

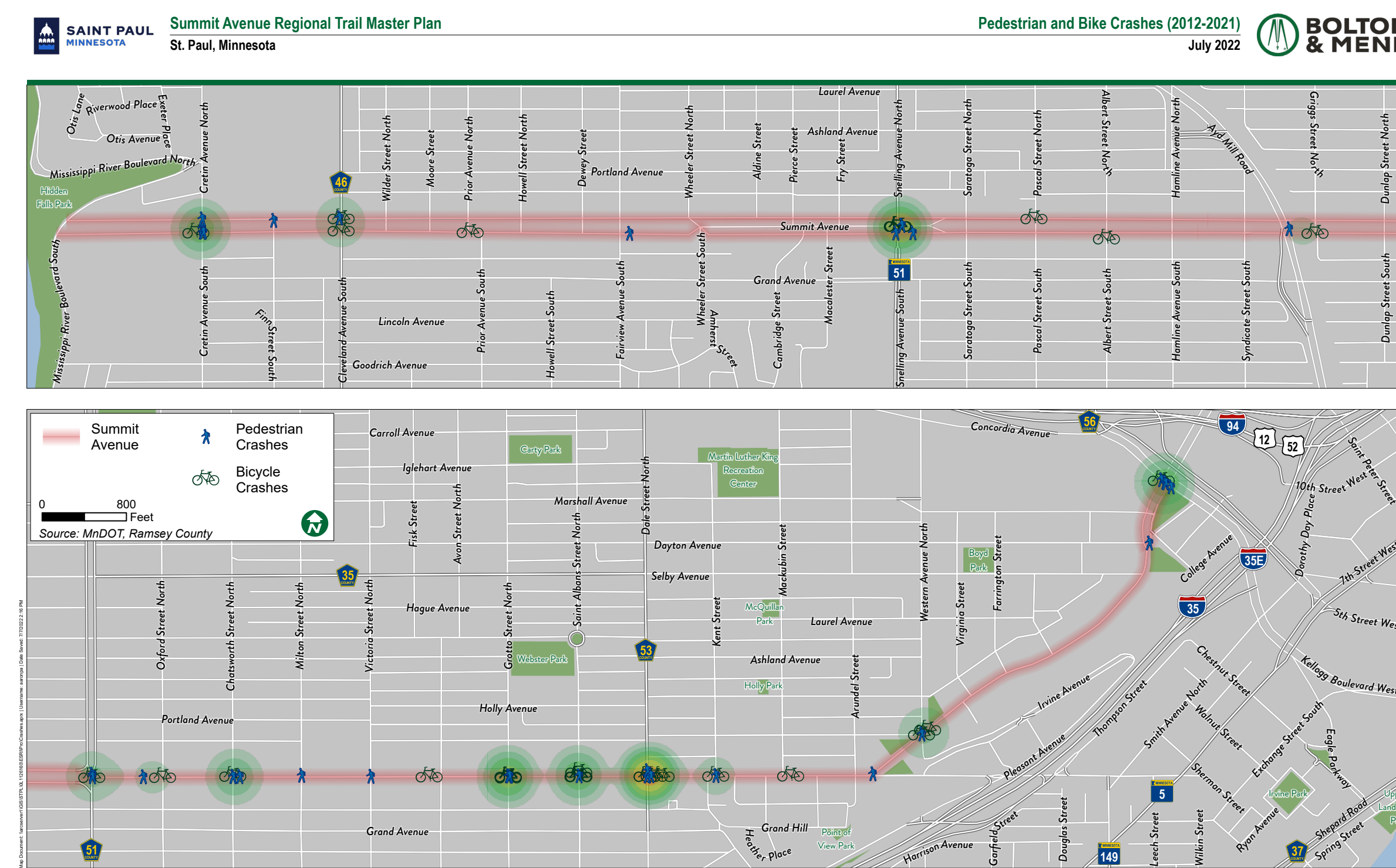
SAFETY & CROSSINGS



Safety for all modes and users of the Summit Avenue corridor is an important factor in planning for a regional trail facility. This project looks to create more physical separation between users with a separated bicycle trail facility.

The Summit Avenue corridor has experienced a number of crashes along its approximately 4.5 mile length from East River Blvd. to Kellogg Blvd.

