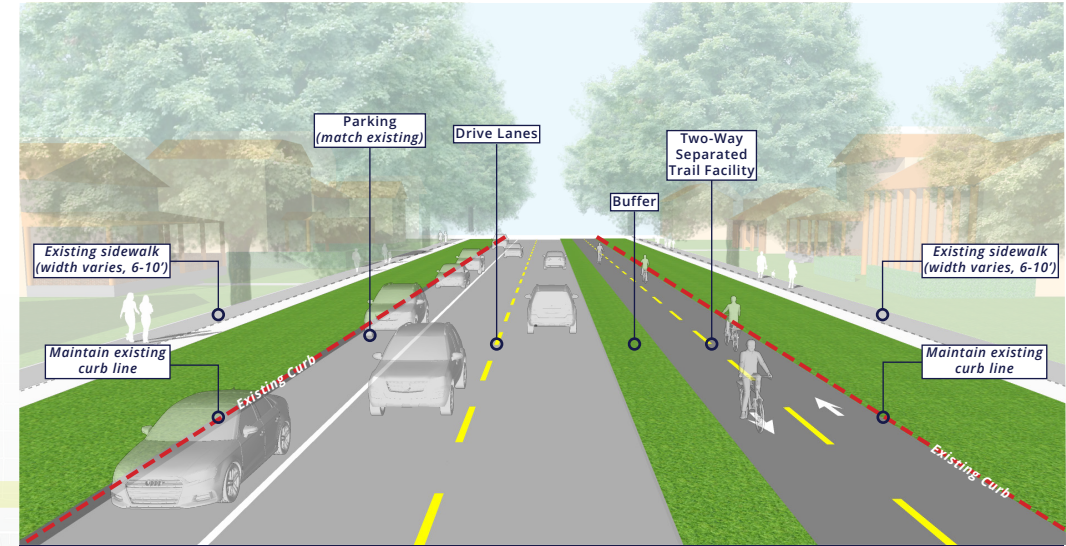
Planned Capital City
Bikeway and Existing
Conditions Apply here

