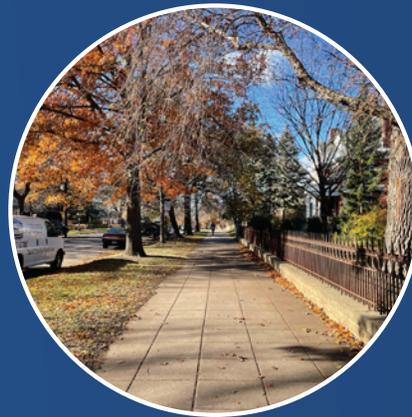
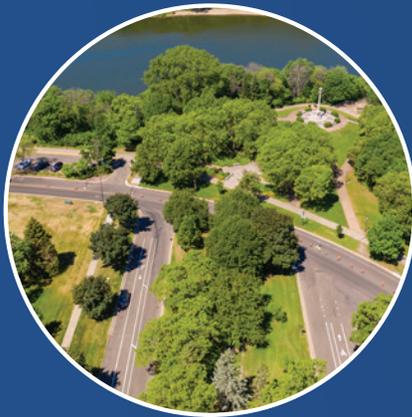


WELCOME!

SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING #2 - MAY 2022



TECHNICAL ADVISORY COMMITTEE

City of Saint Paul

Parks and Recreation
Forestry
Operations & Maintenance
Transportation Planning & Safety
Civil Engineering & Street Design
Structural Engineering
Traffic Engineering
Planning and Economic Development (PED)
Heritage Preservation Commission (HPC)
Natural Resources
Real Estate

Mary Norton
Brett Hussong
Katie Hamerlinck

Bolton & Menk, Inc.

Minnesota Department of Transportation (MnDOT)
State Historic Preservation Office (SHPO)
Department of Natural Resources (DNR)
National Park Service (NPS)
Capitol Region Watershed District (CRWD)
Capitol Area Architectural and Planning Board (CAAPB)
Ramsey County
Metropolitan Council
Metropolitan Environmental Services
Metrotransit
Community Development

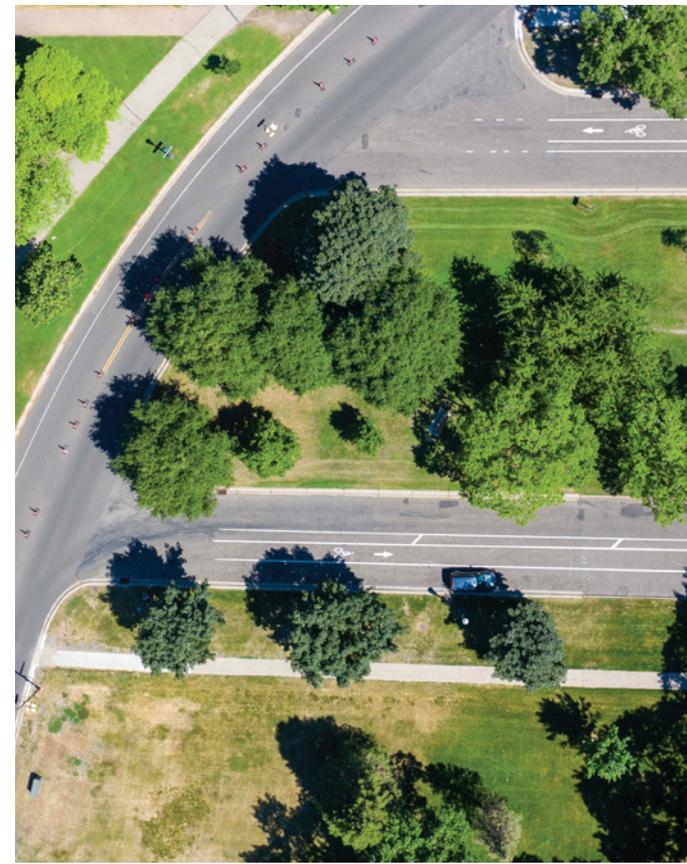
Scott McBride
Maddie Dahlheimer
Cody Christianson
Renee Barnes
Mikaela Isaacson

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

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

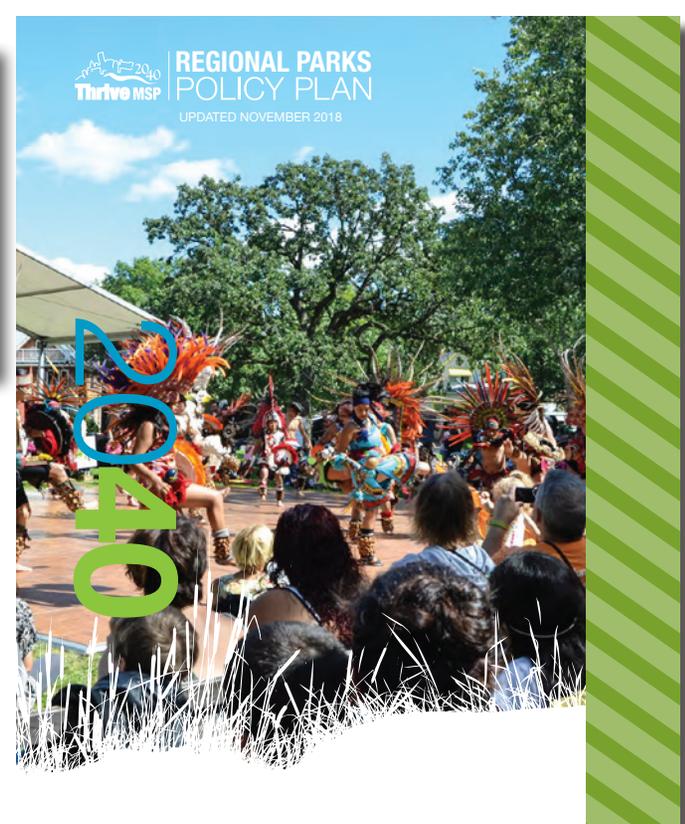
- Review Corridor Median Typologies
- Potential Trail Designs & Facility Types
- Brainstorm Work Groups



INTRODUCTION



Planning Context



City of Saint Paul 2040 Comprehensive Plan



SUMMER-FALL 2022

• Engagement | Design | Master Plan



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



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BOLTON
& MENK

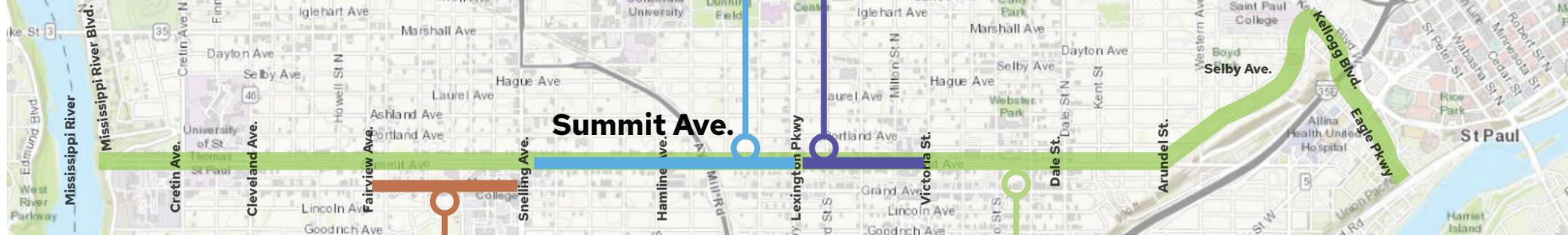
Area Projects

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

Trail Master Plan Areas

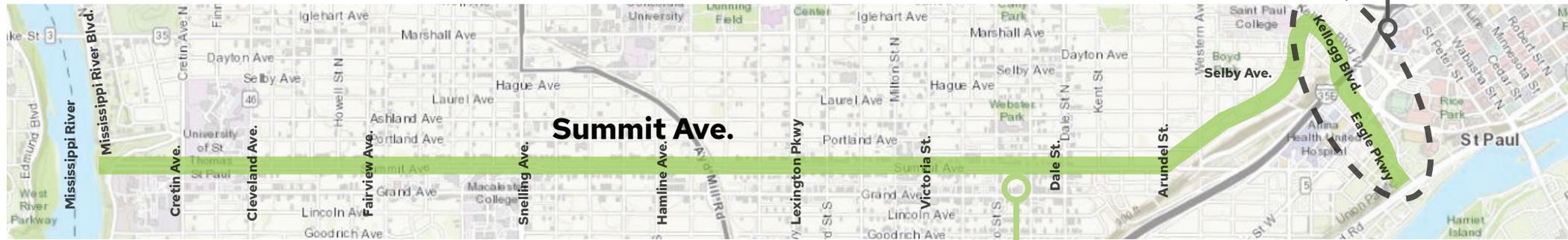


Summit Avenue Regional Trail - Segment Map

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

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

Planned Capital City
Bikeway and Existing
Conditions Apply here



Summit Ave.

~5.4 miles



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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



Connect with your
District Council



Join the conversation at
www.engagstpaul/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.



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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

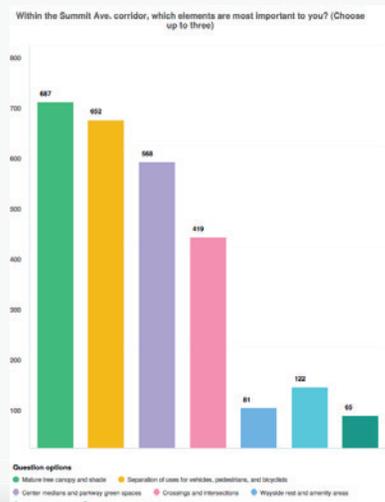
Unpaved Surfaces

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

NO CHANGE

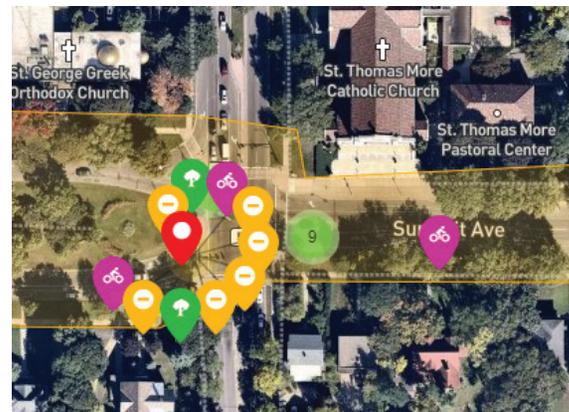
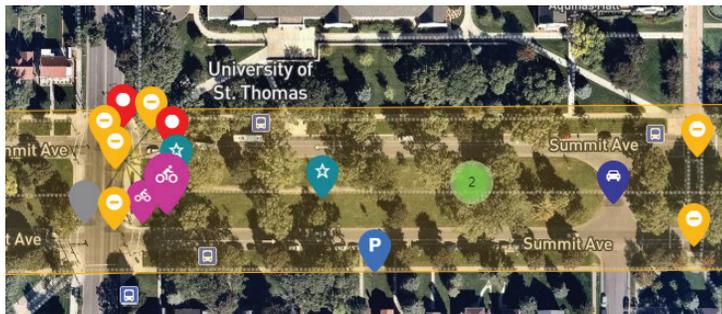
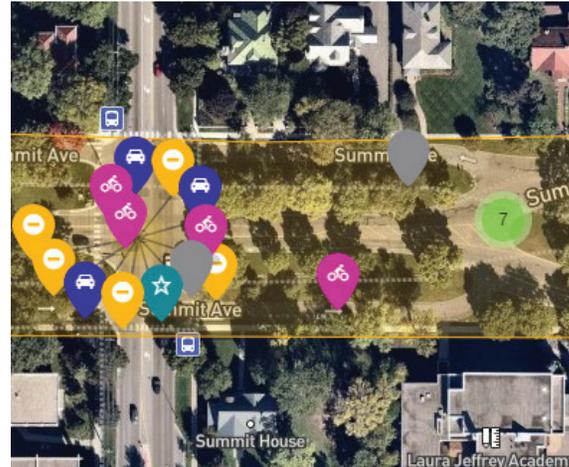
Existing Conditions

