

SUMMIT AVENUE REGIONAL TRAIL

INFORMATIONAL ITEM

JANUARY 2023



Metropolitan Parks and Open Space Commission (MPOSC)



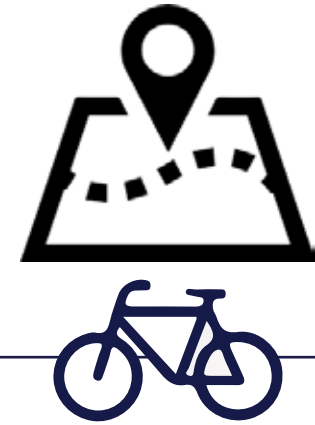
PROJECT INTRODUCTION

CITY OF SAINT PAUL - Parks and Recreation

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Director
Parks and Recreation

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Manager | Landscape Architect
Design and Construction Division

Mary Norton
Project Manager | Landscape Architect



- Evaluate opportunities, constraints, and feasibility of a proposed trail facility in this corridor as part of the regional parks system
- Hear from a variety of perspectives both locally and from across the region to help shape the master plan
- Develop a regional trail master plan for Summit Avenue in accordance with the Regional Parks Policy Plan



P A R K W A Y E X P E R I E N C E



SAINT PAUL
MINNESOTA



**BOLTON
& MENK**

SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN



SAINT PAUL
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SUMMIT AVENUE REGIONAL TRAIL



EAST - WEST
connection across the city



SAINT PAUL
MINNESOTA



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& MENK

SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

PROJECT PURPOSE

A notable parkway within the City of Saint Paul, Summit Avenue has been an important civic thread, a continuous parklike experience for recreation and transportation since the late 1800s. Saint Paul Parks and Recreation looks towards the future of recreation in this multi-modal corridor by planning for a trail as part of the regional parks system.

Why is this being considered + why now?

1

Long-range
planning

- Regional Trail Search Corridor
- City Comprehensive Plan
- Regional Parks Policy Plan
- City Bike Plan Update

2

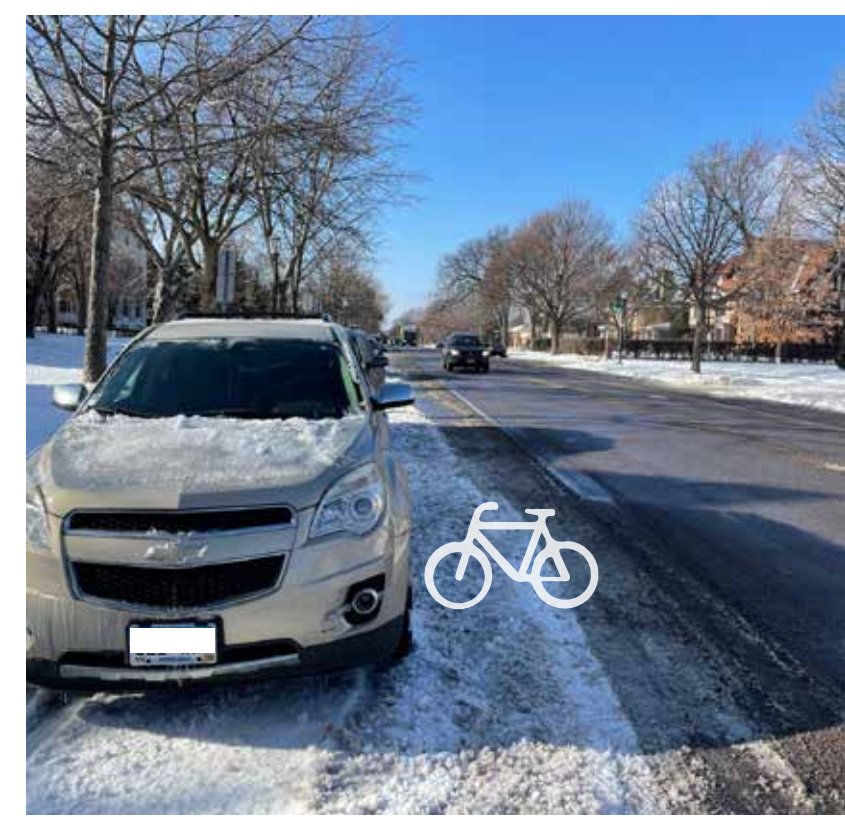
User
Experience

- Proximity of modes
- Safety & accessibility
- Perceived comfort
- Seasonal conditions