- Existing Curb Line
- Potential Impact Zone

- Existing Curb Line
- Potential Impact Zone



One-Way Trails



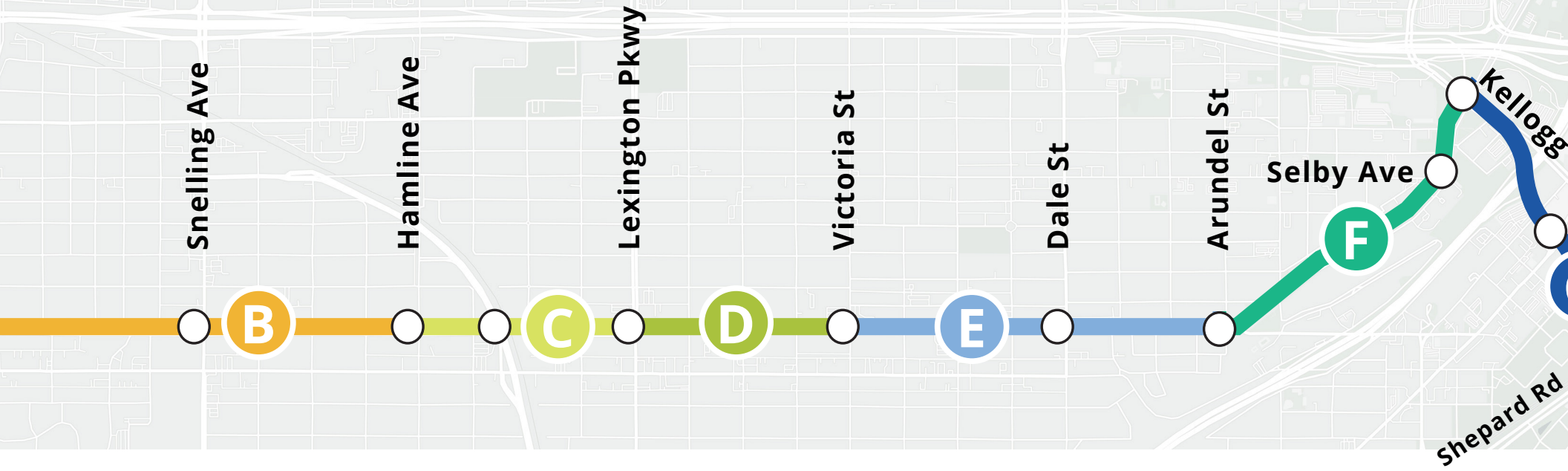