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



DRAFT - IN PROCESS 2022

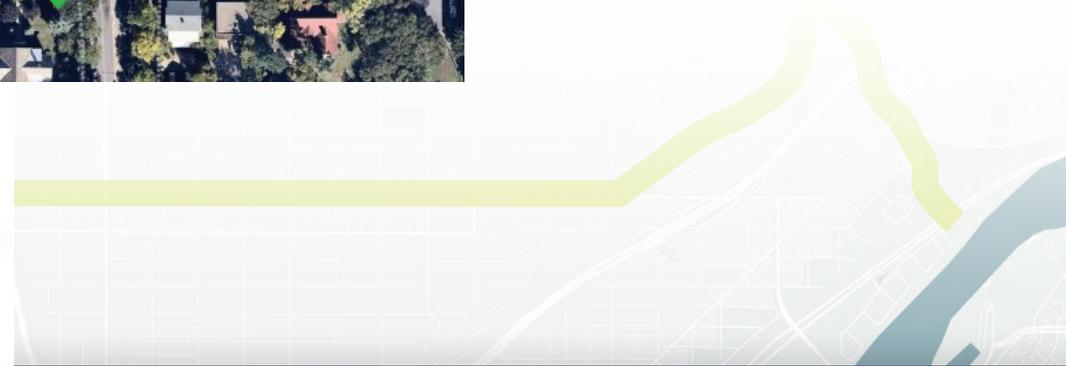
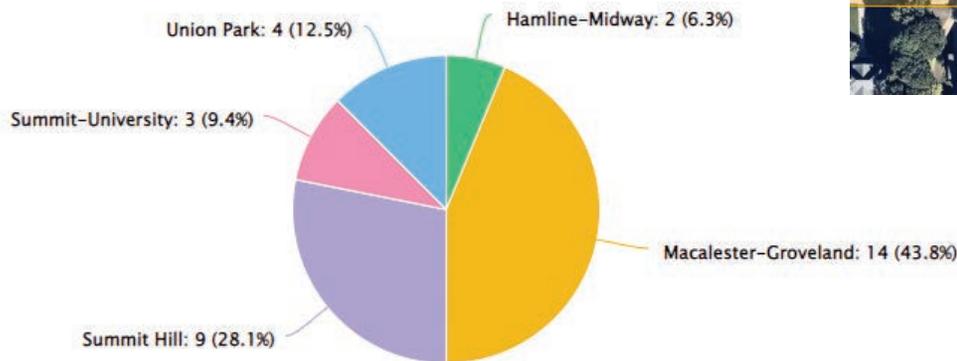
COMMUNITY ENGAGEMENT



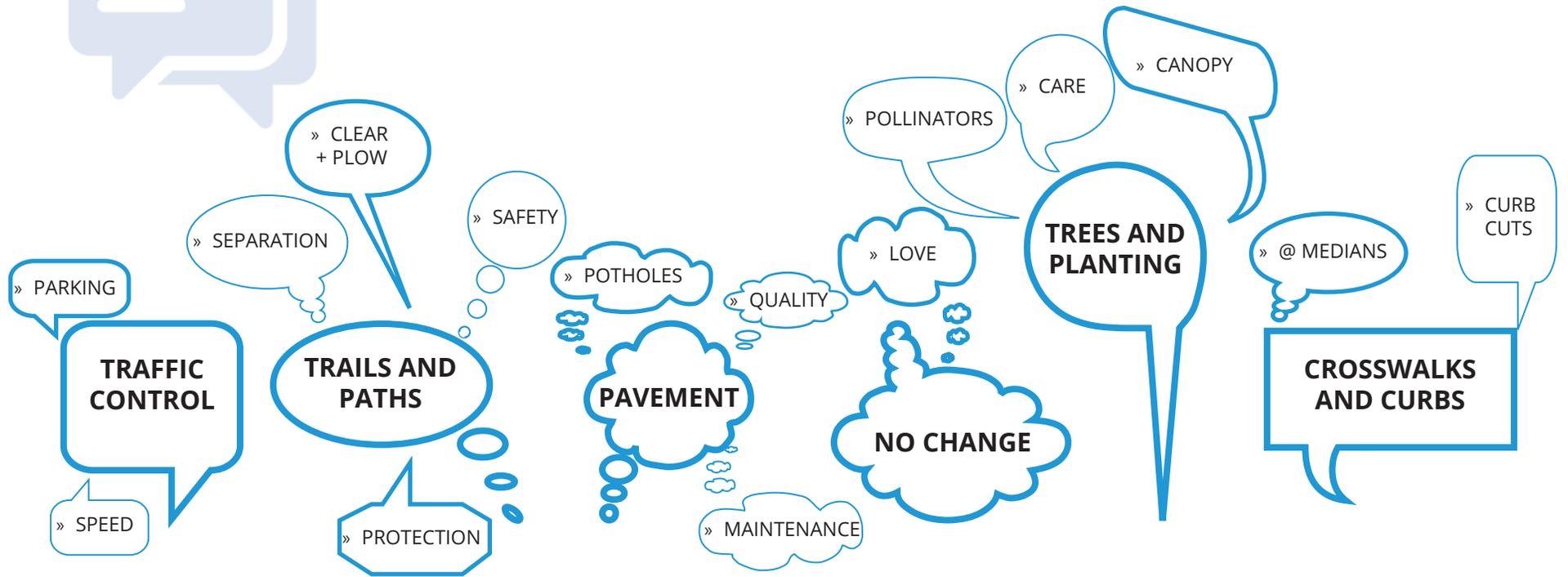
Mapping Participation EXAMPLE INTEREST AREAS

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

Survey Participation - 800+ Responses



COMMUNITY ENGAGEMENT

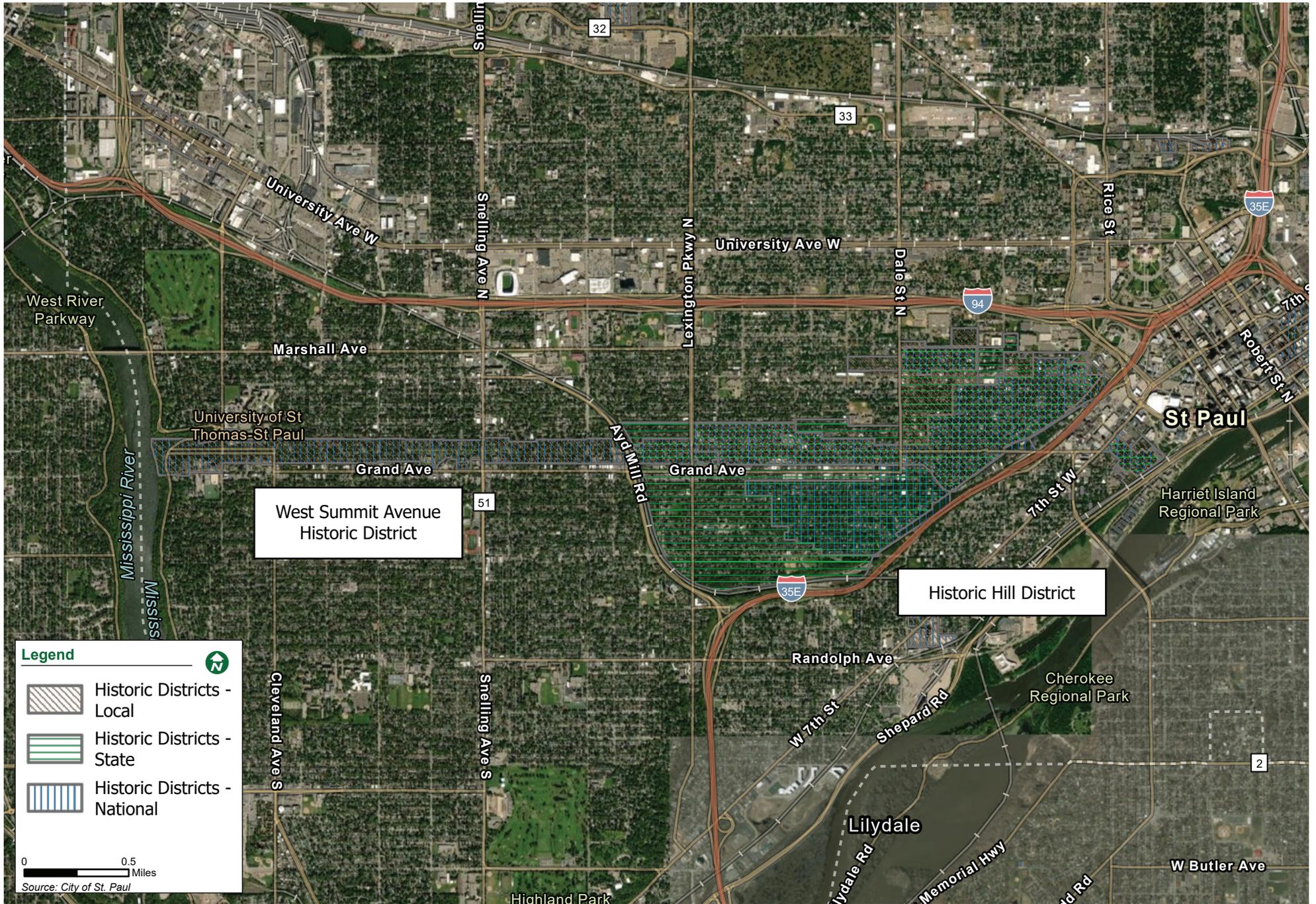




• Green Spaces are Integral to Design



• Parkway Experience



Analysis & Mapping

Historical Analysis Study



View of Summit Ave. near Macalester College, looking west, 1890

Showing sweep of prairie on Summit Avenue looking west. Row of faculty homes; church



View of Summit Ave. looking west, circa 1900

Summit Ave.

- 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





• Parkway Experience



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SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

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



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SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

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

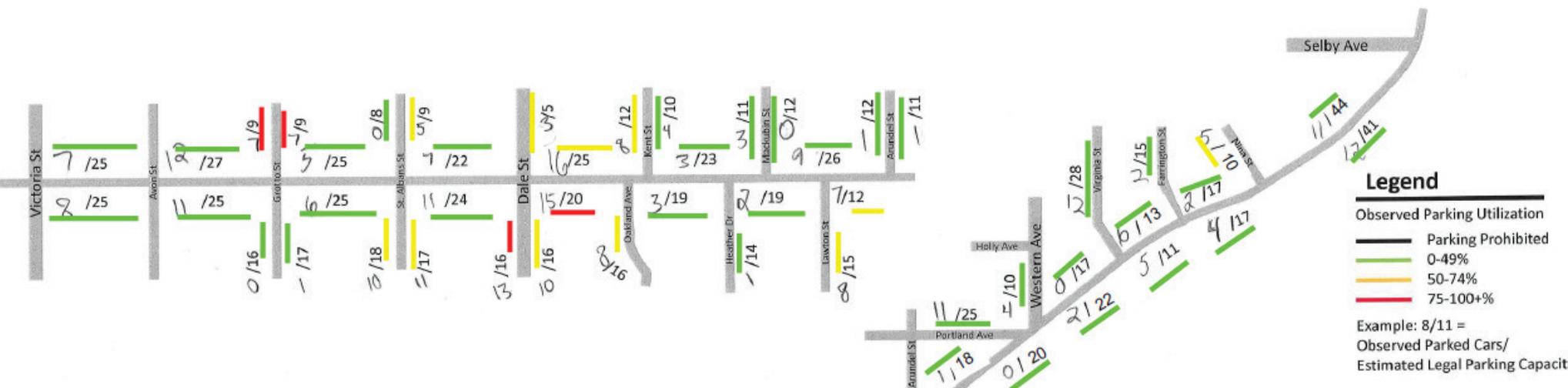
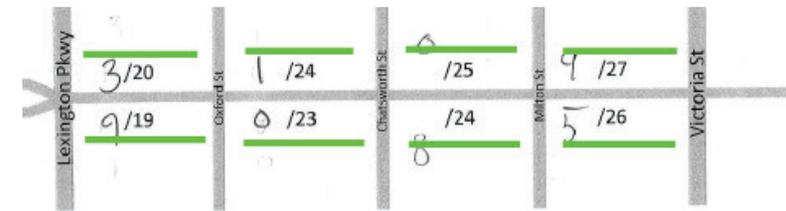
Parking Evaluation Studies