3

Existing
Infrastructure

- Surface conditions
- Street reconstruction
- Long & short-term planning



EXISTING BIKE LANES



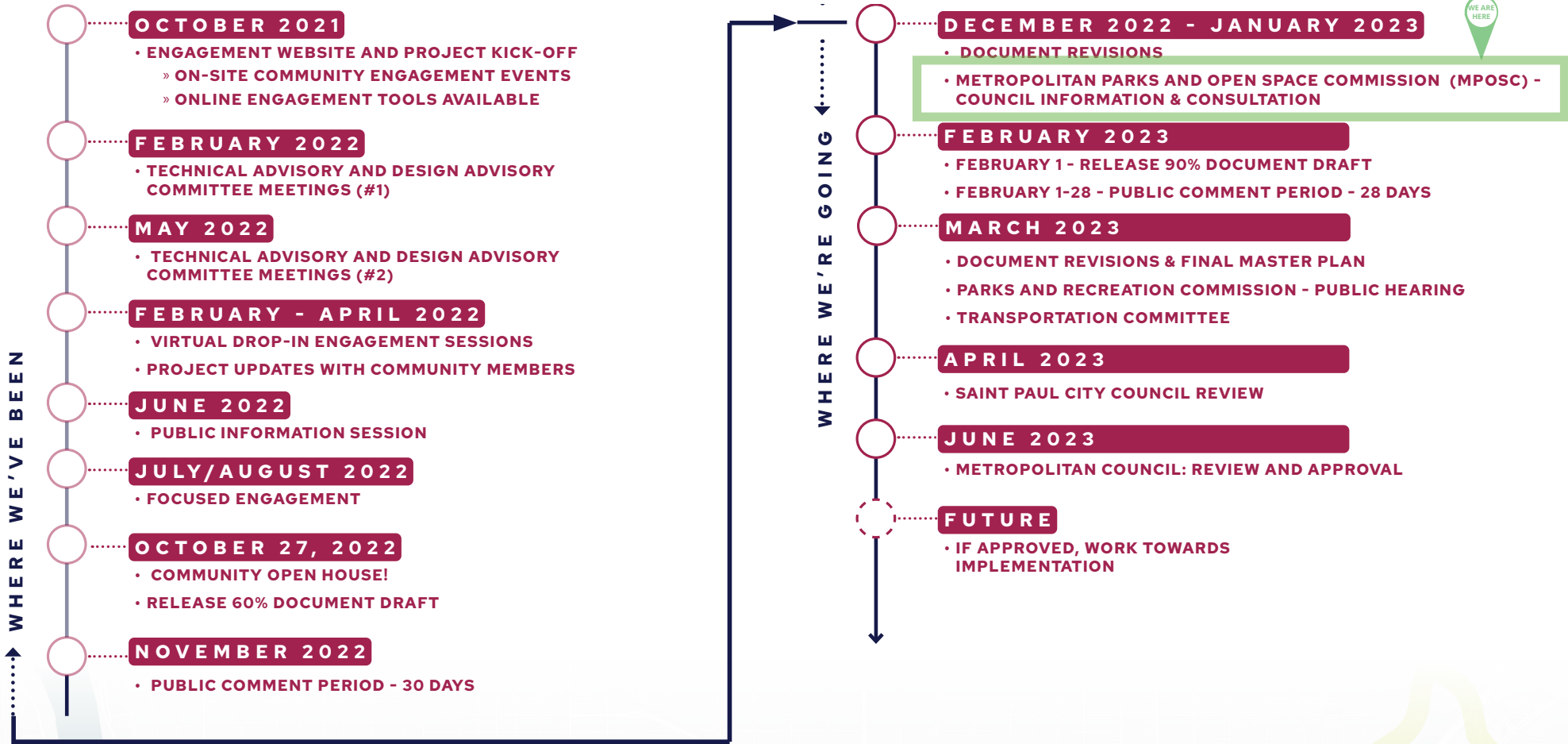
SAINT PAUL
MINNESOTA



PROCESS

Project Timeline

UPDATED 12/19/2022



COMMUNITY ENGAGEMENT



The project has been met with a variety of both strong opposition and strong support for a regional trail along Summit Avenue. As a regional facility, it has been important to capture feedback from a wide lens of local and regional interests



Focus areas from 60% draft feedback

- **USER EXPERIENCE: Crossings, curbside activity, driveways, faster cyclists, & sight lines**
- **CLARITY: Graphic simplicity, processes such as environmental review, design, engineering, & funding implementation.**
- **CONNECTIONS: Adjacent bikeways, regional search corridors, intersections, transit, greenspaces**

Summary of Feedback Themes

Throughout the engagement process for the master plan, several common themes arose from a majority of community members and survey respondents, listed below.



Greenspace

- Limit impact to trees, focus on preservation
- Importance of canopy for shade and parkway experience
- Maintain open space in medians
- Boulevards as buffer for pedestrians
- Importance of the parkway as local park space



Safety

- Minimizing conflicts at intersections
- Concerns about vehicle speeds - vehicles using bike lanes to pass
- Confusing median to roadway transition areas
- Desire for more separation between vehicles, bicycles, and pedestrians
- Parked cars and door swing conflicts with bikes



Facility Conditions

- Surface conditions of bituminous are poor
- Safety concerns on walkway surfaces - tripping hazards
- Wider, 10' sidewalks east of Dale St are highly desirable
- Snow maintenance conditions inhibit bicycling in bike lane - desire for year-round accessible spaces
- Desire to maintain dirt path in central median



No Change

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



BALANCING COMPLEXITIES



Summit Avenue presents a wide array of opportunities and challenges when it comes to evaluating the corridor for a regional trail facility. The master plan document outlines a framework for future projects to advance decision-making that reflects priorities identified by community members as part of engagement.