Two-Way Trail



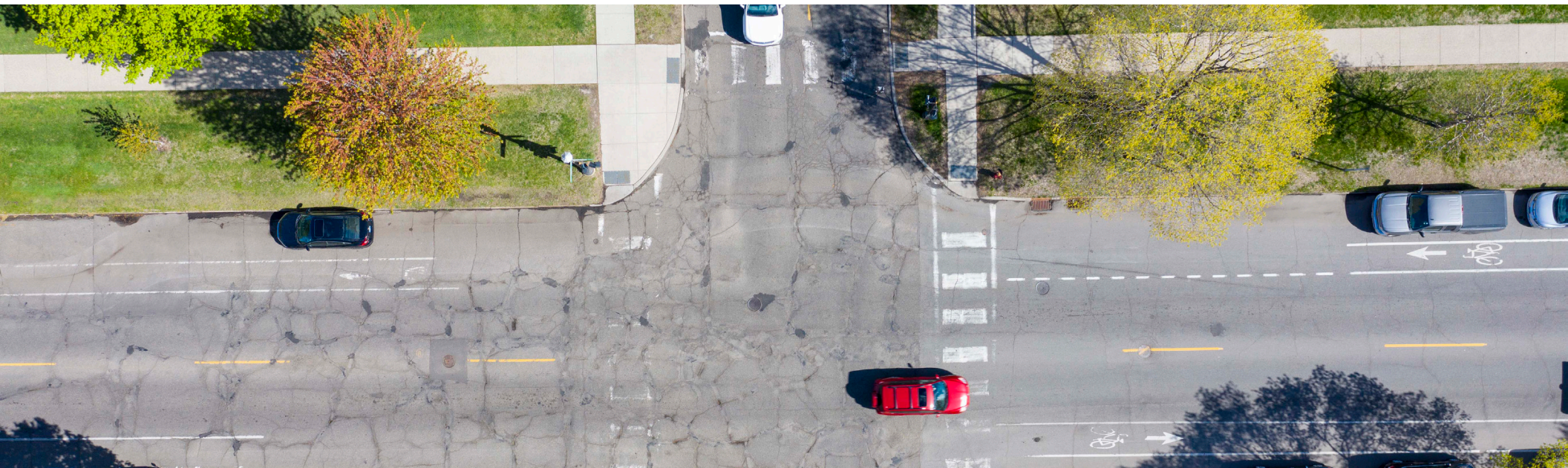
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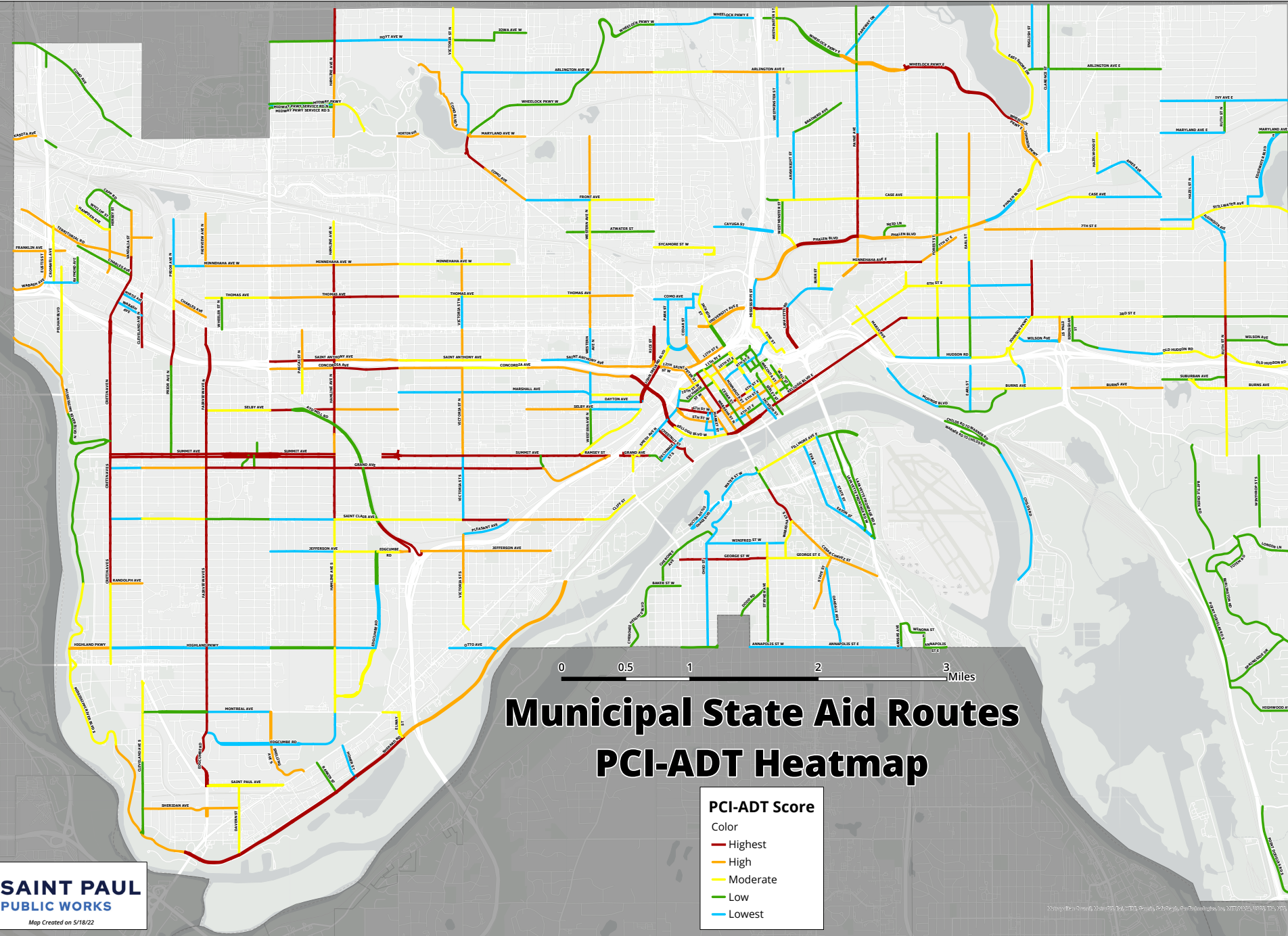
AREA PROJECTS