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

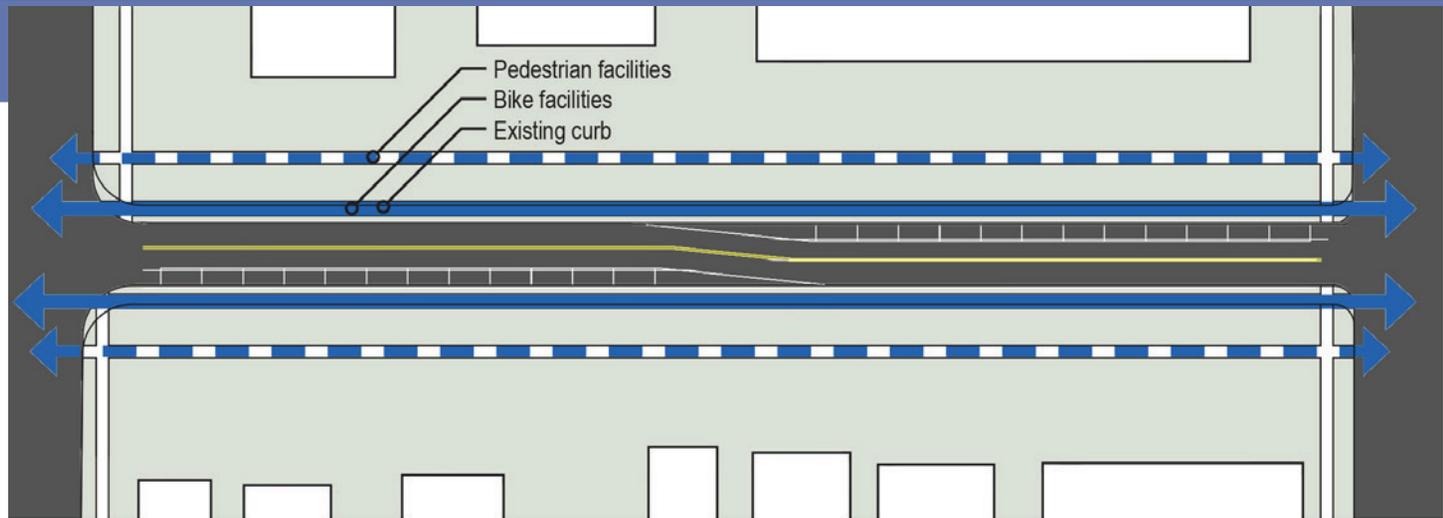




One-Side Parking Removal Concept: 100' Right-of-Way

- Context-based
- Compatible land uses
- Shift occurs mid-block

Trail Style: One-way Facilities



Anticipated Impacts

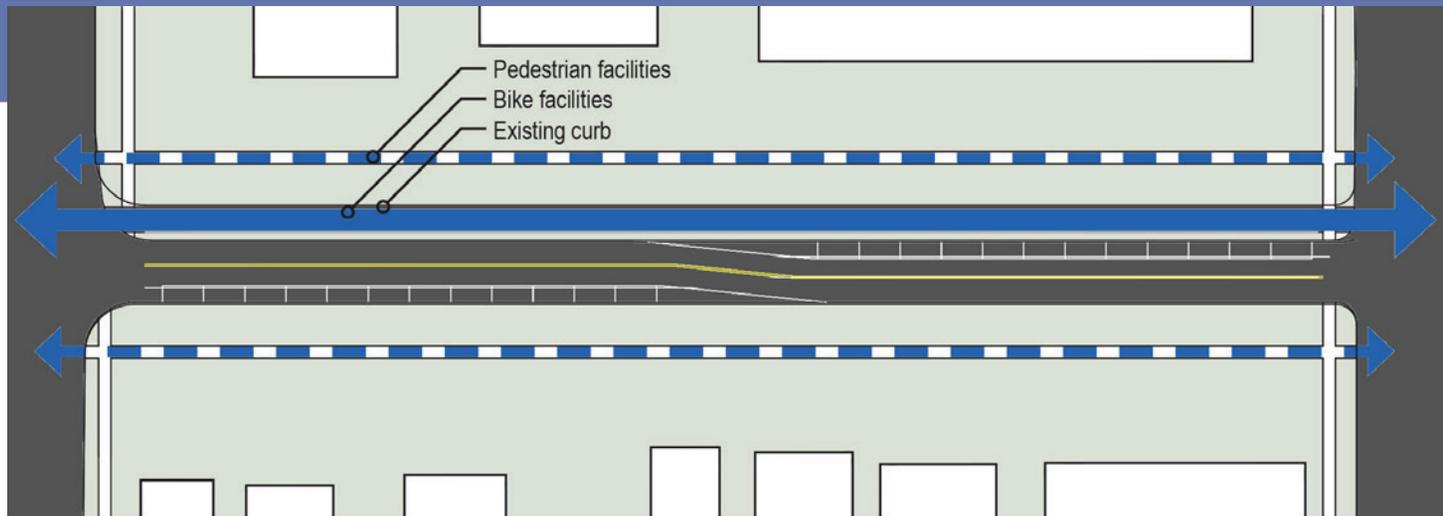
- Boulevard Greenspace: 2.5-foot impact on both sides (53' transportation envelope)
- Curb: move in 8.5-feet both sides
- Road Center Line: shift 3-feet (31' width)



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

- Context-based
- Compatible 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)

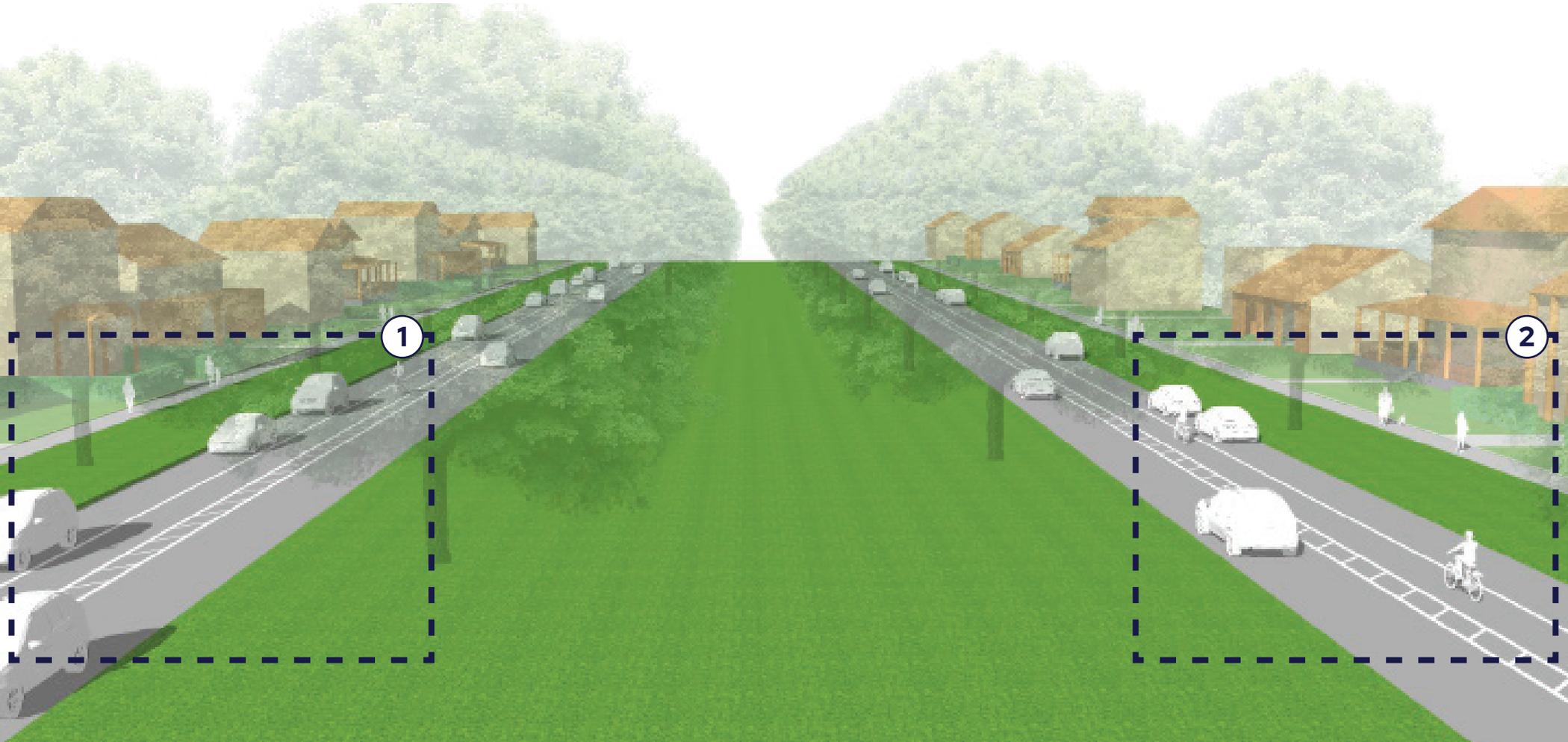
Conceptual Bike Trail Alternatives

200' ROW

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

Existing Condition

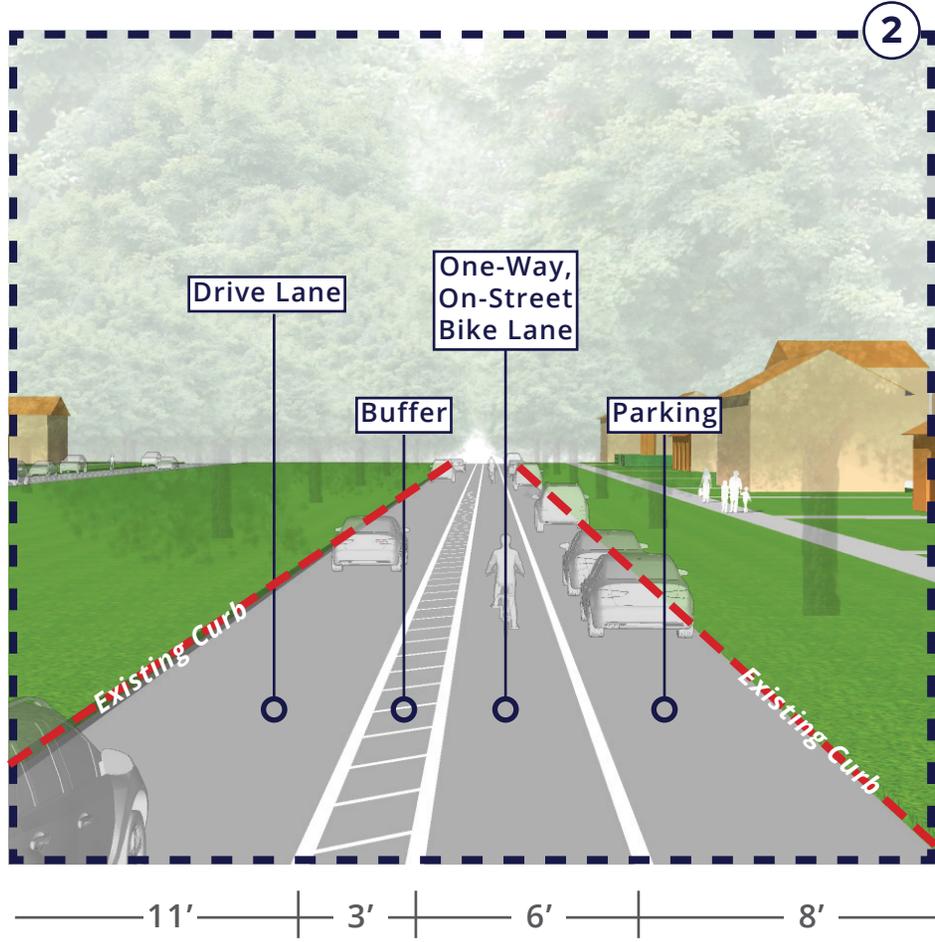
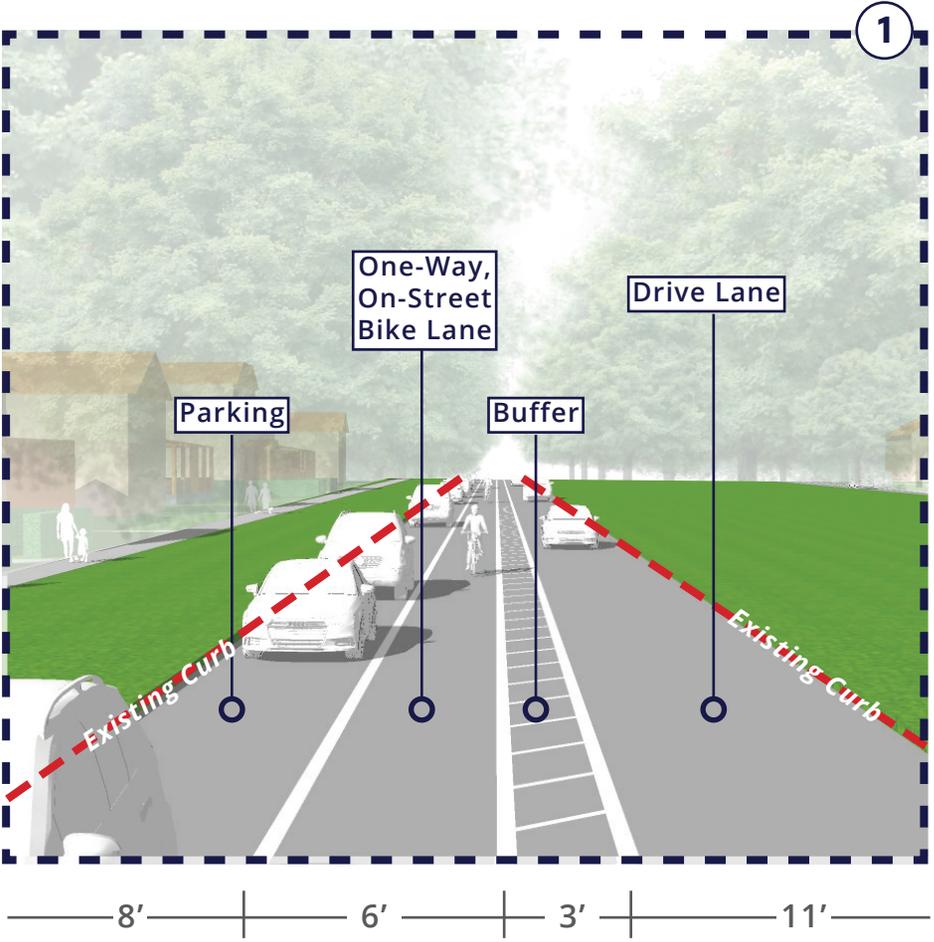
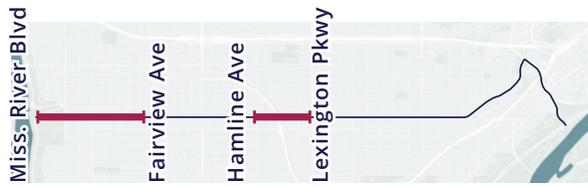
200' Right-of-Way | Segments A and C