Within a 10-year time frame between 2012 to 2021, there have been a total of 31 bicyclist involved crashes, or 3 per year on average. Of these crashes, 90% resulted in an injury or fatality. While the circumstances vary, the less time a vehicle and pedestrian or bicyclist share the same space, the less opportunity there is for conflict.

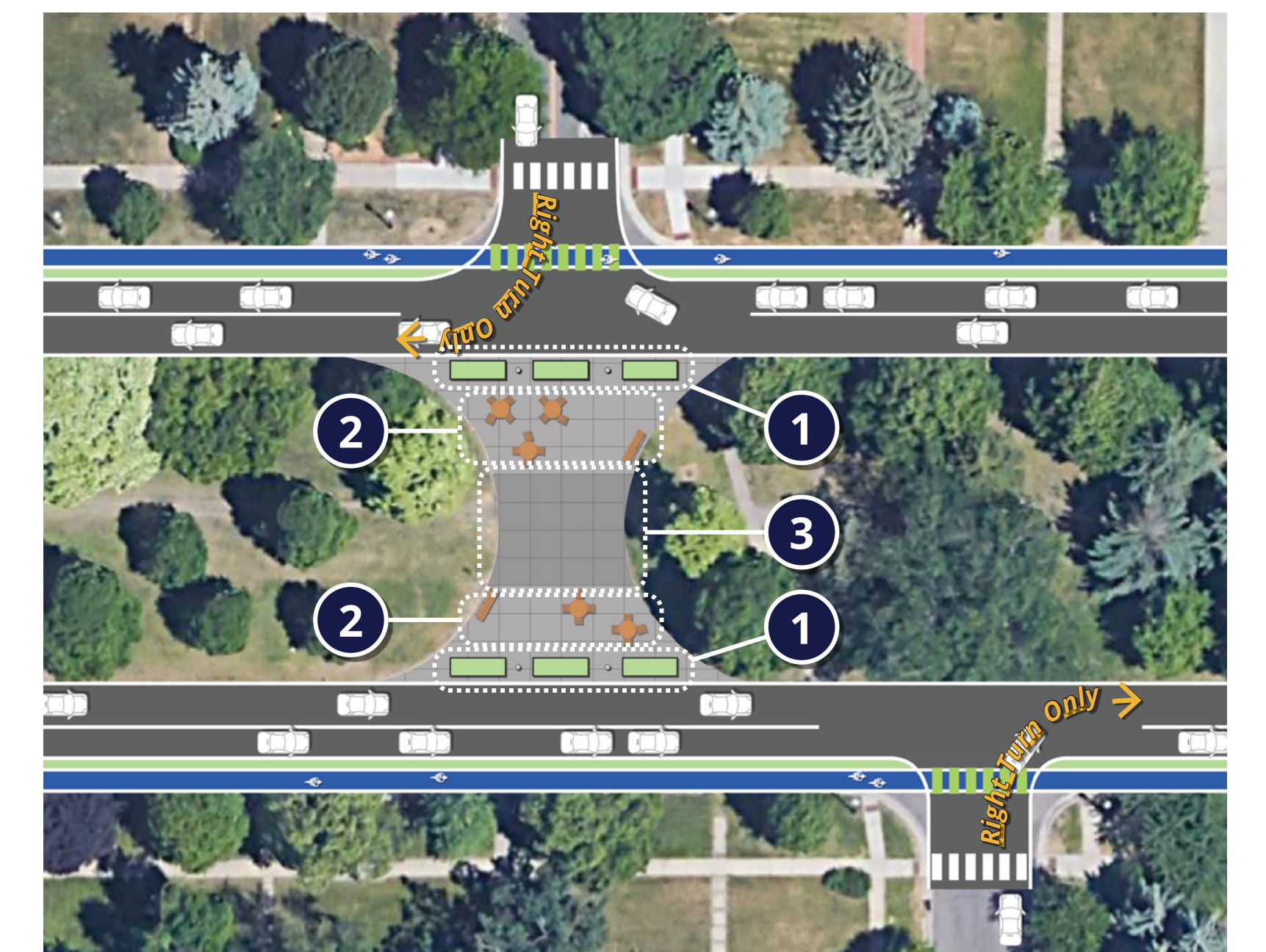
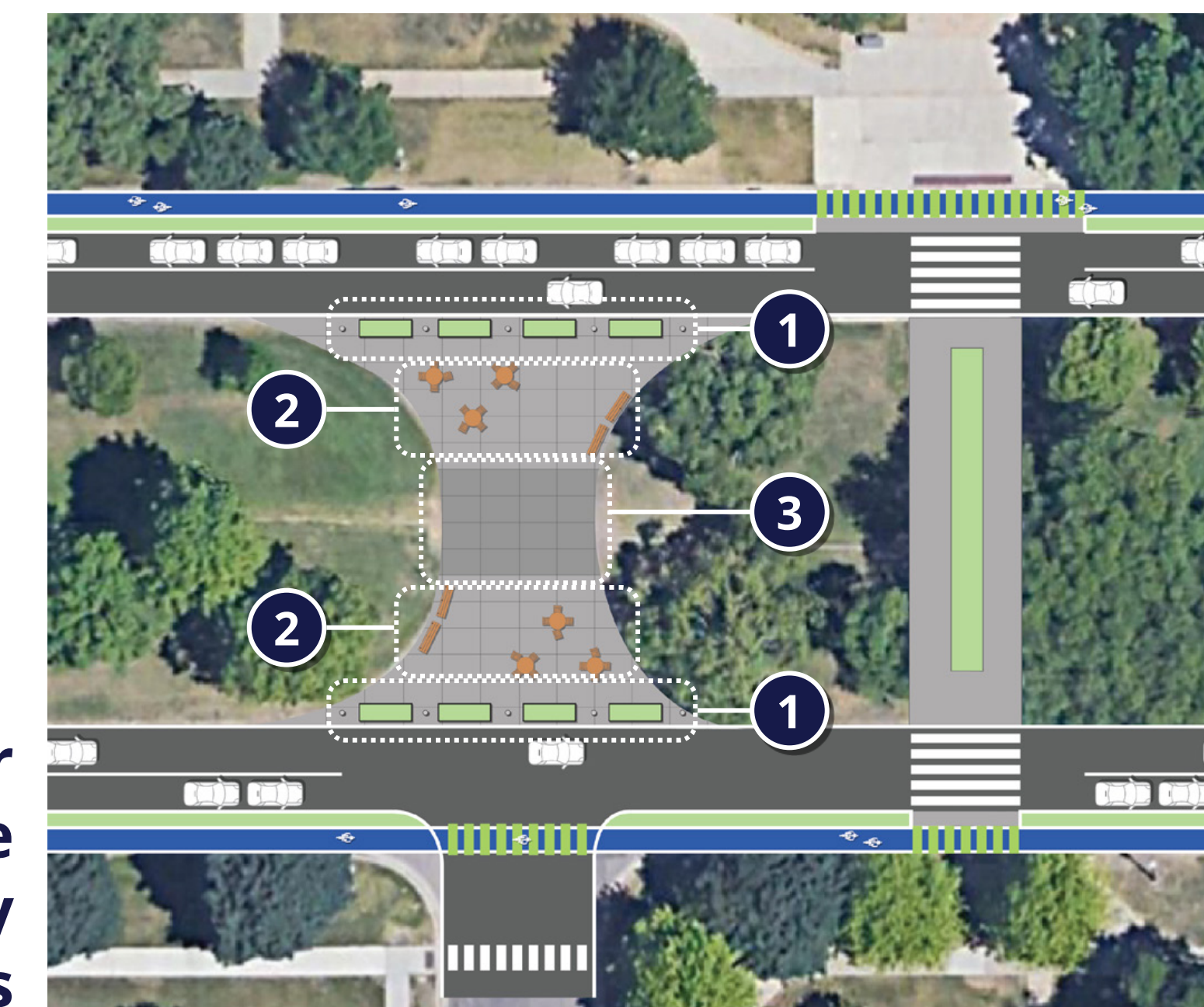
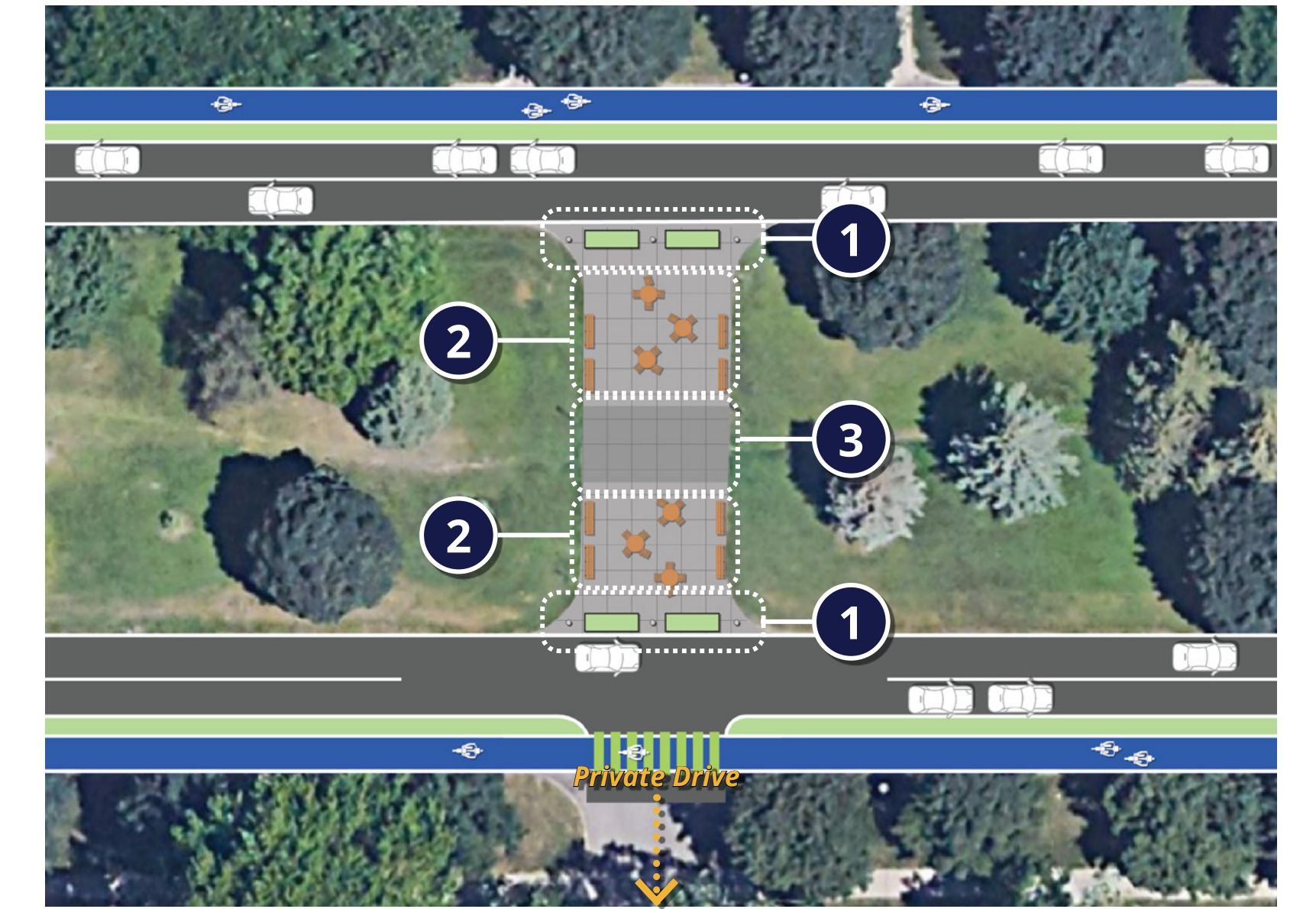


MnDOT Crash data over a 10 year span was evaluated for the Summit Avenue corridor from the Mississippi River to Kellogg Blvd. The map above reflects concentrated areas of pedestrian and bicycle crashes.

Median closure concept focuses on creating contiguous spaces for pedestrians in the corridor to improve connectivity and reduce crossings with vehicles. The concept works with existing roadway geometry to maintain spatial and historic landscape elements

Median Closures

- 1 Vehicle Barriers**
Bollards, planters, etc.
- 2 Seating**
Benches, tables, etc
- 3 Decorative Paving**
Reflect historic character of neighborhood through paving design; differentiate path through center to connect informal running path in median



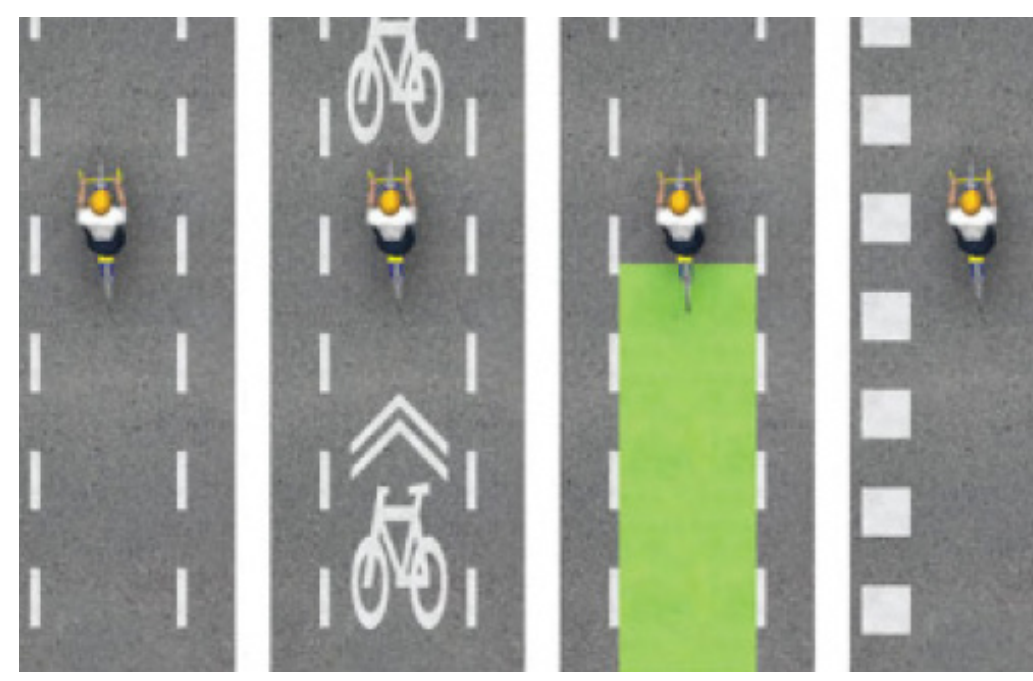
BEST PRACTICE TOOLKIT



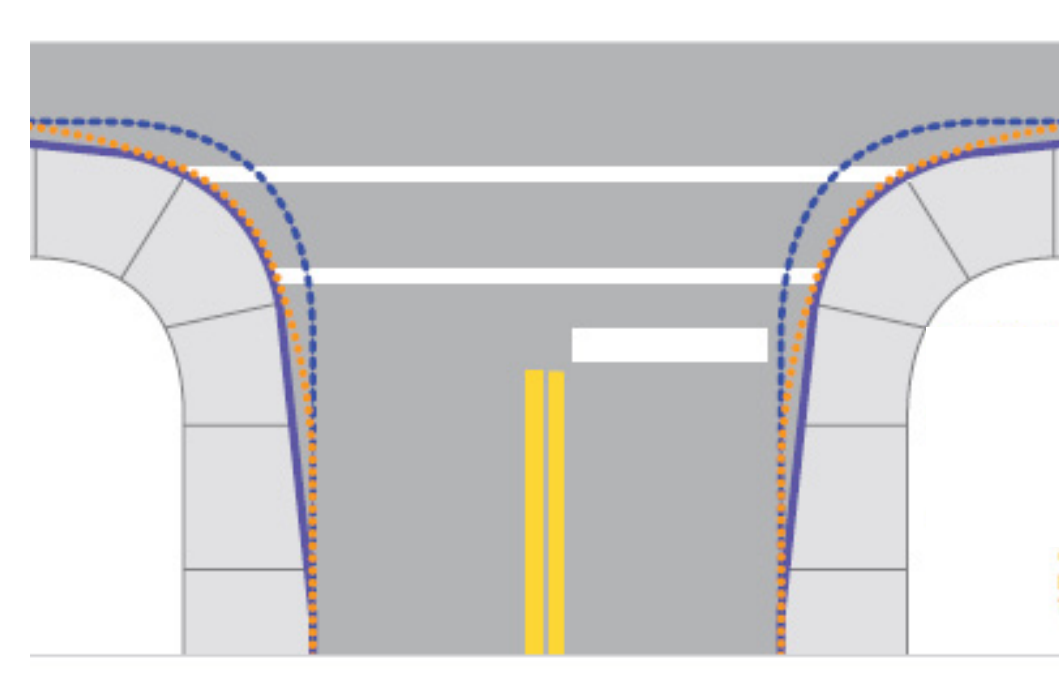
Curb Extensions: Bump-outs reduce road widths, shorten crossing distances, and increase visibility for all modes



Raised crossings: Elevate Pedestrians and bicyclists for improved visibility and traffic calming



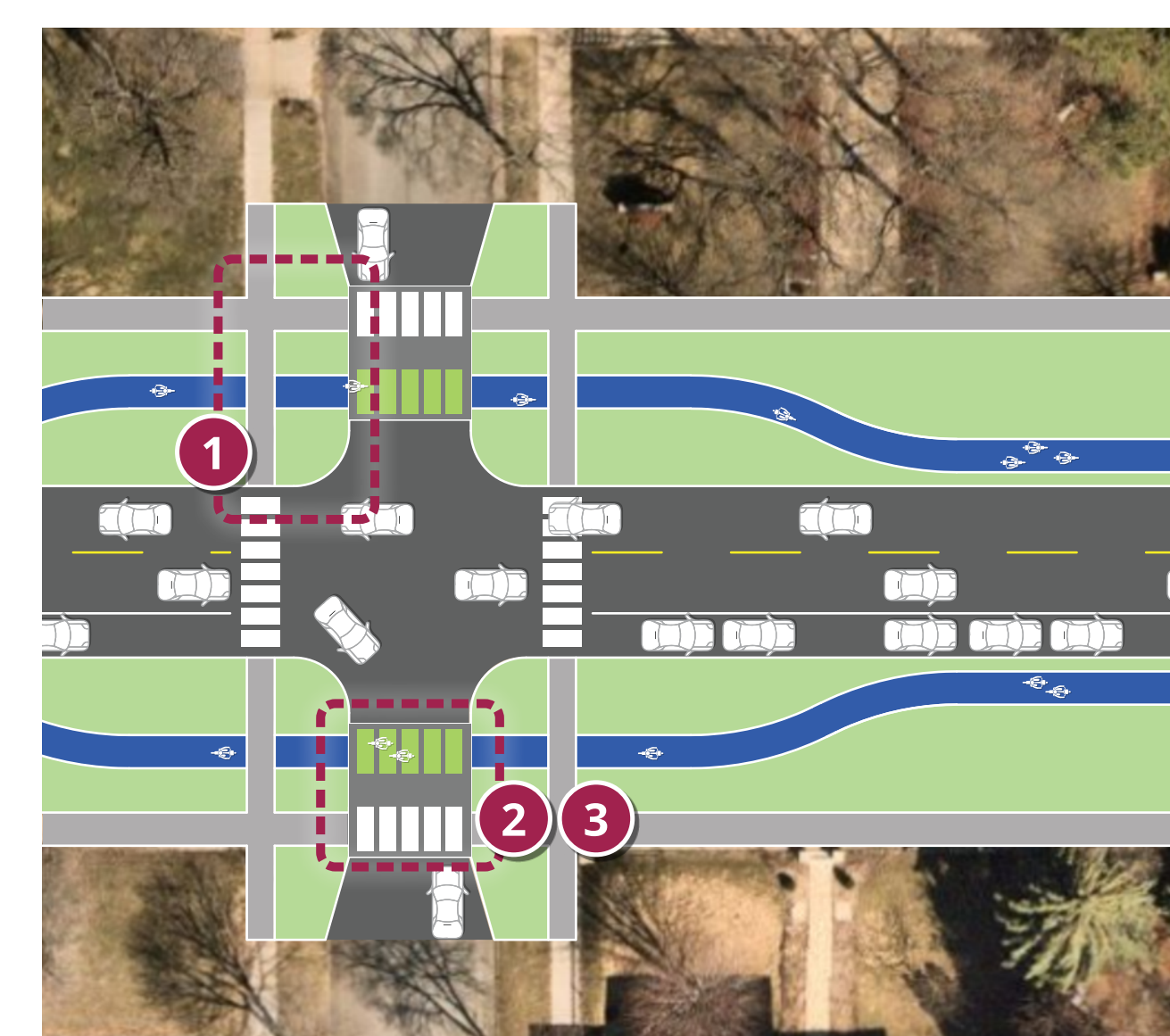
Signing & Striping: Intersection crossings indicate the bicycle path through an intersection to heighten visibility between modes



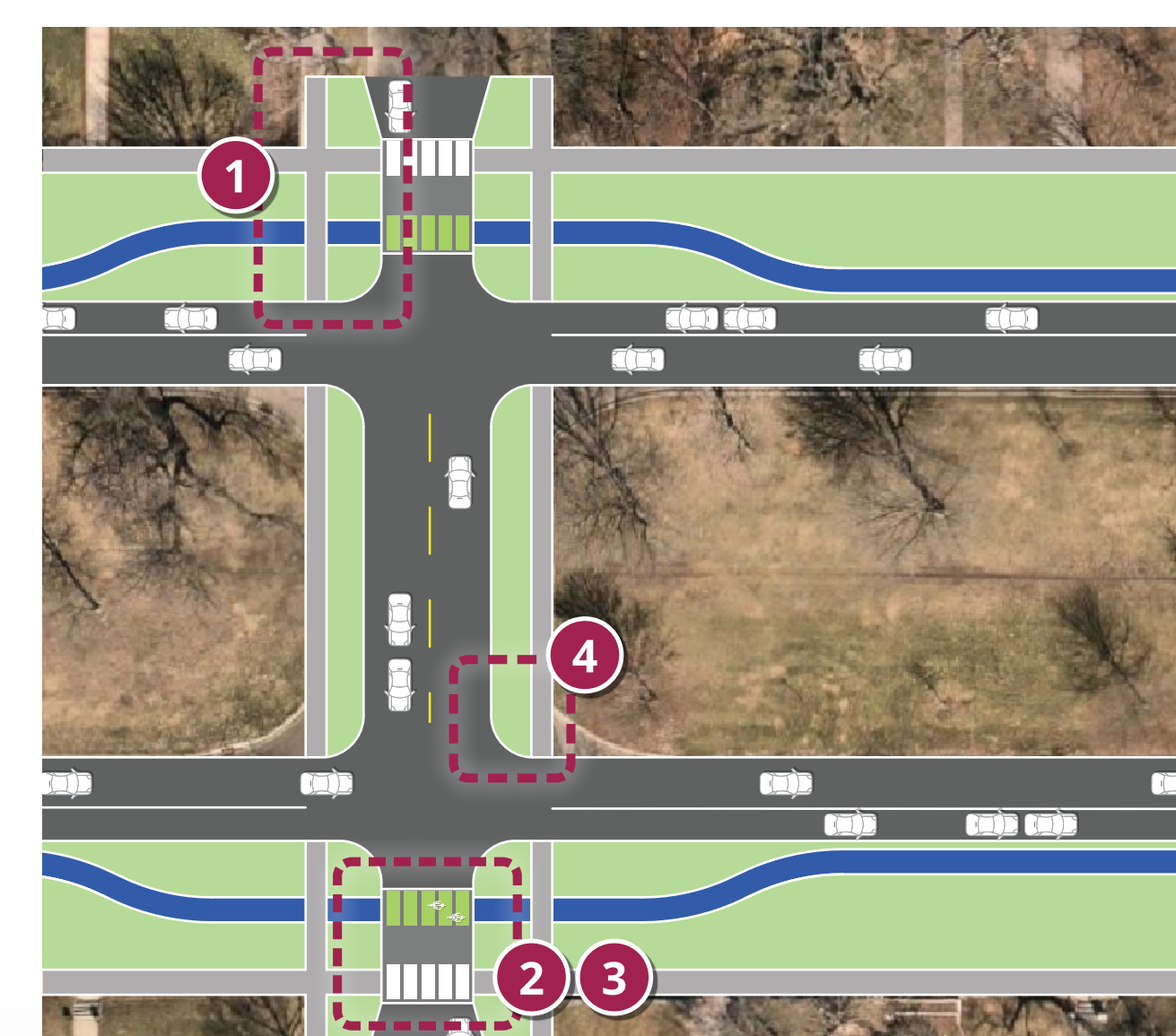
Reductions: Reduce curb radii and drive lane widths to encourage slower vehicle speeds

Intersections: Tool Kit Application Examples

Unsignalized

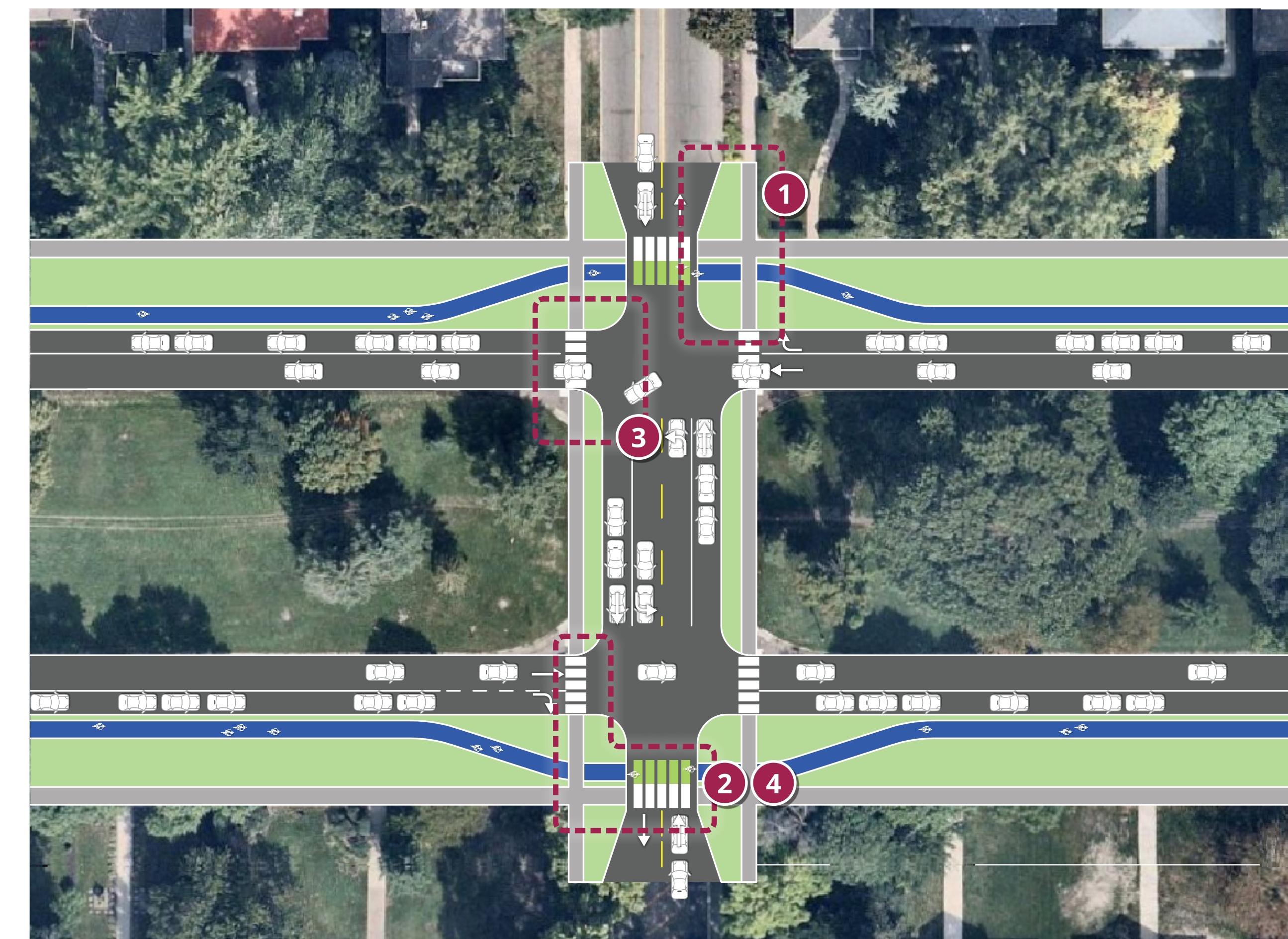


- 1** Corner Bump-outs
- 2** Raised Crosswalk
- 3** Intersection Crossing Markings



- 1** Corner Bump-outs
- 2** Raised Crosswalk
- 3** Intersection Crossing Markings
- 4** Reduce Curb Radii

Signalized



- 1** Corner Bump-outs
- 2** Intersection Crossing Markings
- 3** Reduce Curb Radii
- 4** Improve crosswalks

NOTE: Adjusting sidewalks at intersections will be determined based upon tree health, and final alignment will be evaluated beyond the master plan during design and engineering of a trail facility