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& MENK



Map created on 5/18/22. Data provided by Saint Paul Public Works and Minnesota State Office of Transportation Planning. PCI-ADT data provided by Minnesota State Office of Transportation Planning.

Area Projects

SUMMIT AVE. MILL & OVERLAY

- Snelling to Lexington
- Construction 2022

SUMMIT AVE. RECONSTRUCTION

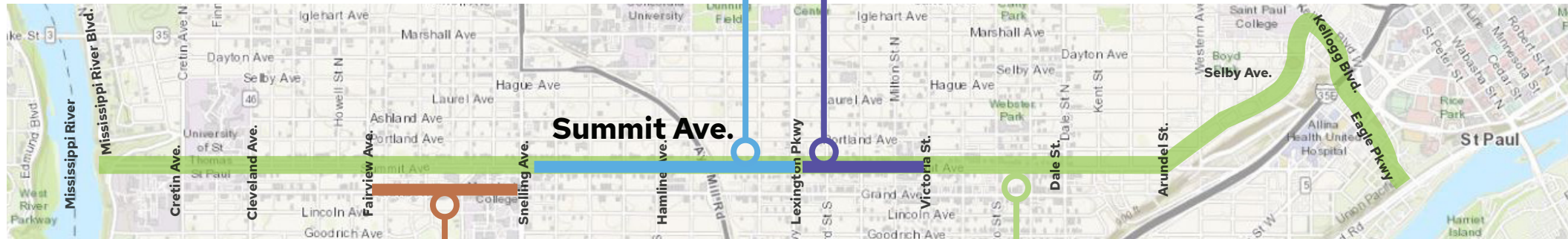
- Lexington to Victoria
- Construction 2023

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



Schedule

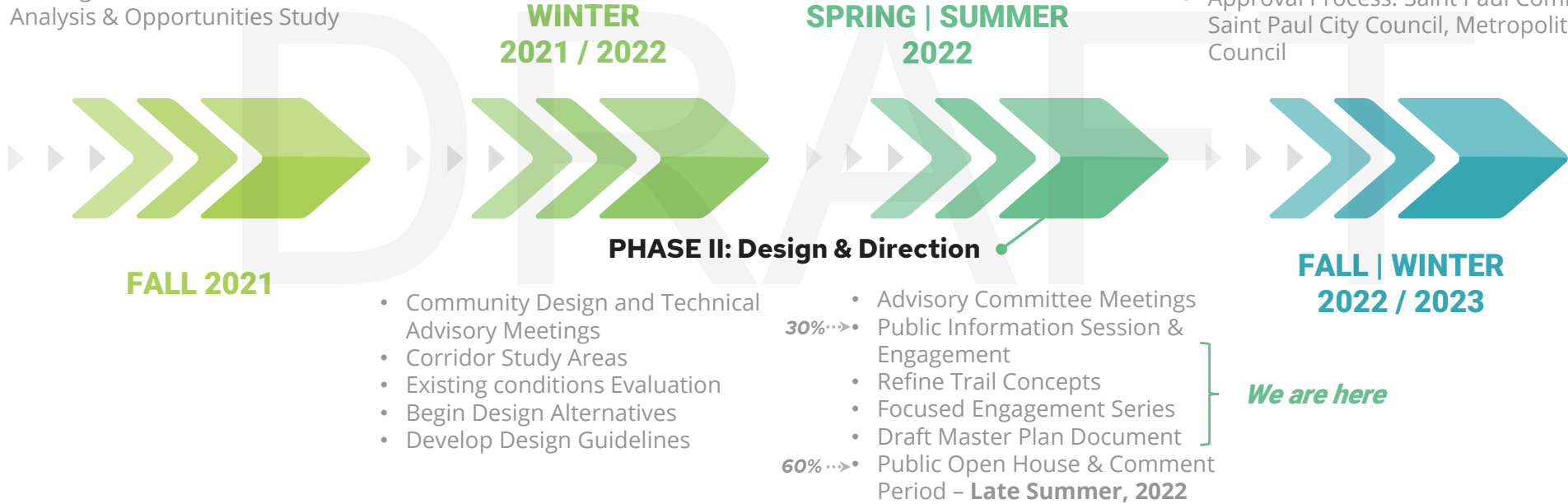
SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN Project Timeline

PHASE I: Corridor Evaluation

- Community Engagement
- Existing Conditions Review
- Analysis & Opportunities Study

PHASE III: Master Plan & Approvals

- 90% → • Revised Master Plan & Comment Period
- Final Plan Development
- Approval Process: Saint Paul Commissions, Saint Paul City Council, Metropolitan Council



SUMMIT AVENUE REGIONAL TRAIL

PROJECT OVERVIEW

SEPTEMBER 2022



Parks and Recreation Commission



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