Existing Condition

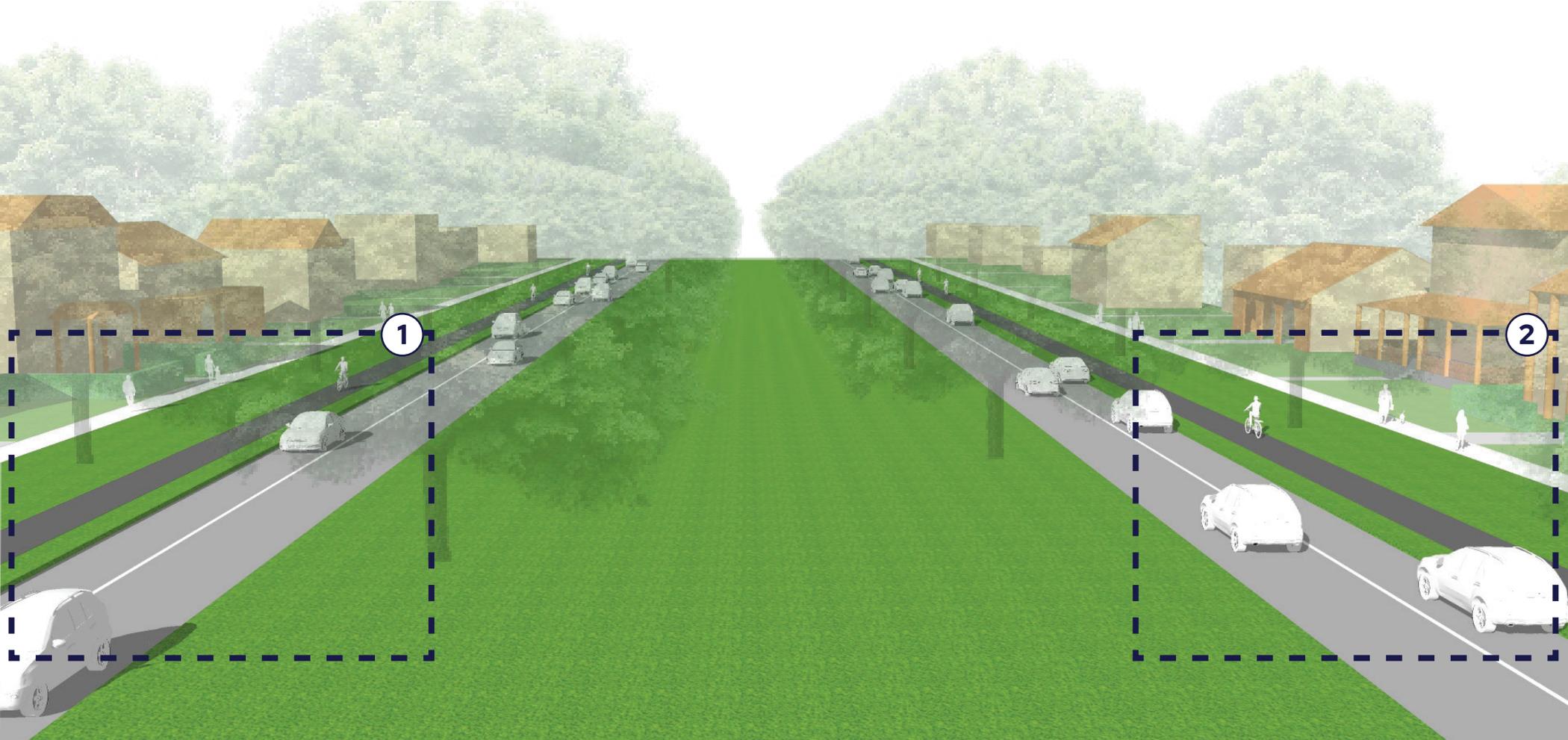
200' Right-of-Way | Segments A and C

- - - Existing Curb Line
- █ Potential Impact Zone



One-Way Separated Trail, Parking Both Sides

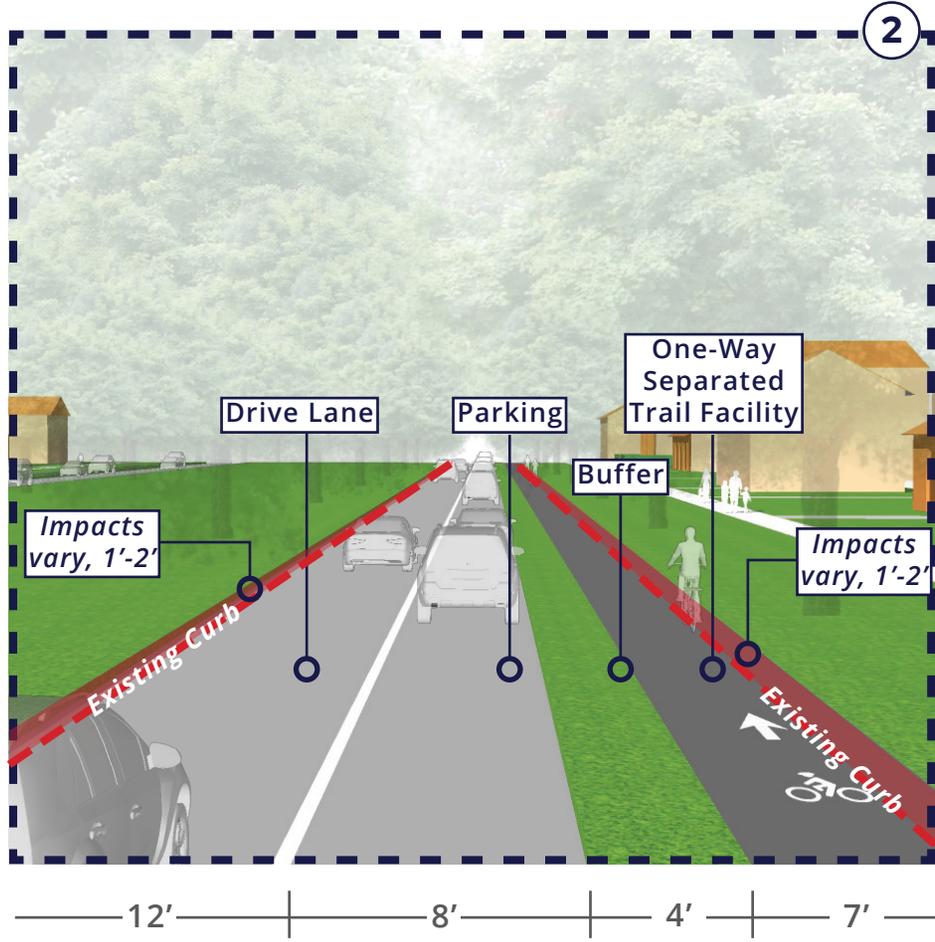
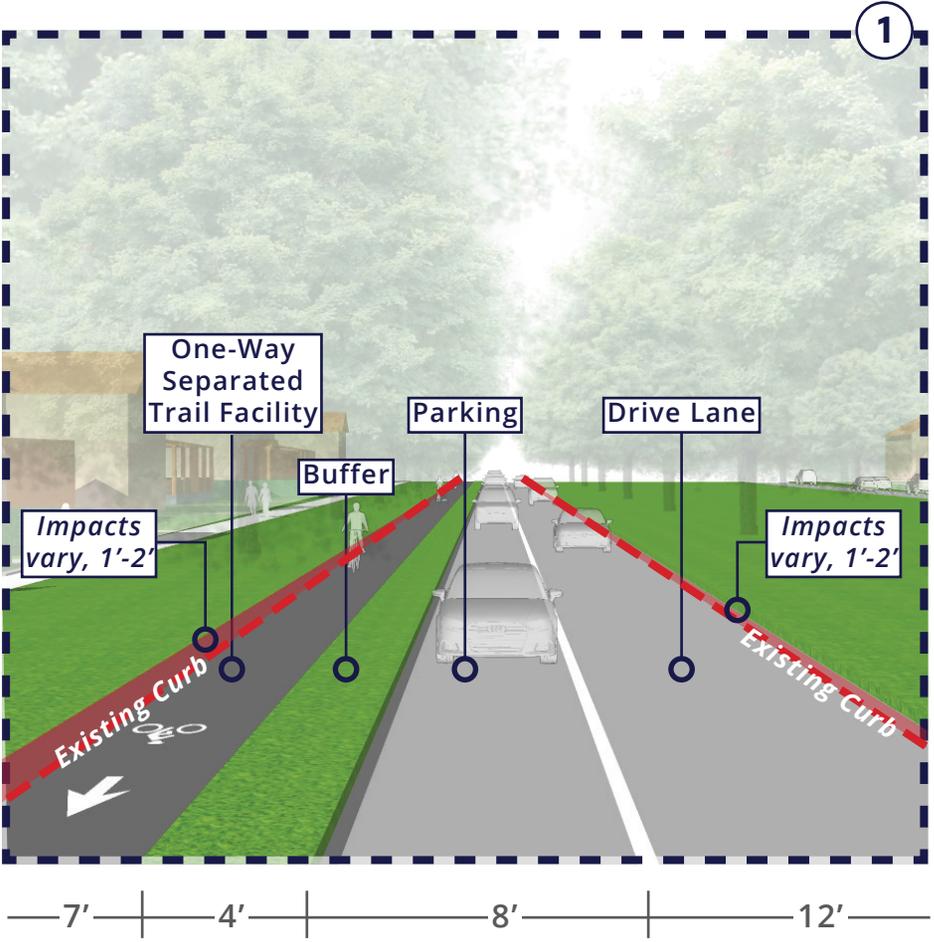
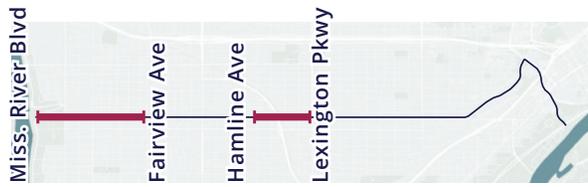
200' Right-of-Way | Segments A and C