Summit Avenue Corridor Segments



Preferred Proposed Corridor-wide Trail Alignment

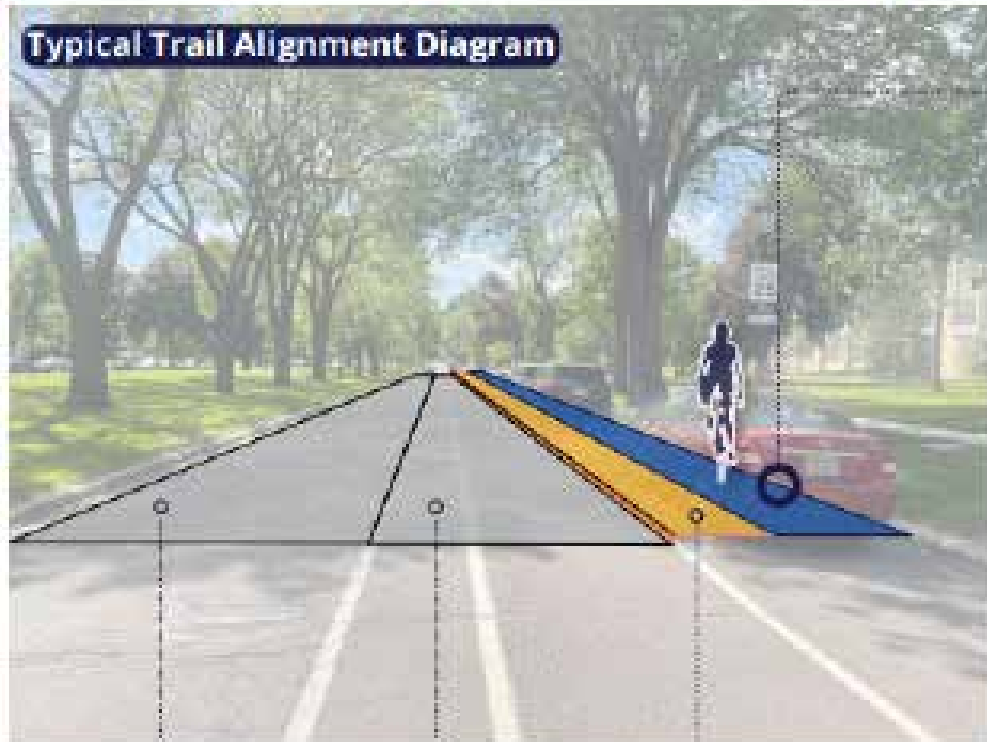


Legend

- Proposed Bike Facility - Two One-Way Facilities
- Proposed Bike Facility - One Two-Way Facility

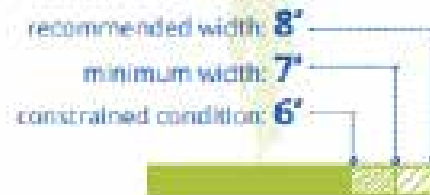
* An alternate approach with one-way facilities from Mississippi River Blvd. to Lexington Pkwy, transitioning to a two-way facility from Lexington Pkwy to Kellogg Blvd. is continuing to be studied for feasibility by City staff in an effort to balance a variety of corridor interests.

Proposed Components of the Transportation Envelope



Typical Trail Alignment Diagram

One-Way Trail Facility



- Familiar to drivers and current users of the Summit Avenue bike lanes
- Easier to maintain consistent facility through project implementation
- Predictable movement between modes at intersections and transition points



Buffer



Drive Lane

Parking Lane

Specificity regarding elements within the roadway will be determined by Public Works during the project design phase.

P Parking

Citywide planning and policies in general do not prioritize on-street parking for single-occupancy vehicles. Parking counts conducted as a part of master plan analysis phase reflect on-street parking is under-utilized corridor-wide which supports a strategy of reducing on-street parking options to reallocate space for a regional trail facility.

West of Lexington Parkway

- Parking removal if design alternatives are not feasible and is determined to be critical to meet design standards for safety
- Parking to remain typically
- Design flexibility for parking removal at each block to accommodate emergency vehicles and sight lines

East of Lexington Parkway

- Context-based approach - 50% parking reduction assumed (typical)
- Remove parking one-side of street, create lane shift to vary parking locations north/south
- Remove parking both sides: if needed, look for consistency and re-introduce 50% on-street parking options every 1-2 blocks
- Prioritize maintaining 50% parking near areas of multi-unit housing and limited off-street options



2

User Experience

- Proximity of modes
- Safety & accessibility
- Perceived comfort
- Seasonal conditions

PROPOSED CONDITIONS - East of Lexington Parkway

1

Sidewalks

Variable widths, 6'-10'

2

Amenity Areas

Space for rest, furnishings

3

One-Way Trail

Grade Separated

4

Buffer

Grass

5

Vehicle Corridor

6

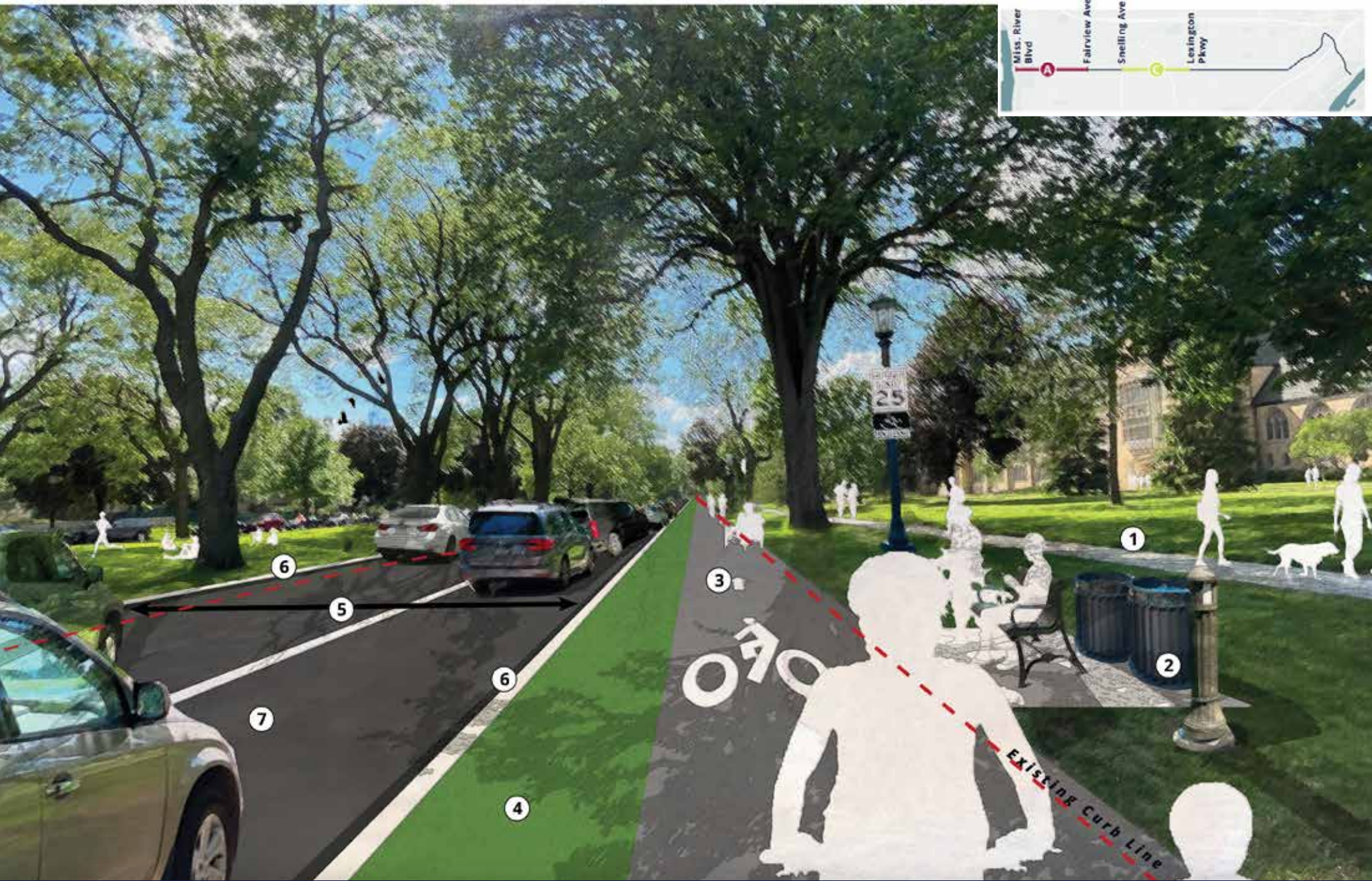
Curb

6" Height

7

Parking

On-Street



1

Sidewalks

Variable widths, 6'-10'

2

One-Way Trail

Grade Separated

3

Buffer

Paved

4

Vehicle Corridor

5

Curb

6" Height

6

Parking

Frontage Roads

Fairview Ave
Snelling Ave



Existing Curb Line

1

Sidewalks

Variable widths, 6'-10'

2

Tabled Crossing

Trail and sidewalk raised 6" above street level

3

One-Way Trail

Grade Separated

4

Buffer

Paved

5

Vehicle Corridor

6

Curb

6" Height

7

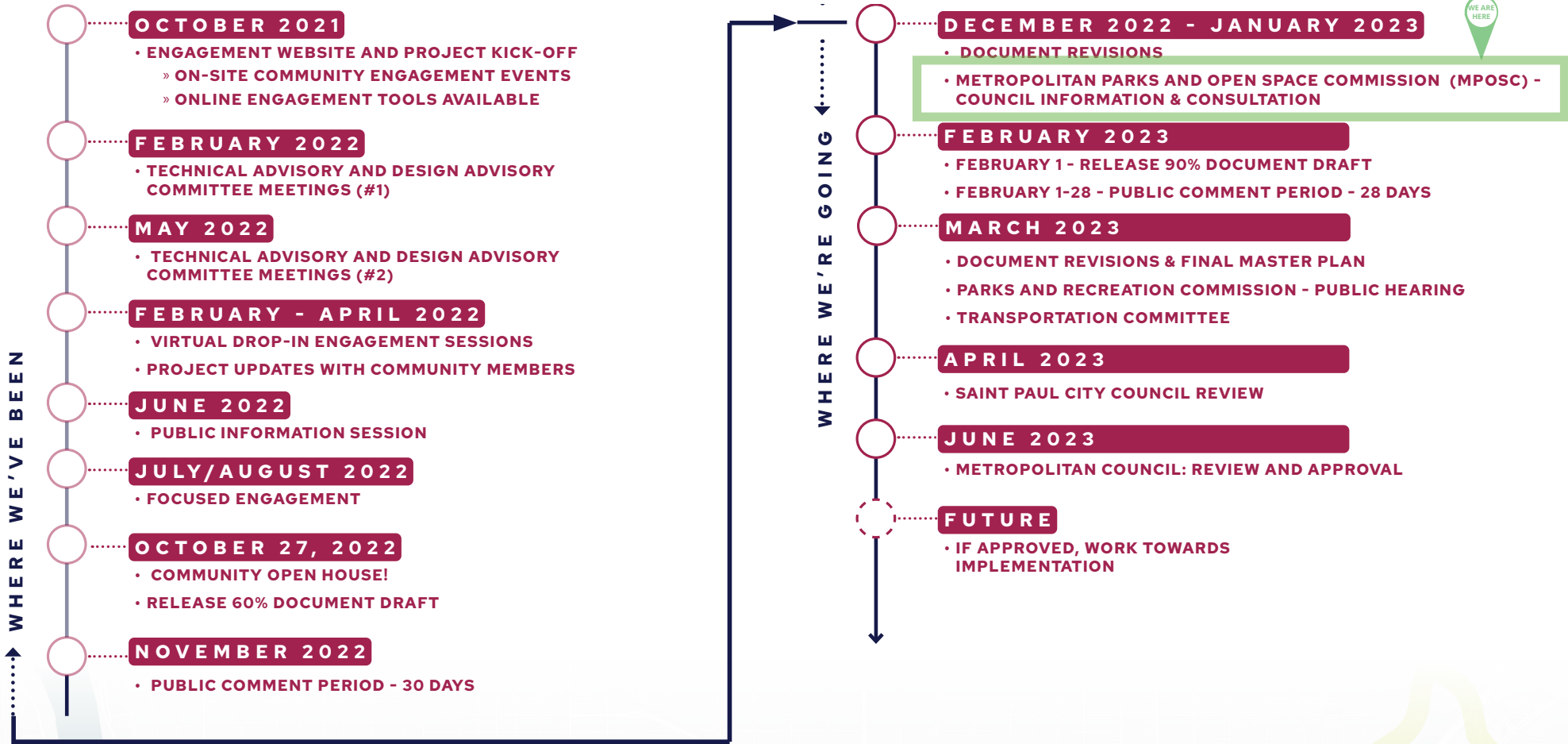
Driveway Apron



PROCESS

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THANK YOU!

Your time, consideration, and advice regarding this important & complex project for the region is greatly appreciated.

Question Statements



- What thoughts do you have after hearing about the planning and engagement process?
- Where do you see the most opportunity to improve a proposal for a regional trail along Summit Avenue?
- Are there any gaps in content or areas of focus that you see as missing?