One-Way Separated Trail, Parking Both Sides

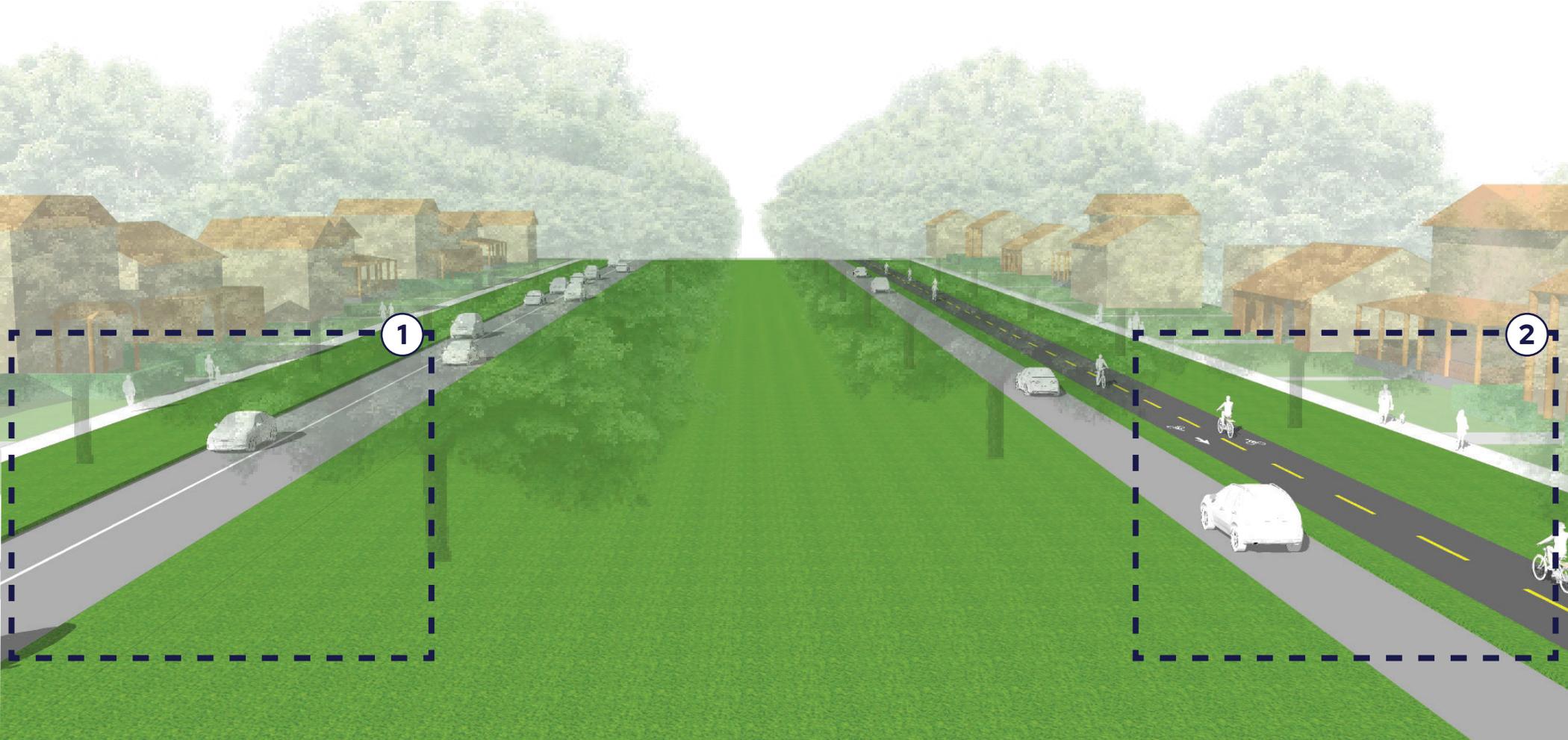
200' Right-of-Way | Segments A and C

- - - Existing Curb Line
- █ Potential Impact Zone



Two-Way Separated Trail, Parking One Side

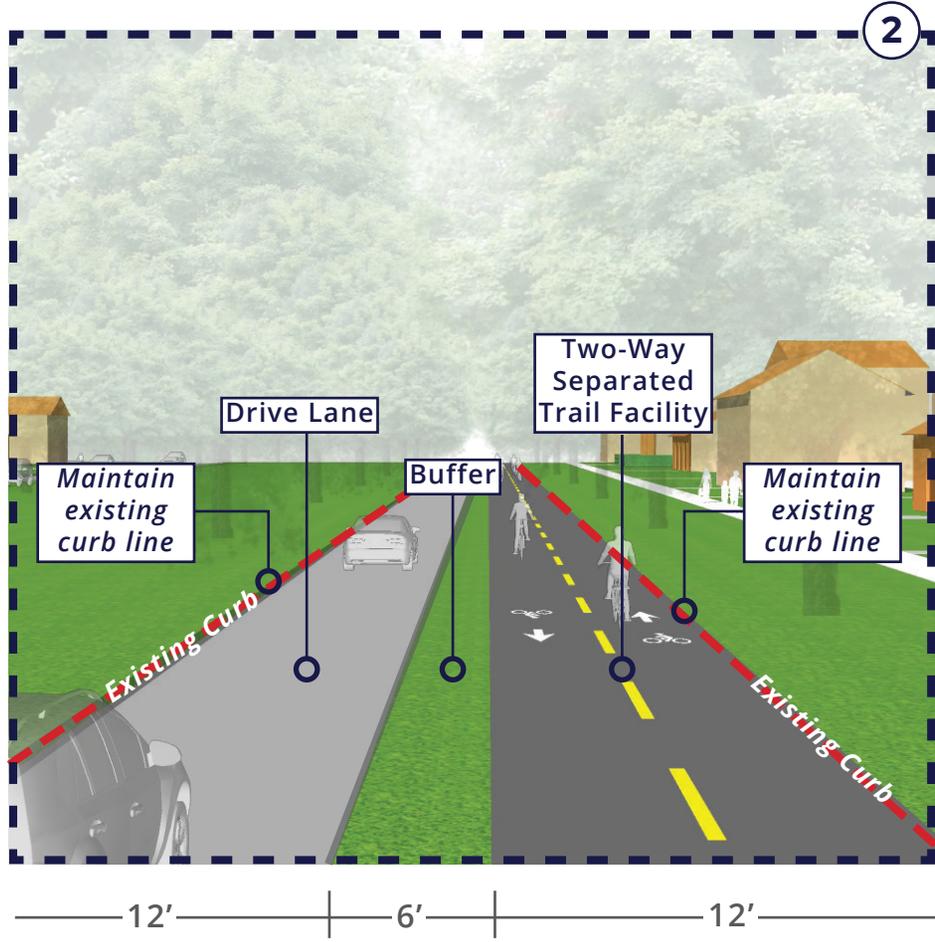
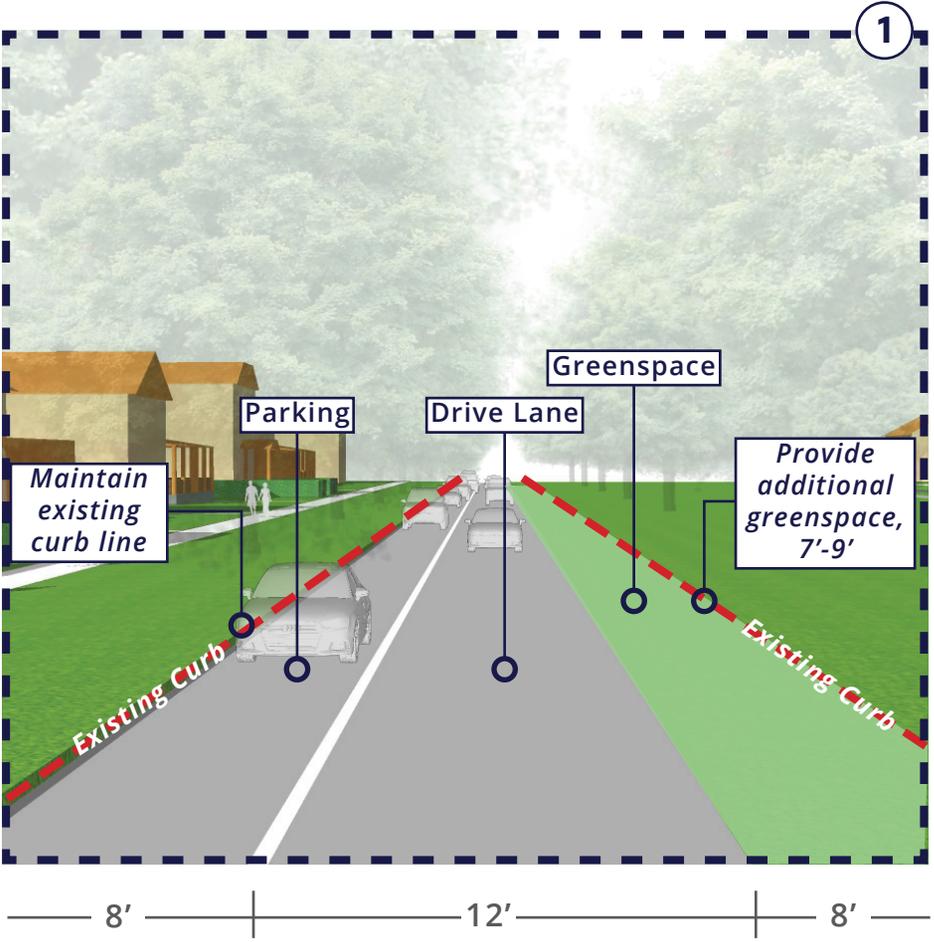
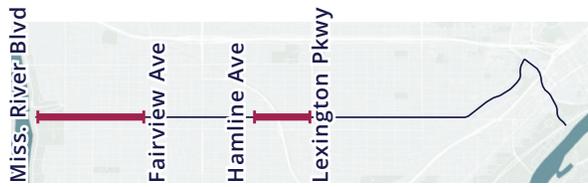
200' Right-of-Way | Segments A and C



Two-Way Separated Trail, Parking One Side

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

- - - Existing Curb Line
- █ Potential Impact Zone



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

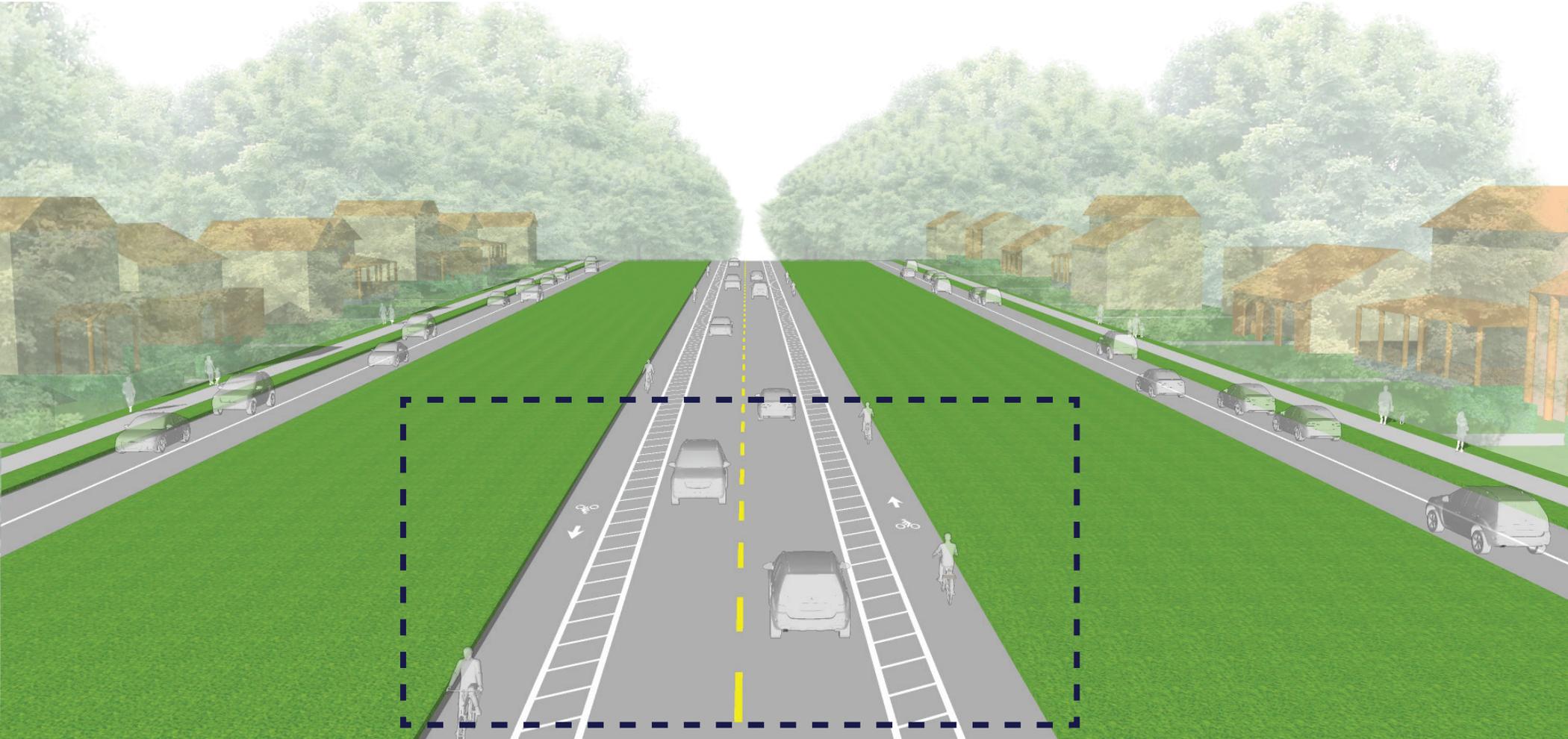
Conceptual Bike Trail Alternatives

200' ROW

**Fairview Ave to Lexington Pwky
Double Median**

Existing Condition

200' Right-of-Way | Segment B

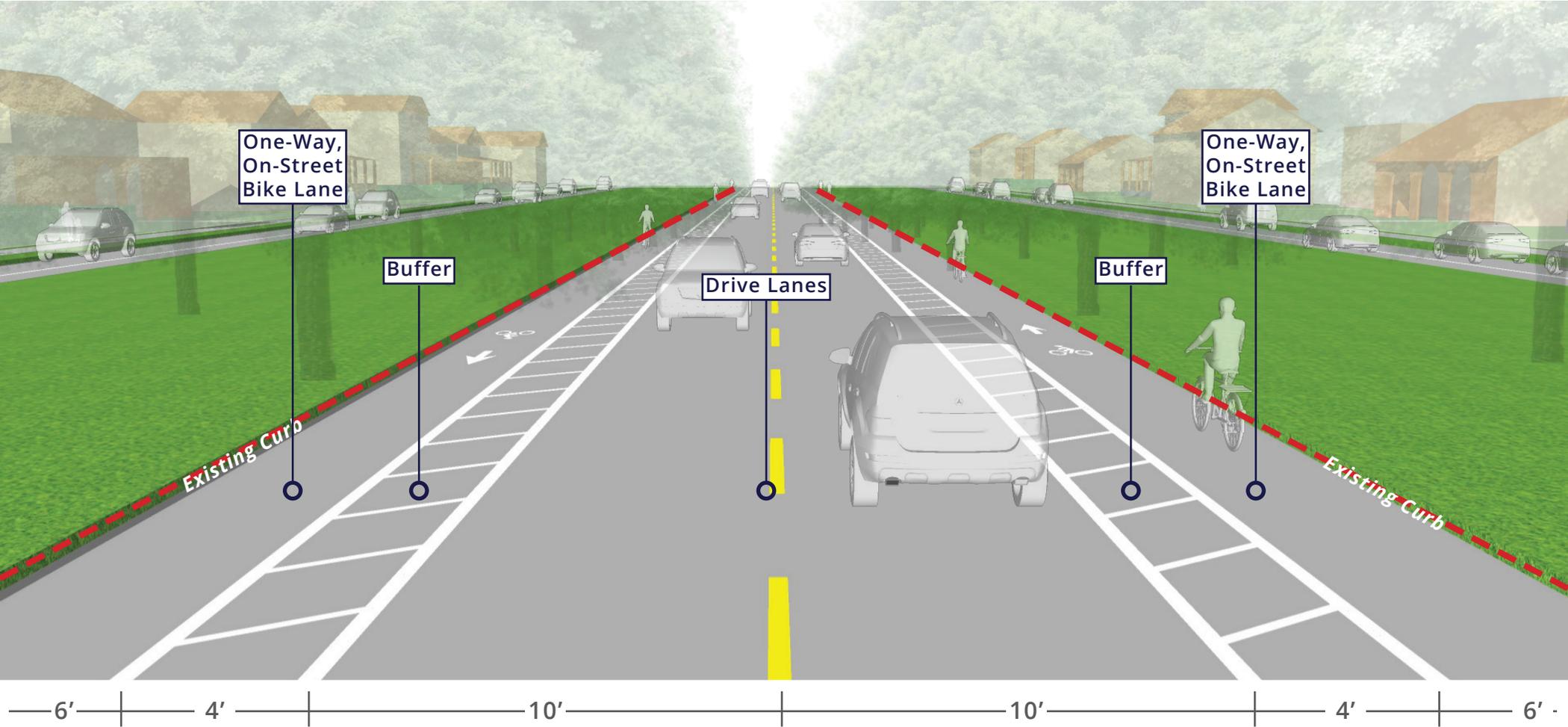


Existing Condition

200' Right-of-Way | Segment B



- Existing Curb Line
- Potential Impact Zone

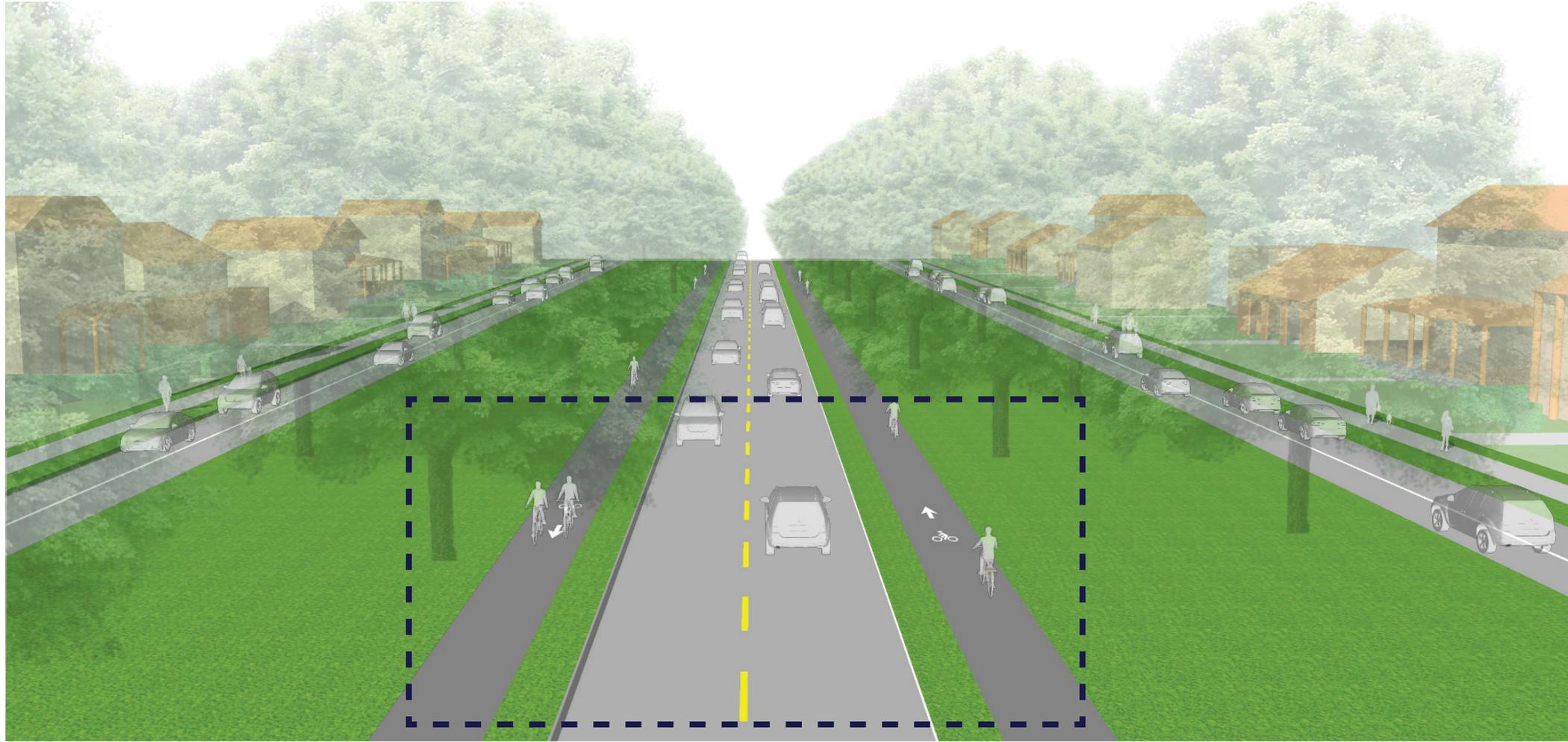


One-Way Separated Trail

200' Right-of-Way | Segment B



-  Existing Curb Line
-  Potential Impact Zone

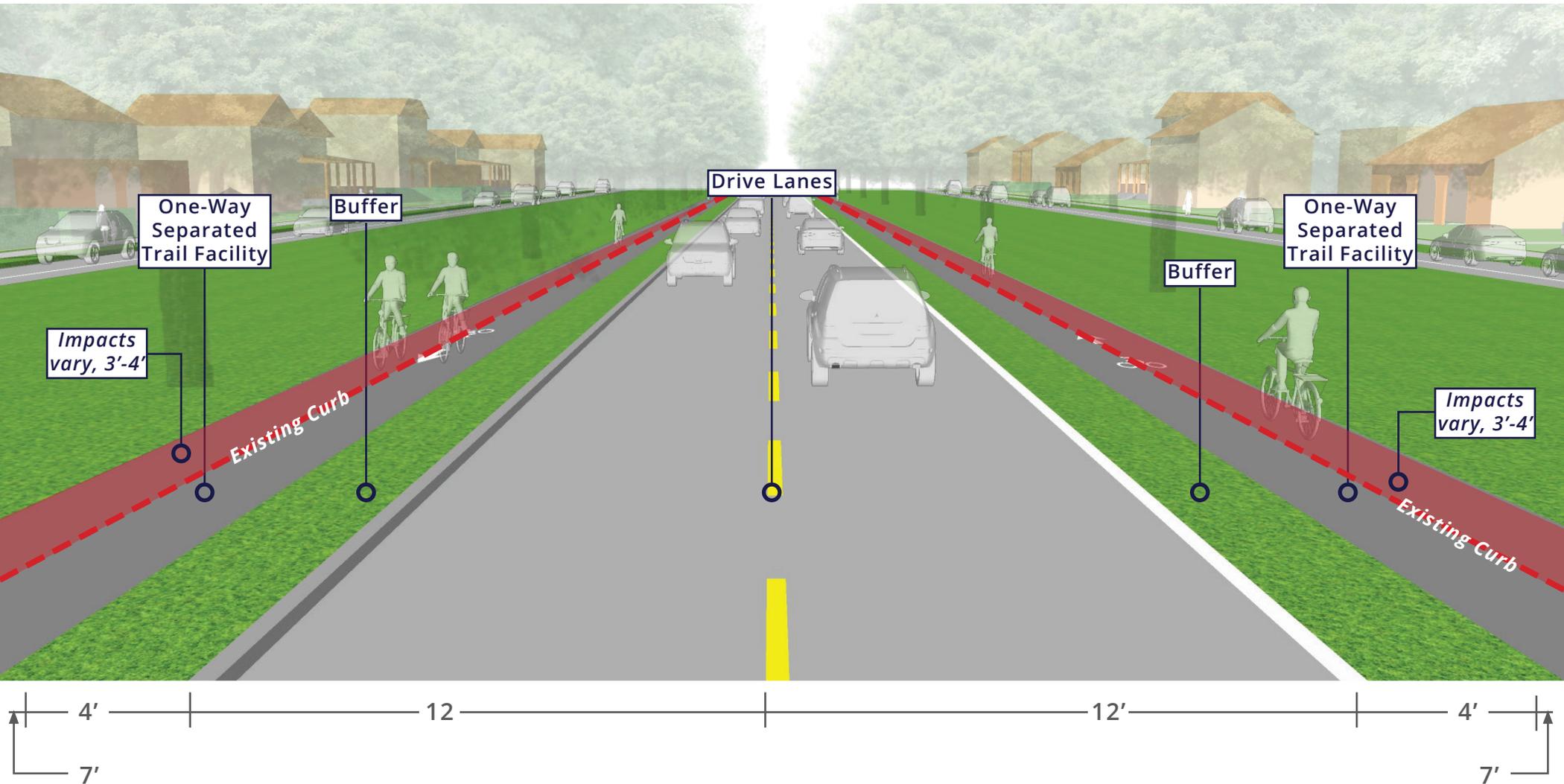


One-Way Separated Trail

200' Right-of-Way | Segment B



-  Existing Curb Line
-  Potential Impact Zone

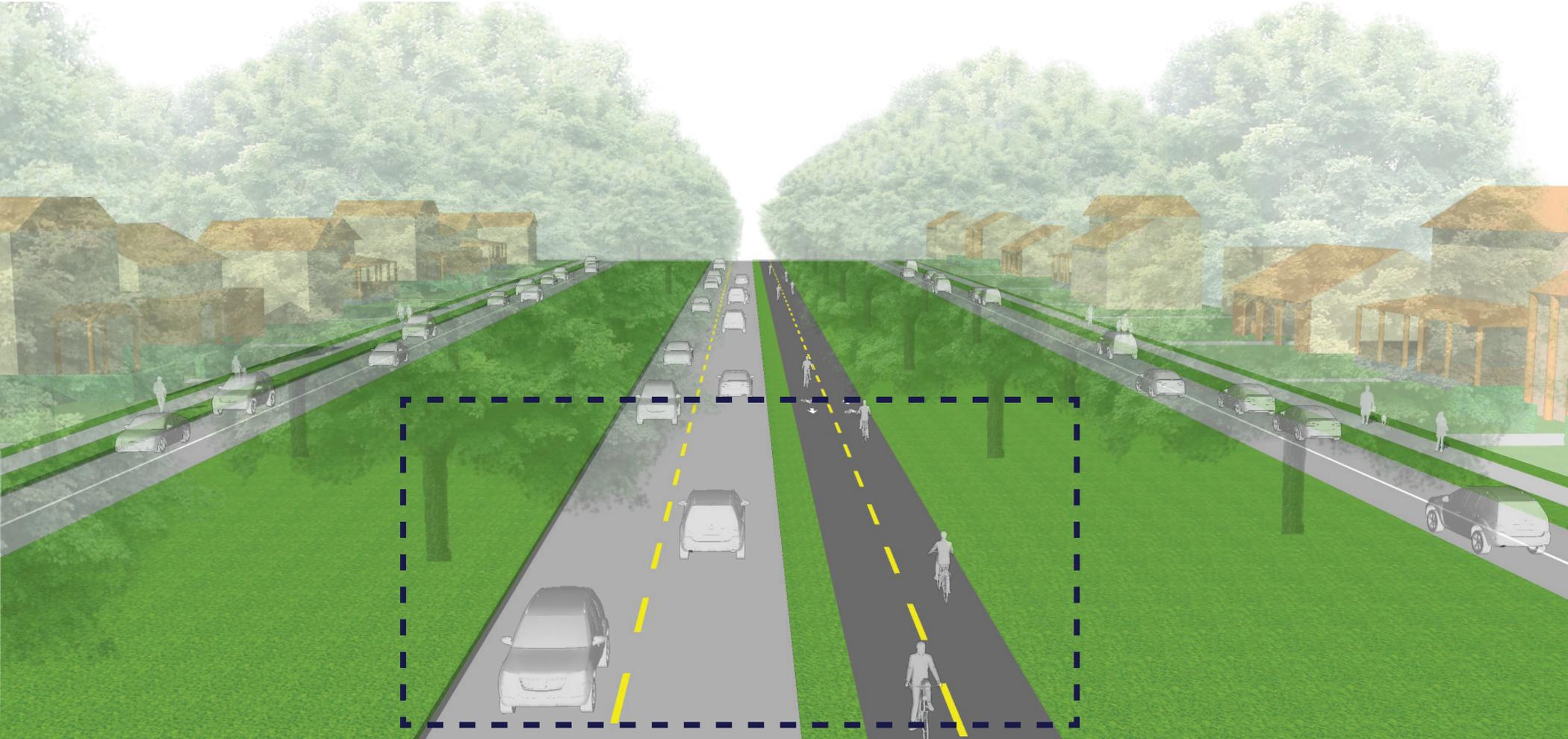


Two-Way Separated Trail

200' Right-of-Way | Segment B

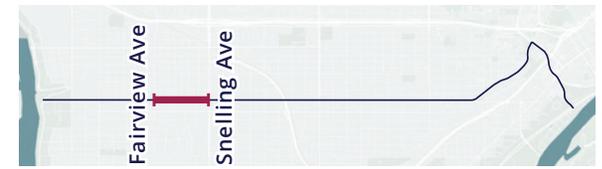


- Existing Curb Line
- █ Potential Impact Zone

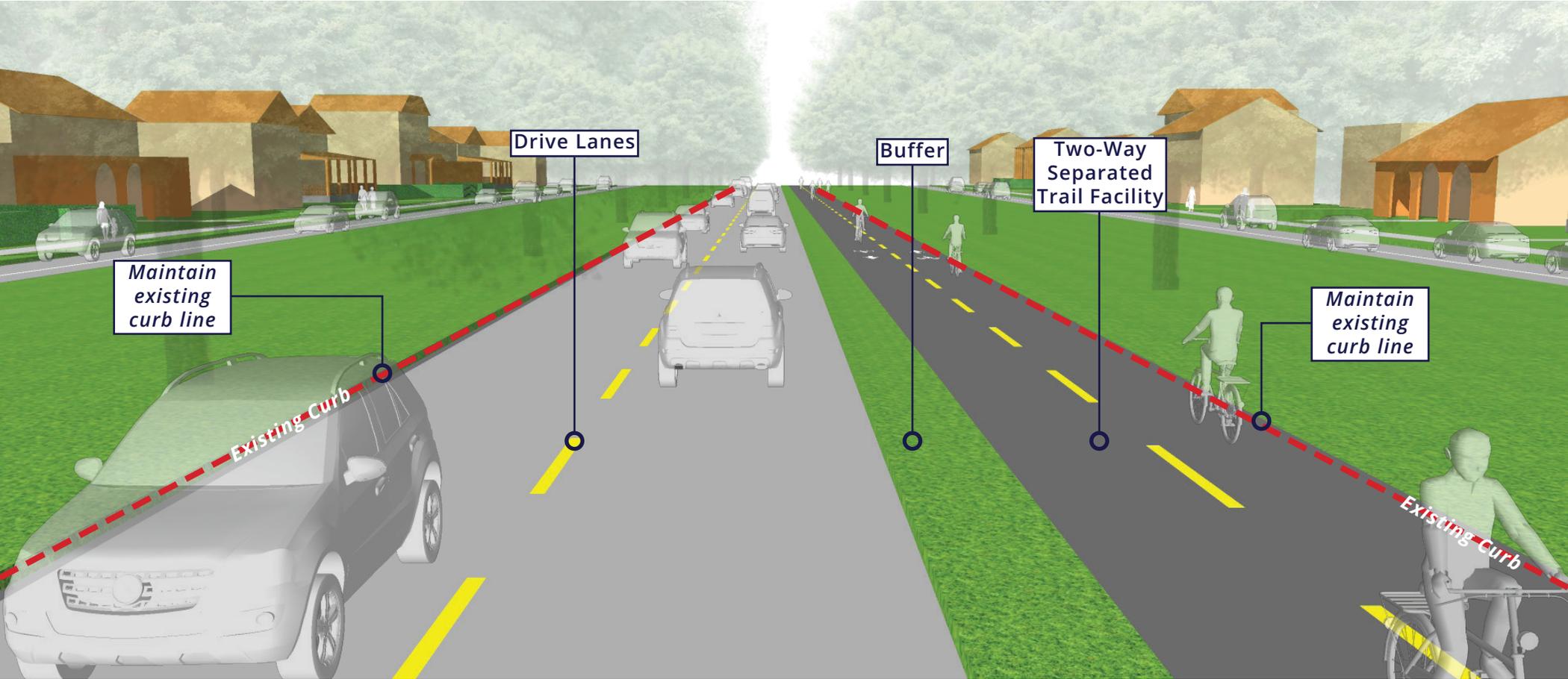


Two-Way Separated Trail

200' Right-of-Way | Segment B



- Existing Curb Line
- Potential Impact Zone



Conceptual Bike Trail Alternatives

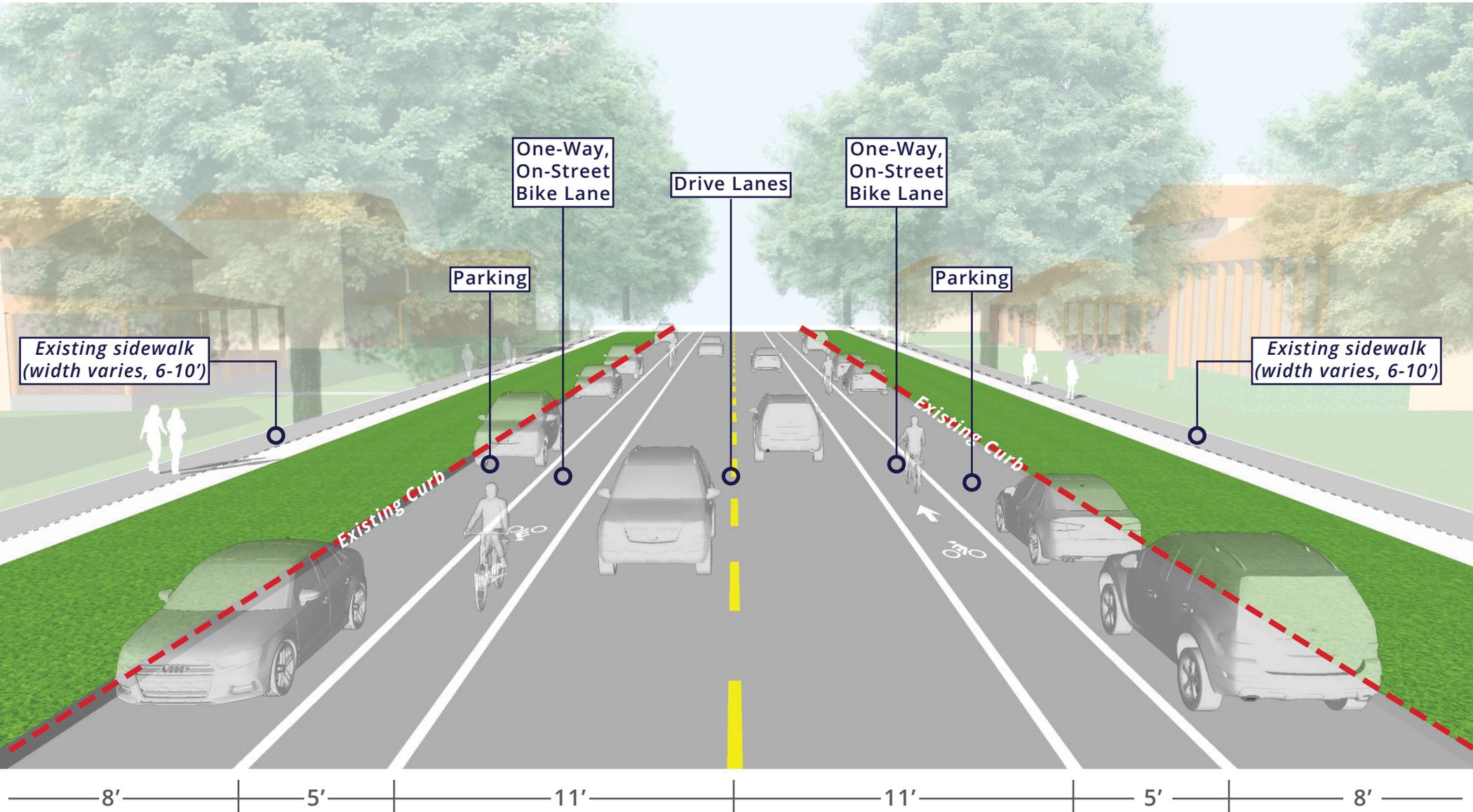
100' ROW

**Lexington Pkwy to Kellogg Blvd
No Median**

Existing Condition

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

-  Existing Curb Line
-  Potential Impact Zone

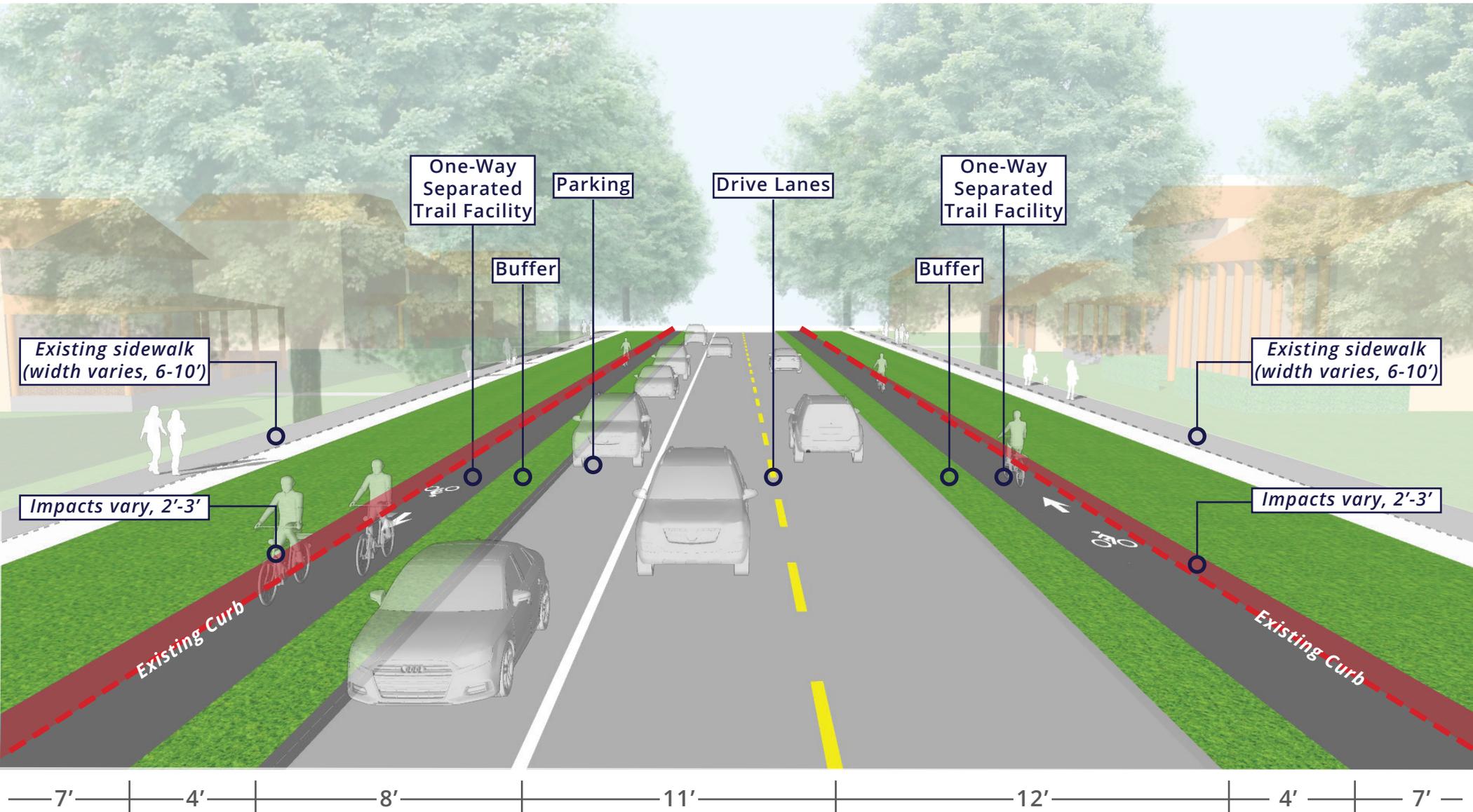


One-Way Separated Trail, Parking One Side

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

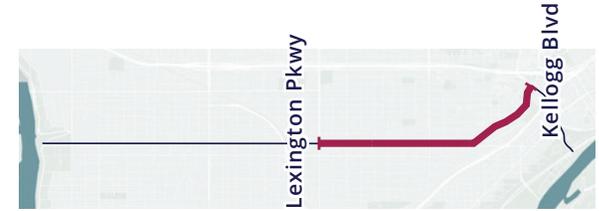


-  Existing Curb Line
-  Potential Impact Zone



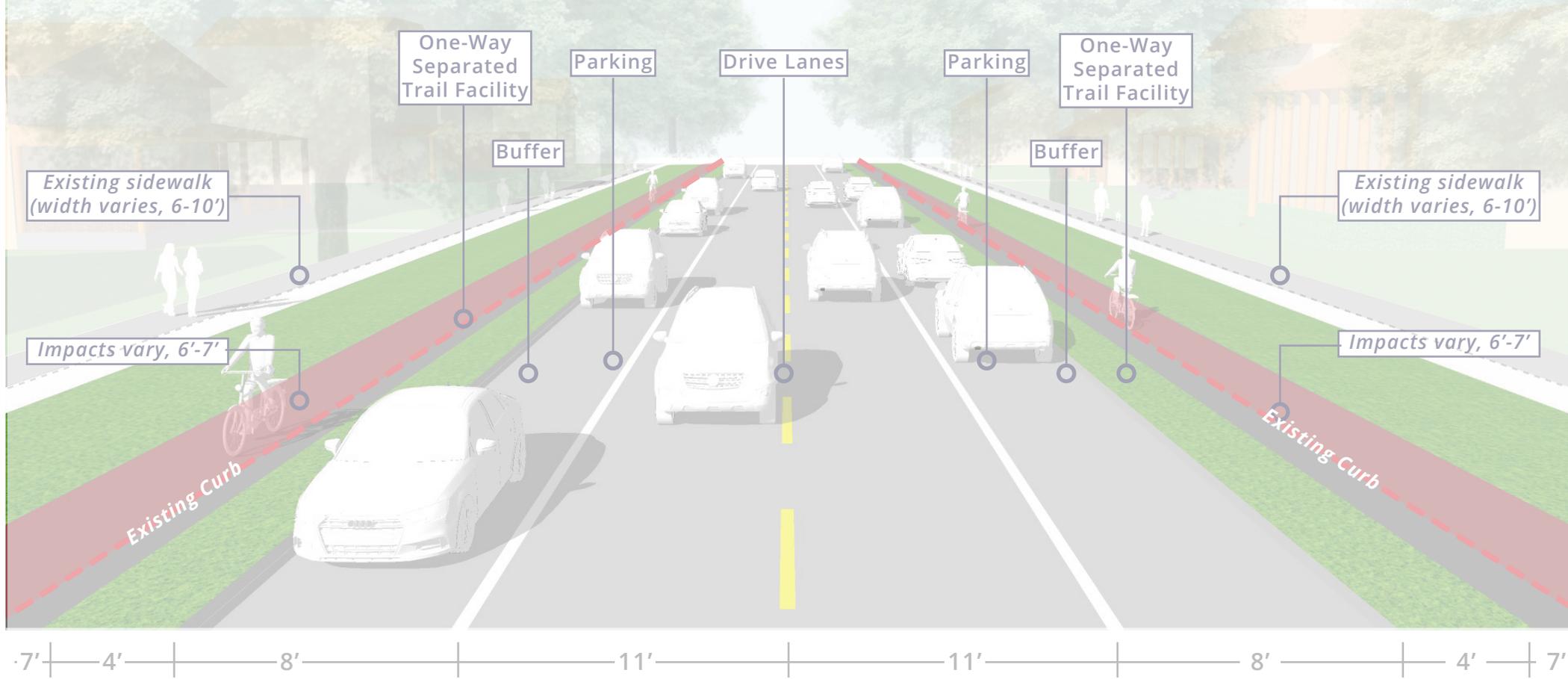
One-Way Separated Trail, Parking Both Sides

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



- Existing Curb Line
- █ Potential Impact Zone

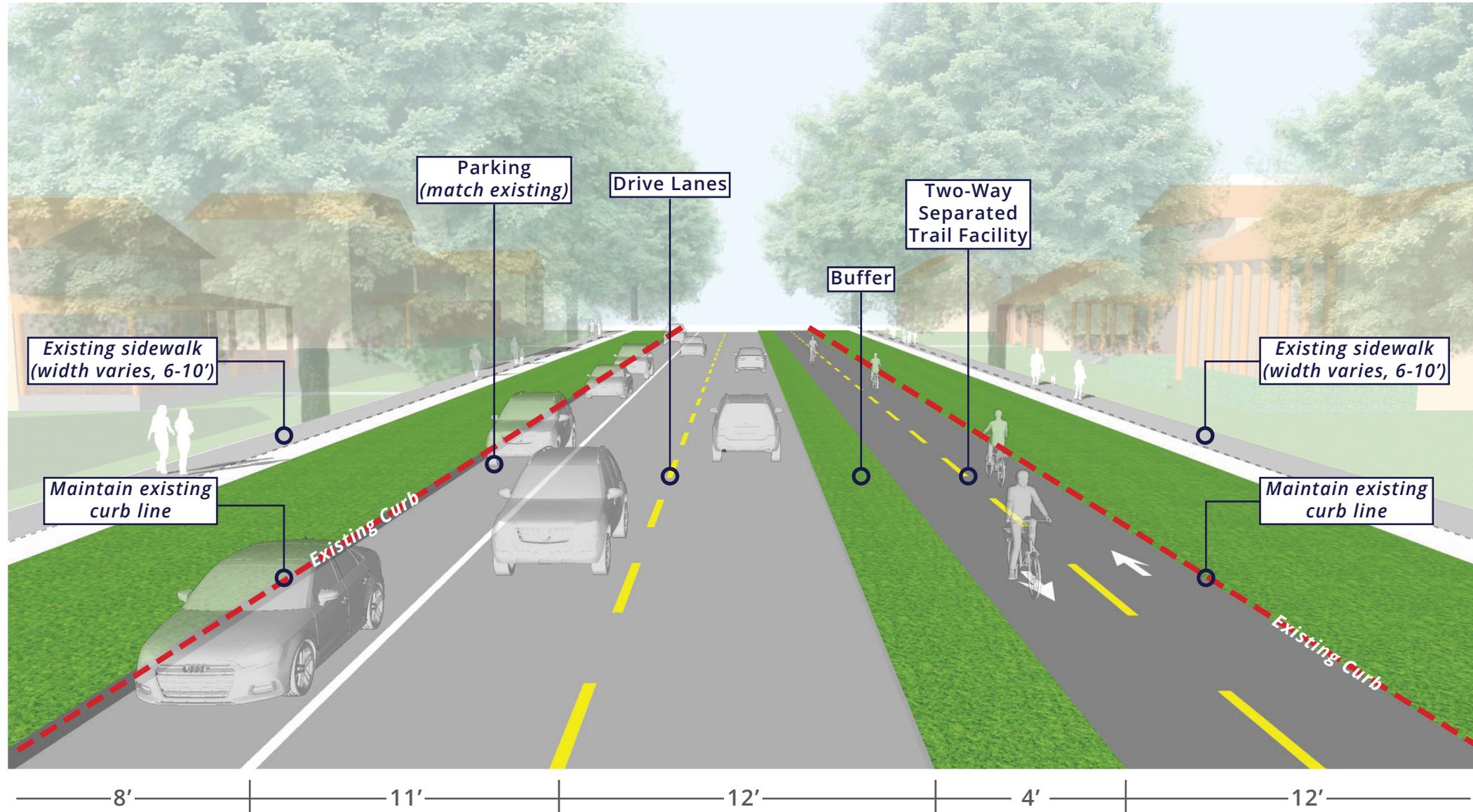
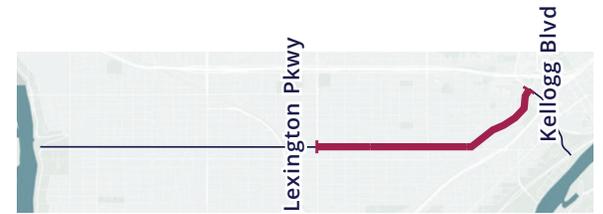
NOT RECOMMENDED DUE TO POTENTIAL BOULEVARD IMPACTS



Two-Way Separated Trail, Parking One Side

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

-  Existing Curb Line
-  Potential Impact Zone

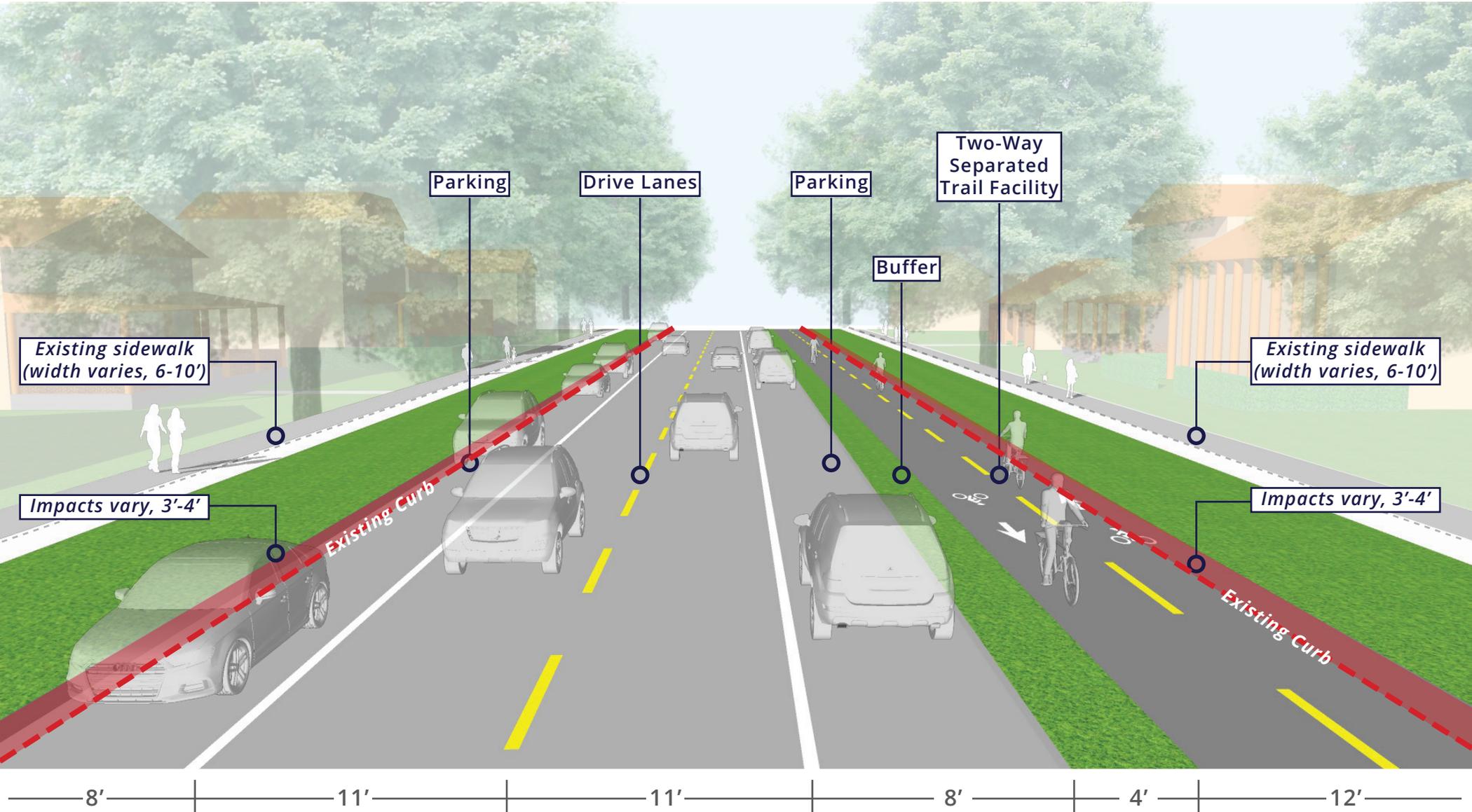


Two-Way Separated Trail, Parking Both Sides

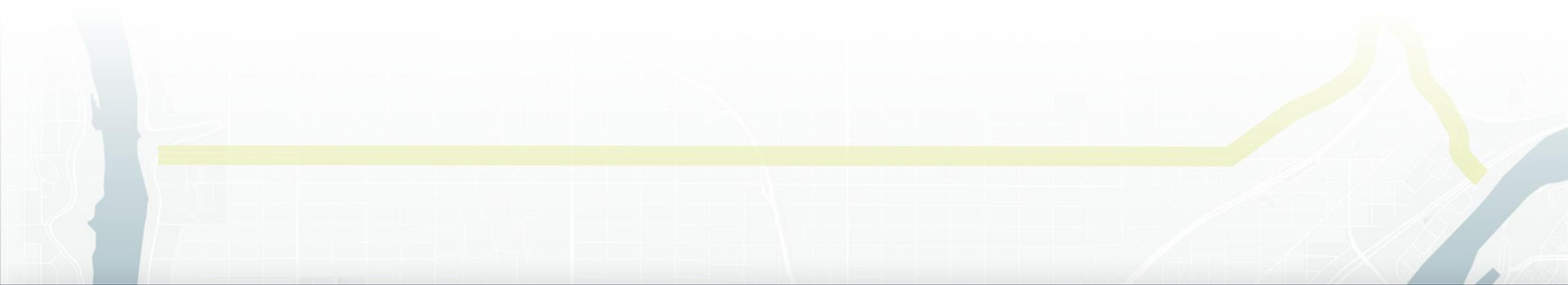
100' Right-of-Way | Segments D, E, and F



- - - Existing Curb Line
- Potential Impact Zone



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

May 25th - Design Advisory Committee (DAC)

June 6th - Public Information Session

MONDAY, JUNE 6TH

7:00-8:30PM

PLEASE REGISTER [HERE](#)

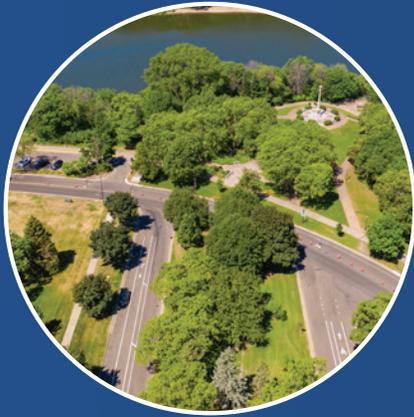


Master Plan Document Draft & Comment Period

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



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SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN