

# GROUP A - BLUE

## Single Median

**TAC MEETING #1**

FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION

1 minute

**1**

VISION

Quick Post: First word that comes to mind when you hear the phrase "trail experience?"



|               |                              |             |                  |              |                  |
|---------------|------------------------------|-------------|------------------|--------------|------------------|
| Comfortable   | well-maintained              | continuous  | pleasant visuals | good signage | funded           |
| uninterrupted | physical space for all users | destination | smooth           | safe         | easy to navigate |
| relaxing      | non-motorized                | <b>FUN</b>  | good sightlines  | lighting     | year round usage |
|               |                              |             |                  |              |                  |

**2**

EXISTING CONDITIONS



**3**

DESIGN

"As a \_\_\_\_\_, critical items for a successful trail here would include \_\_\_\_\_."



|   |   |   |  |  |   |
|---|---|---|--|--|---|
| As a Landscape Architect...                         | Operations & Maintenance: Superior - Recent paving wide enough to accommodate equipment | NPS: A way to get connected to River or other places - signage is important | NPS: As inclusive as possible - shared roadway experience is a barrier | O&M: Proper spacing for maintenance to happen - volume of spaces for SNOW and room to work | O&M: Not permeable pavement - limited resources |
| O&M: Soft-surface/aggregate trail surface may be OK | Nat. Resources: On-site rainwater mgmt - keeping it on the land is important            | Nat. Resources: Diversity of plant materials, wildlife/pollinat or habitat  |  |  |   |
|   |   |   |  |  |   |
|   |   |   |  |  |   |

THINK + SHARE

(There will also be a way to complete this as meeting follows)

1 minute

1

## VISION

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relaxing

non-  
motorized

**FUN**

good  
sightlines

lighting

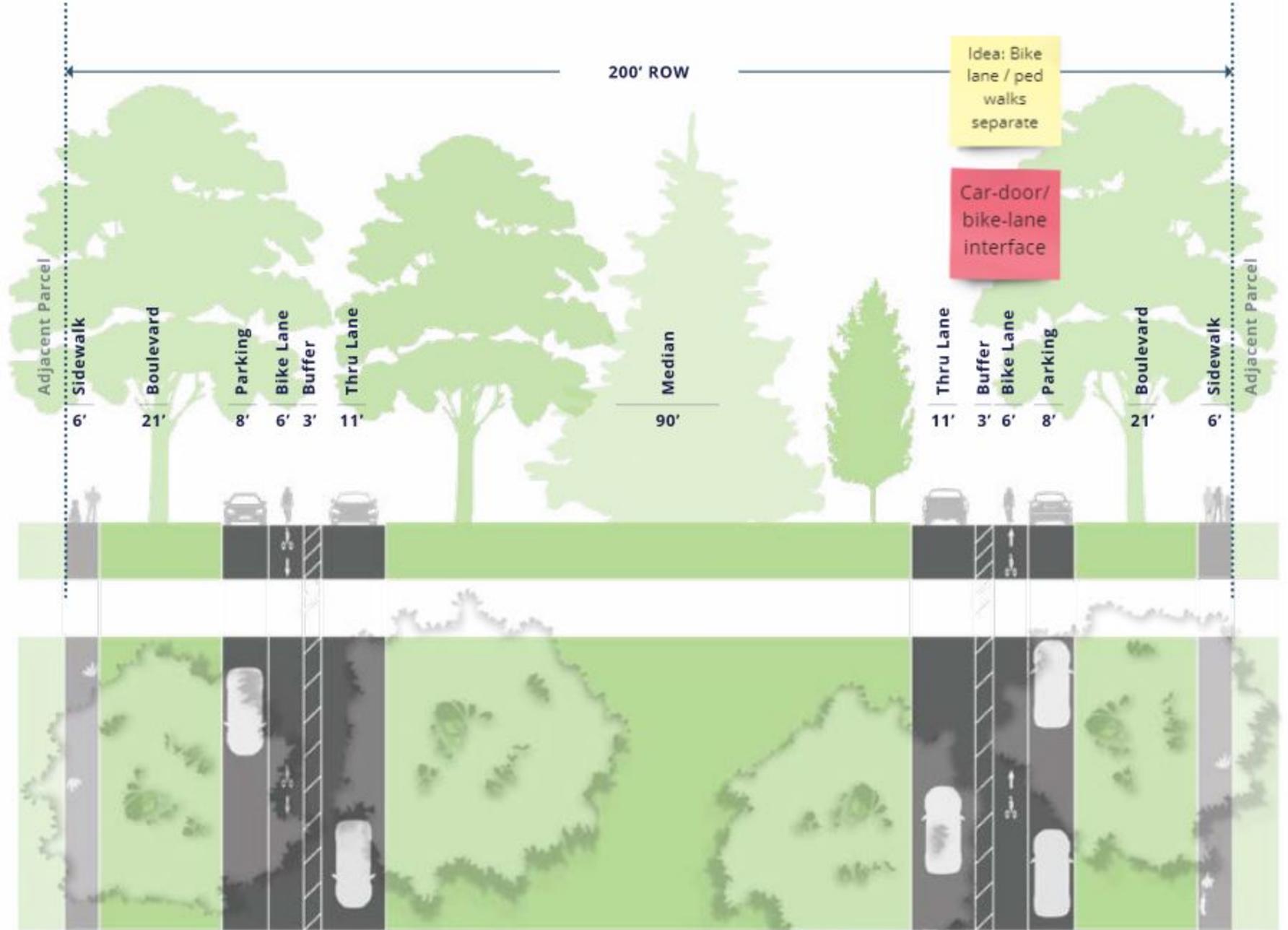
year  
round  
usage

TAC MEETING #1

FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION

# Typical Roadway Sections

## 200' ROW, Single Median



# 3 DESIGN

**TAC MEETING #1**  
FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION

"As a \_\_\_\_\_, critical items for a successful trail here would include \_\_\_\_\_."

As a  
Landscape  
Architect...

Operations &  
Maintenance  
Supervisor -  
Resilient paving  
wide enough to  
accommodate  
equipment

NPS: A way to  
get connected  
to River or other  
places - signage  
is important

NPS: AS inclusive  
as possible -  
shared roadway  
experience is a  
barrier

O&M: Proper  
spacing for  
maintenance to  
happen - volume of  
spaces for SNOW  
and room so it's  
workable

O&M: Not  
permeable  
pavement -  
limited  
resources

O&M: Soft-  
surface/aggreg-  
ate trail  
surface may  
be OK

Nat. Resources:  
On-site rainwater  
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Nat. Resources:  
Diversity of  
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wildlife/pollinat  
or habitat

**THINK + SHARE**

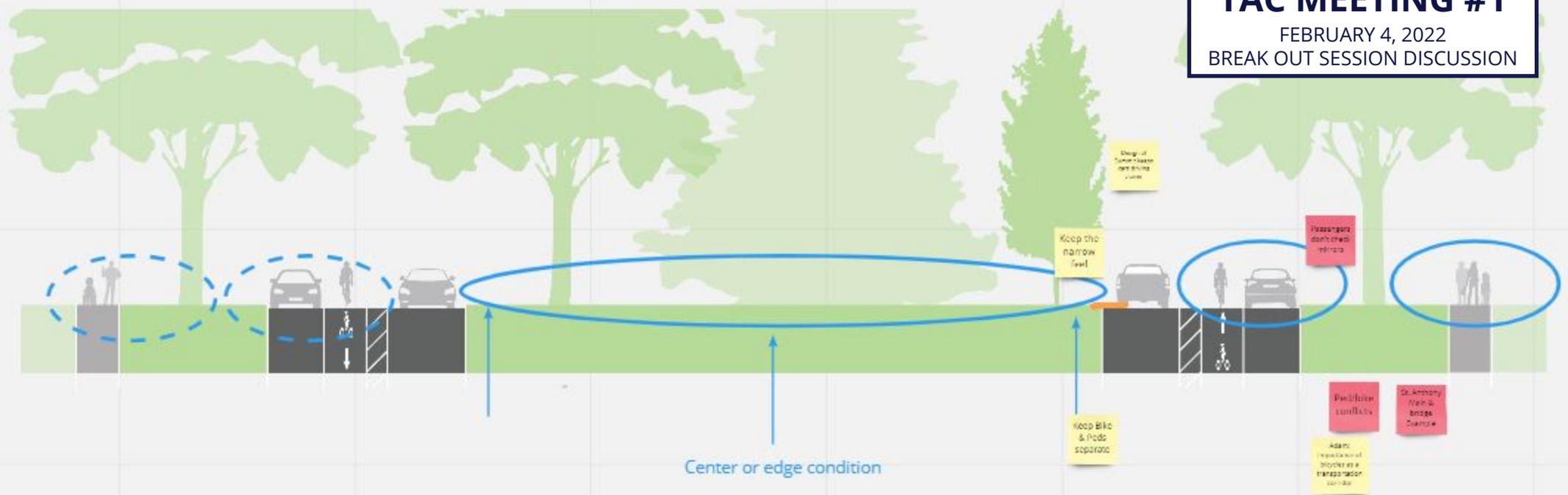
(There will also be a way to  
complete this as meeting  
follow-up)

# Baseline

- Bike & Ped Facilities for a Regional Trail = Above the curb
- Maintenance = Standard level of service
- Blvd Impacts = Limit within 8-10' of trees

# Objective: Prioritize where the trail can land

**TAC MEETING #1**  
 FEBRUARY 4, 2022  
 BREAK OUT SESSION DISCUSSION



# Critical Feedback

- Multi-Use Scenario Vs. Separate Bike & Ped Realms
- IF Separated: (2) One-Way cycle track Vs. (1) Two-Way cycle track
- Facility in the median or not
- Parking - Restrictions & removal

Roger: Prefers separate facilities - user preference for conflicts

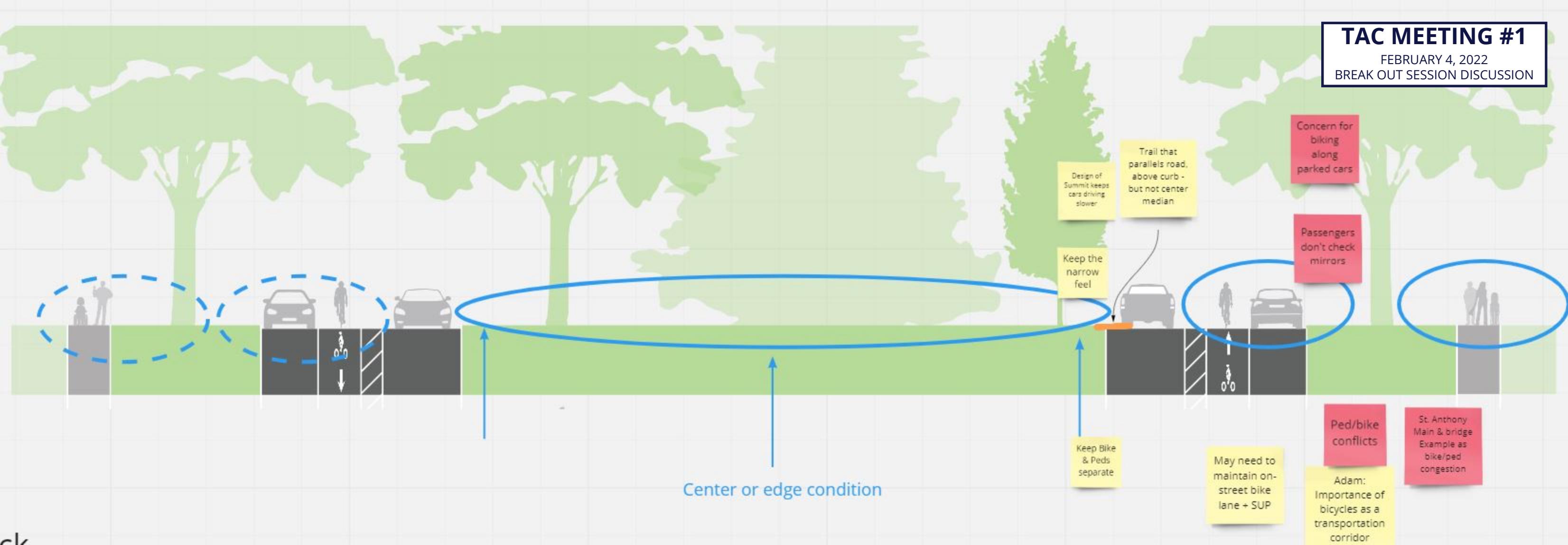
Karen K.: Prefers separate facilities - user preference for conflicts

Look to reduce parking near intersections for clear sight lines

Parking removal promotes other modes of transportation



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BREAK OUT SESSION DISCUSSION



Center or edge condition

Design of Summit keeps cars driving slower

Trail that parallels road, above curb - but not center median

Keep the narrow feel

Keep Bike & Peds separate

May need to maintain on-street bike lane + SUP

Ped/bike conflicts

Adam: Importance of bicycles as a transportation corridor

St. Anthony Main & bridge Example as bike/ped congestion

Concern for biking along parked cars

Passengers don't check mirrors

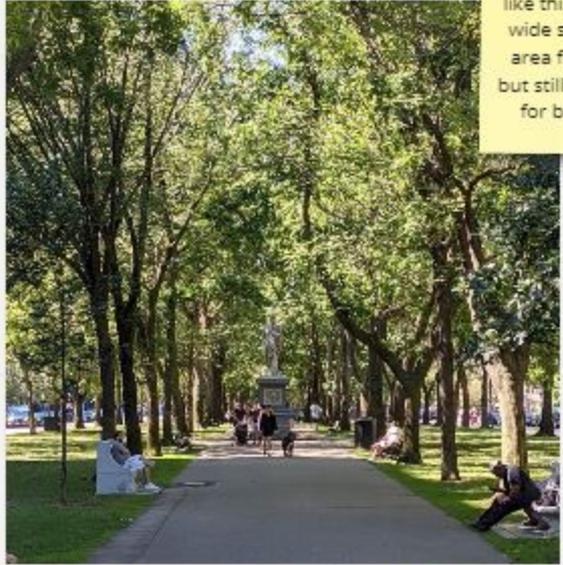
# Precedents

## TAC MEETING #1

FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION

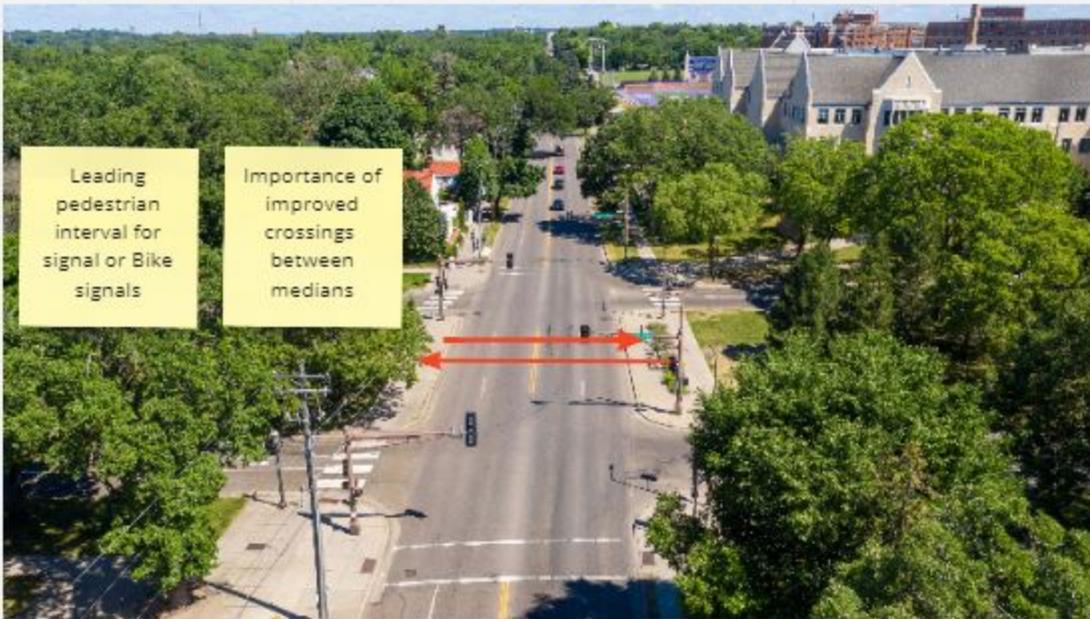


Off-center trail  
- example  
Victory Mem.  
Pkwy



like this idea of  
wide swath of  
area for peds  
but still conflicts  
for bicycles





Summit & Cretin



Summit & Dewey

Are there utilities under the main median? Or is this largely free of utilities?

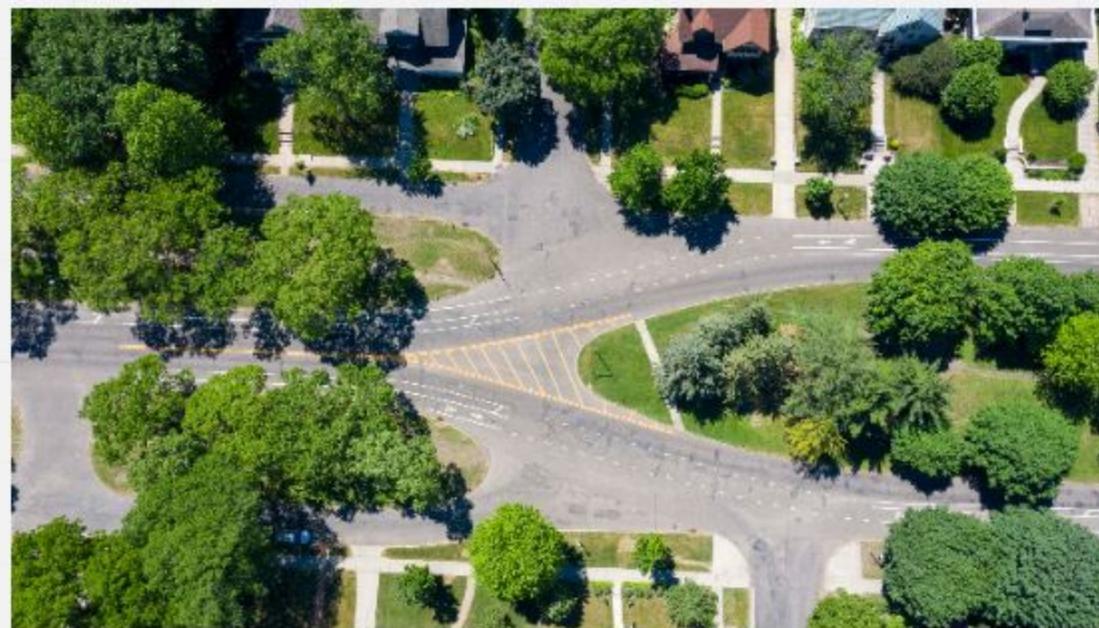
Important for understanding impacts / reconstruction versus outbound/street condition

MCES: 60x72 RCP tunnel along Exchange and crossing Summit - closer to downtown

**TAC MEETING #1**  
 FEBRUARY 4, 2022  
 BREAK OUT SESSION DISCUSSION



Summit & MRB



Summit & Wheeler

# GROUP B - GREEN

## Double Median

**TAC MEETING #1**  
 FEBRUARY 4, 2022  
 BREAK OUT SESSION DISCUSSION

1 minute

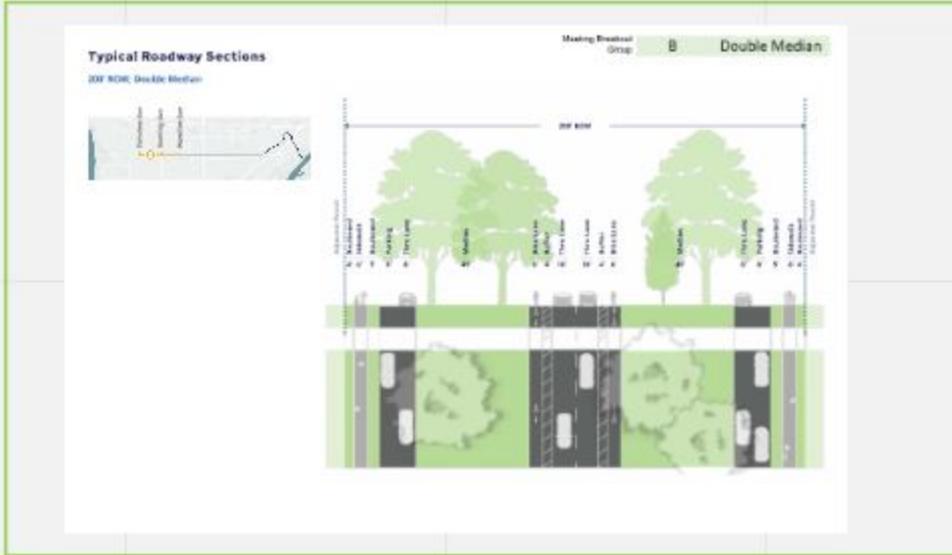
### 1 VISION



Quick Post: First word that comes to mind when you hear the phrase "trail experience?"

|              |         |                 |                |             |                            |
|--------------|---------|-----------------|----------------|-------------|----------------------------|
| comfortable  | scenic  | tree canopy     | shared space   | safety      | connection to nature       |
| quiet        | no cars | maneuverability | not a sidewalk | maintenance | connections (other trails) |
| rejuvenating |         |                 |                |             |                            |
|              |         |                 |                |             |                            |

### 2 EXISTING CONDITIONS



park like but better than a parkway

### 3 DESIGN

"As a \_\_\_\_\_, critical items for a successful trail here would include \_\_\_\_\_."



THINK + SHARE  
 (There will also be a way to compile this as meeting follows)

|   |  |  |   |   |   |
|---|--|--|---|---|---|
| As a Civil Engineer...  | Operations & Maintenance Supervisor - Resilient paving, wide enough to accommodate equipment | connections to transit, multi-modal connections  | planner - enough width for walkers and bikers   | civil engineer - visibility of vulnerable users from vehicles | contractor specialist - preservation of existing trees and greenery, minimization of new pavement |
| MnDOT ped and bike professional - safety improvements at crossing, specifically at Shelling | trail user - convenient connections to entry/exit points on trail                            | civil engineer - not overbuilding the system, not trying to put all facilities everywhere, think of a sustainable maintenance plan | neighbor - acknowledgement of land use of neighboring properties, how trail will impact those neighbors | resident - preservation of character and feel                 | median, canopy, feeling of being in nature in urban area, width of corridor                       |
| cyclist/runner - wayfinding   | trail user - space for snow - current bike lane is covered in snow                           |  |   |   |   |
|   |  |  |   |   |   |

1 minute

1

TAC MEETING #1

FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION

VISION

Quick Post: **First word** that comes to mind when you hear the phrase "trail experience?"



comfortable

scenic

tree canopy

shared space

safety

connection to nature

quiet

no cars

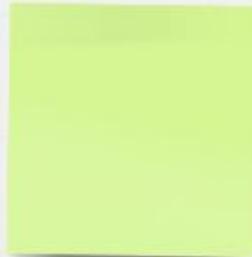
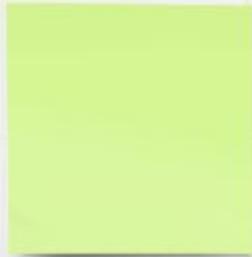
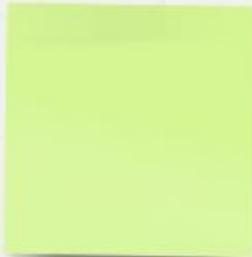
maneuverability

not a sidewalk

maintenance

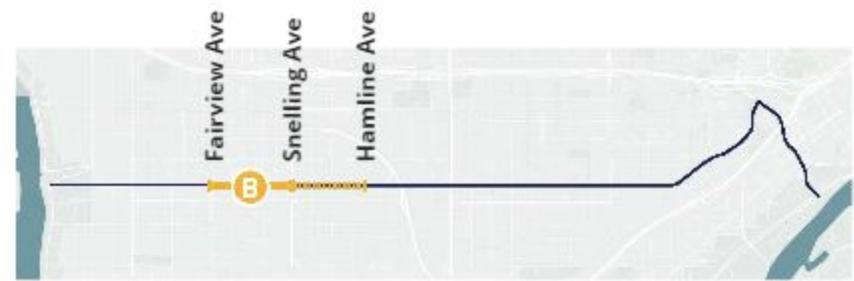
connections (other trails)

rejuvenating



# Typical Roadway Sections

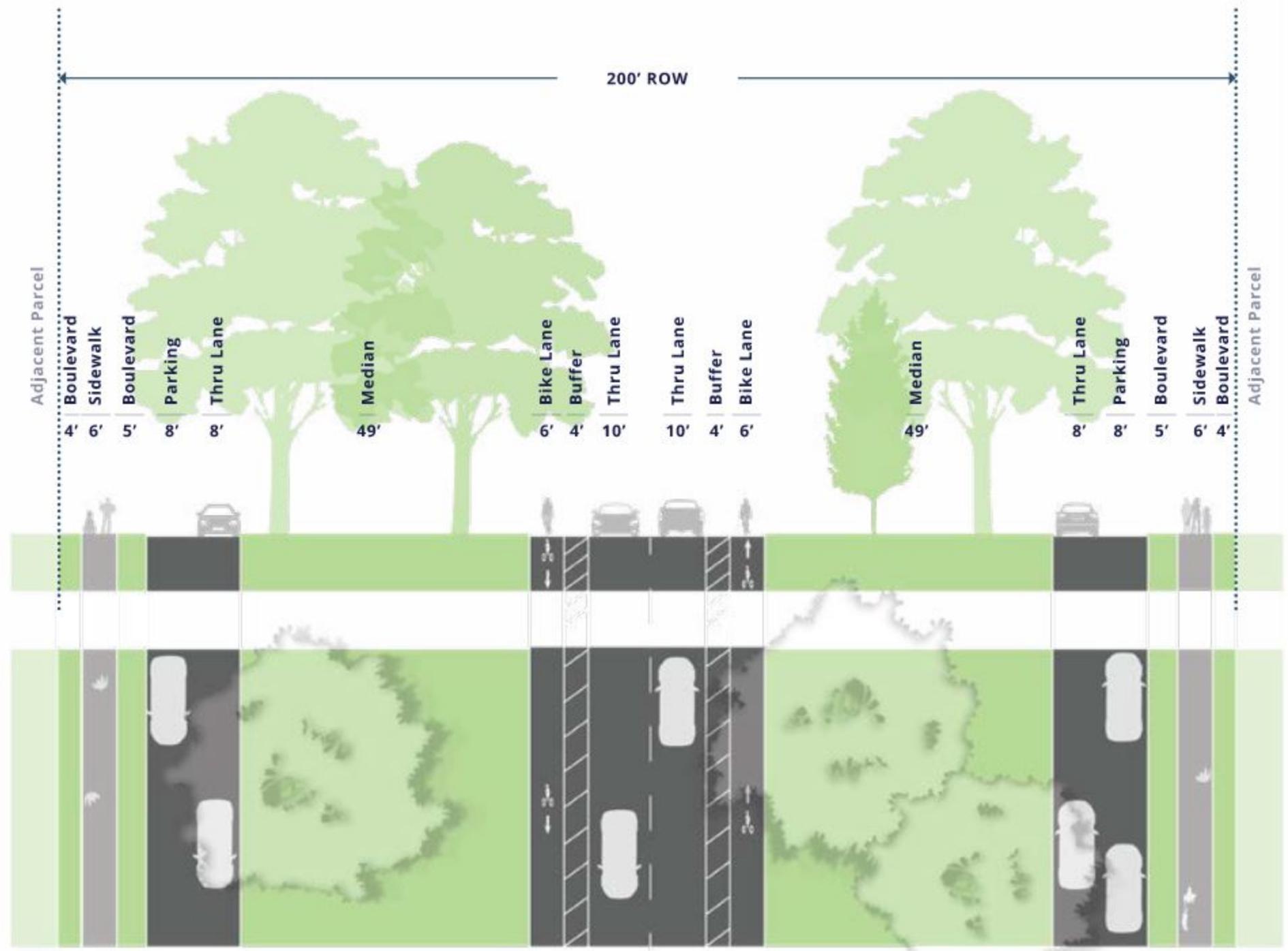
200' ROW, Double Median



Meeting Breakout Group

B Double Median

**TAC MEETING #1**  
FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION



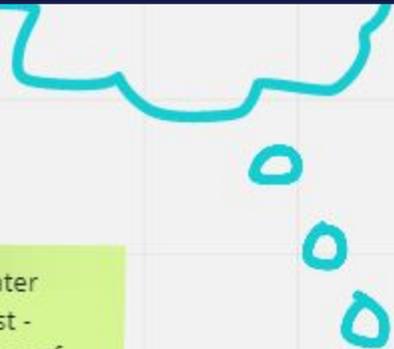
# 3

## DESIGN

**TAC MEETING #1**  
FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION

park like  
but better  
than a  
parkway

"As a \_\_\_\_\_, critical items for a successful trail here would include \_\_\_\_\_."



### THINK + SHARE

(There will also be a way to complete this as meeting follow-up)

bike plan update survey - separate and safe spaces, maintenance of pavement, winter maintenance, year-round use

"As a Civil Engineer..."

Operations & Maintenance Supervisor - Resilient paving, wide enough to accommodate equipment

connections to transit, multi-modal connections

planner - enough width for walkers and bikers

civil engineer - visibility of vulnerable users from vehicles

stormwater specialist - preservation of existing trees and greenspace, minimization of new pavement

MnDOT ped and bike professional - safety improvements at crossing, specifically at Snelling

trail user - convenient connections to entry/exit points on trail

civil engineer - not overbuilding the system, not trying to put all facilities everywhere, think of a sustainable maintenance plan

neighbor - acknowledgement of land use of neighboring properties, how trail will impact those neighbors

resident - preservation of character and feel

median, canopy, feeling of being in nature in urban area, width of corridor

cyclist/runner - wayfinding

trail user - space for snow - current bike lane is covered in snow

4

## Baseline

- Bike & Ped Facilities for a Regional Trail = Above the curb
- Maintenance = Standard level of service
- Blvd Impacts = Limit within 8-10' of trees

## Critical Feedback

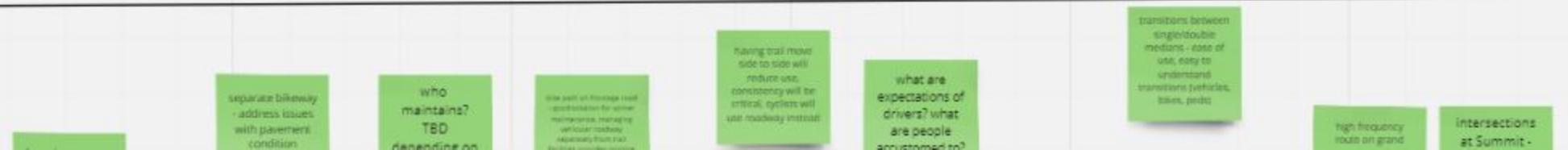
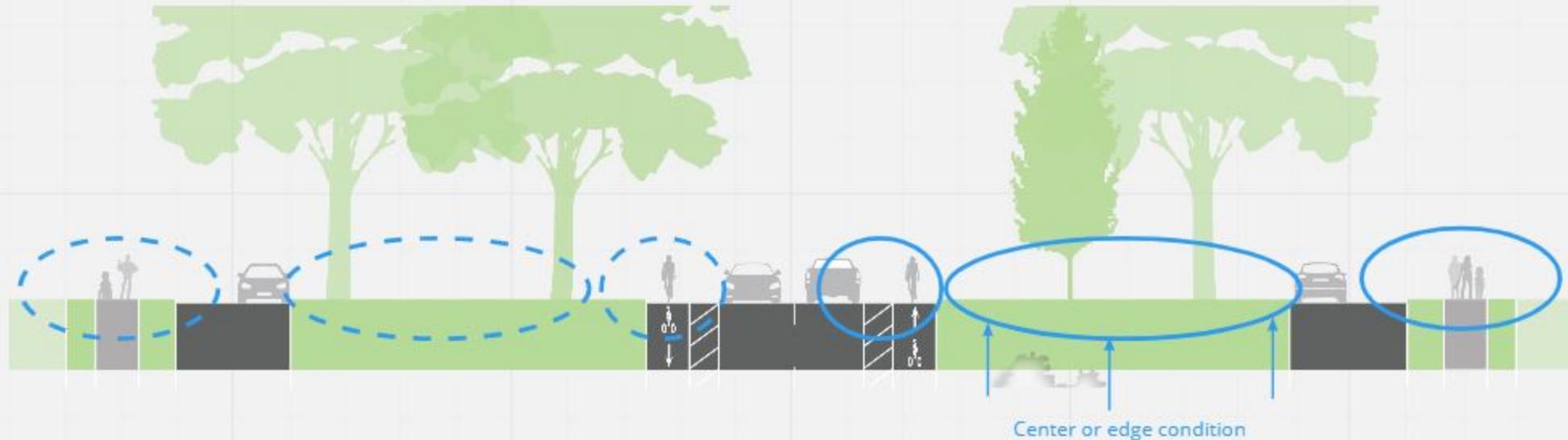
- Multi-Use Scenario Vs. Separate Bike & Ped Realms
- IF Separated: (2) One-Way cycle track Vs. (1) Two-Way cycle track
- Facility in the median or not
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# Objective: Prioritize where the trail can land

**TAC MEETING #1**

FEBRUARY 4, 2022

BREAK OUT SESSION DISCUSSION



lexington - victoria transition

separate bikeway - address issues with pavement condition concerns

who maintains? TBD depending on trail location

bike path on frontage road - good solution for winter maintenance, managing vehicular roadway separately from trail facilities provides positive outcomes for maintenance

having trail move side to side will reduce use, consistency will be critical, cyclists will use roadway instead

what are expectations of drivers? what are people accustomed to?

transitions between single/double medians - ease of use, easy to understand transitions (vehicles, bikes, peds)

high frequency route on grand currently, probably will remain, bus service here probably not likely

intersections at Summit - service dense with transit connections

intersection at snelling - what elements continue to current safety concerns?

merge frontage roads to create "typical" condition at intersection to provide clarity?

curb placement - character and history

maintain curbs, change use between curbs

johnson pwky and 3rd st - capped frontage road

use one frontage road for 2-way bike lane, other frontage road for BRT

capping frontage roads, not thru lanes, exclusively for local access to driveways

how many of these driveways don't have alley access, access to both front and back seems redundant

implementation over time, bridge proposed and existing uses/transitions

perception - medians only to be used by residents, think about creating park-like area for all

does create cul de sac

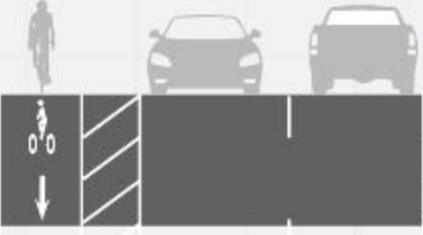
would allow for more green space, park space

not many private driveways, limit frontage road vehicular use just to those residents

remove frontage roads (both sides)

use existing impervious area for bikes, no tree removal

one way track on each side



2-way cycle track, shift traffic lanes north/south to provide more space for bikes and buffer

creates quieter street for residents

consider driveway access

add parking in current bike lanes

physical separation of bikes/peds

think about bike speed

intersection of snelling - phasing in this area

unique roadway conditions creates safety hazard



# Precedents

**TAC MEETING #1**

FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION



# Existing Conditions

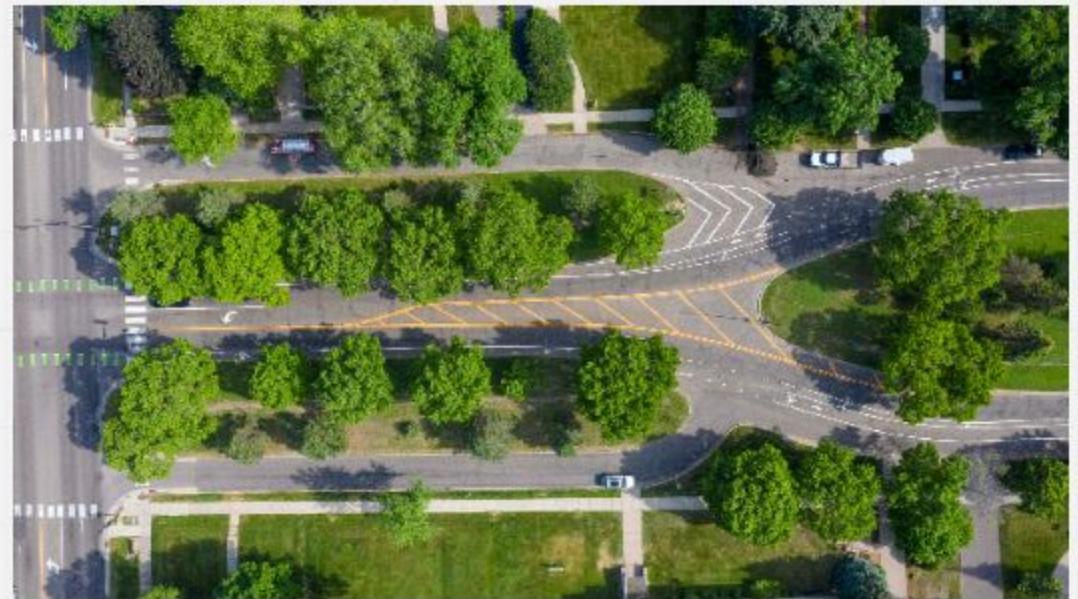
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BREAK OUT SESSION DISCUSSION



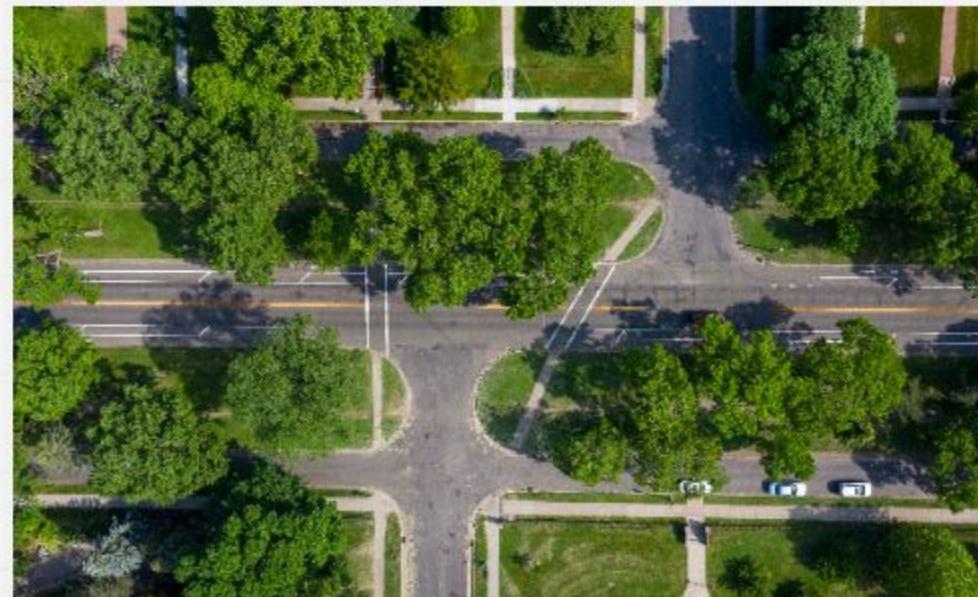
Summit & Snelling



Summit & Snelling



Summit & Wheeler



Summit & Fry/Macalaster

diagonal intersection - very difficult for visually impaired people to cross

behavior has define form of medians, intersections, etc

consider residential zones/private driveways



1 minute

# 1

## VISION

Quick Post: **First word** that comes to mind when you hear the phrase "trail experience?"

Recreational

efficient

Off-  
Road

Nature

Leisure

accessible

comfortable

regional

# Typical Roadway Sections

100' ROW, No Median



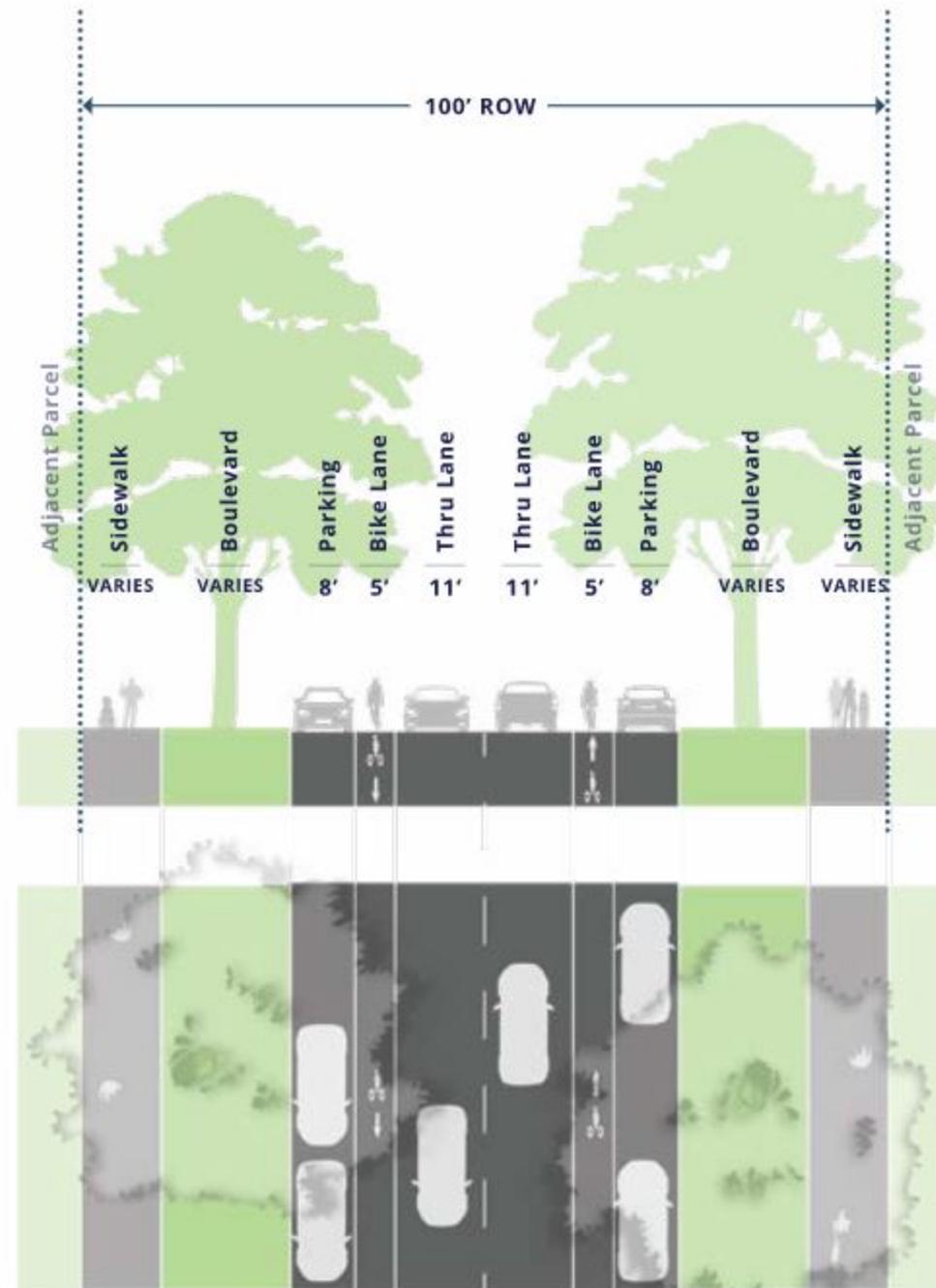
Meeting Breakout Group

C

No Median

**TAC MEETING #1**

FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION



# 3

## DESIGN

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**THINK + SHARE**

(There will also be a way to complete this as meeting follow-up)

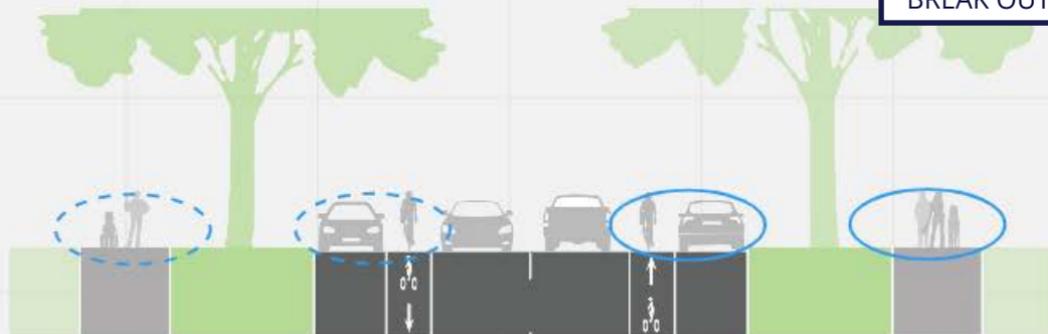
|  |  |   |   |  |  |
|--|--|---|---|--|--|
| As a planner...  | Landscape Architect... green space b/t cars and trail, maintain canopy 'rooms' created within the public realm | Planner - space between roadway and trail - some kind of barrier      | Trail user - don't really feel safe currently   | Pedestrian - separate space for ped and bikes                                  | Preservationist - sensitive design, interpretation opportunities |
| Historic perspective - houses, lawns, setbacks, road itself is historic feature of district. Character defining. | ...context sensitive to historic context - invite people to experience while protecting                        | <b>Form of Barrier</b>  | Bike - wide width allow people to pass  | Clear wayfinding (user comfort)  | Separate for ped and bikes - spaces safe & comfortable for both  |
| TK - Barrier between trail and roadway   | Green space, tree canopy   | ...connecting greenspace - design/construction to support green space | MCS - recreational users and commute/training users - passing needs are hard to accommodate in lane space | MCS - Canopy of large blvd trees is essential element to Summit Ave experience |  |
|  |  |   |   |  |  |

# Objective: Prioritize where the trail can land

**TAC MEETING #1**  
 FEBRUARY 4, 2022  
 BREAK OUT SESSION DISCUSSION

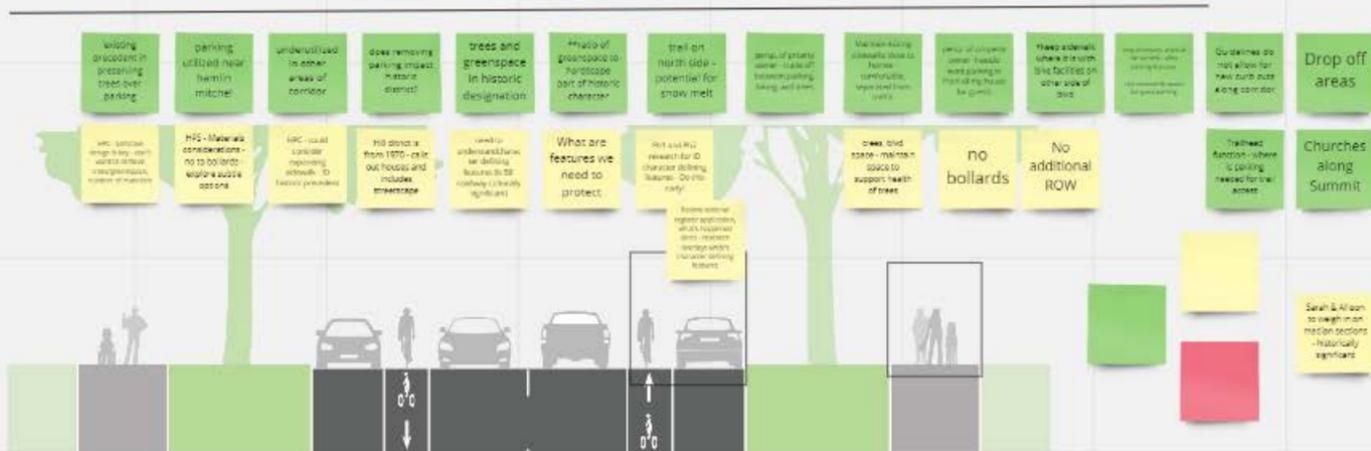
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## Critical Feedback

- Multi-Use Scenario Vs. Separate Bike & Ped Realms
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existing precedent in preserving trees over parking

parking utilized near hamlin mitchel

underutilized in other areas of corridor

does removing parking impact historic district?

trees and greenspace in historic designation

\*\*ratio of greenspace to hardscape part of historic character

trail on north side - potential for snow melt

persp. of proerty owner - trade off between parking, biking, and trees

Maintain exiting sidewalks close to homes - comfortable, separated from traffic

persp. of property owner - I would want parking in front of my house for guests

+keep sidewalk where it is with bike facilities on other side of blvd

long driveways atypical for summit - alley parking & access  
 not necessarily space for guest parking

Guidelines do not allow for new curb cuts along corridor

Drop off areas

HPC - Sensitive design is key - don't want to remove trees/greenspace, number of materials

HPS - Materials considerations - no to bollards - explore subtle options

HPC - could consider expanding sidewalk - ID historic precedent

Hill ditrict is from 1970 - calls out houses and includes streetscape

need to understand charac ter defining features (is 58' roadway culturally significant)

What are features we need to protect

Ph1 and Ph2 research for ID character defining features - Do this early!

Review national register application, what's happened since - research overlays what's character defining features



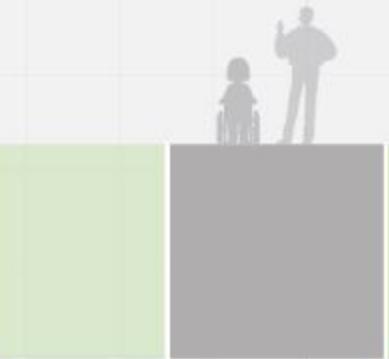
trees, blvd space - maintain space to support health of trees

no bollards

No additional ROW

Trailhead function - where is parking needed for trail access

Churches along Summit



Sarah & Allison to weigh in on median sections - historically significant

# Precedents

5

2

## TAC MEETING #1

FEBRUARY 4, 2022  
BREAK OUT SESSION DISCUSSION

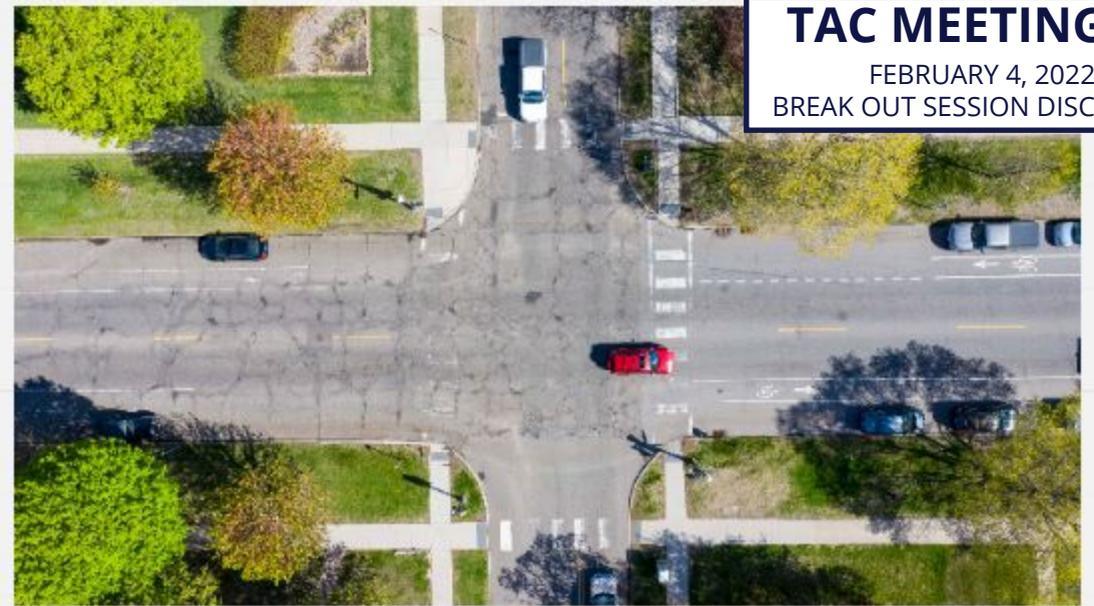


# TAC MEETING #1

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BREAK OUT SESSION DISCUSSION



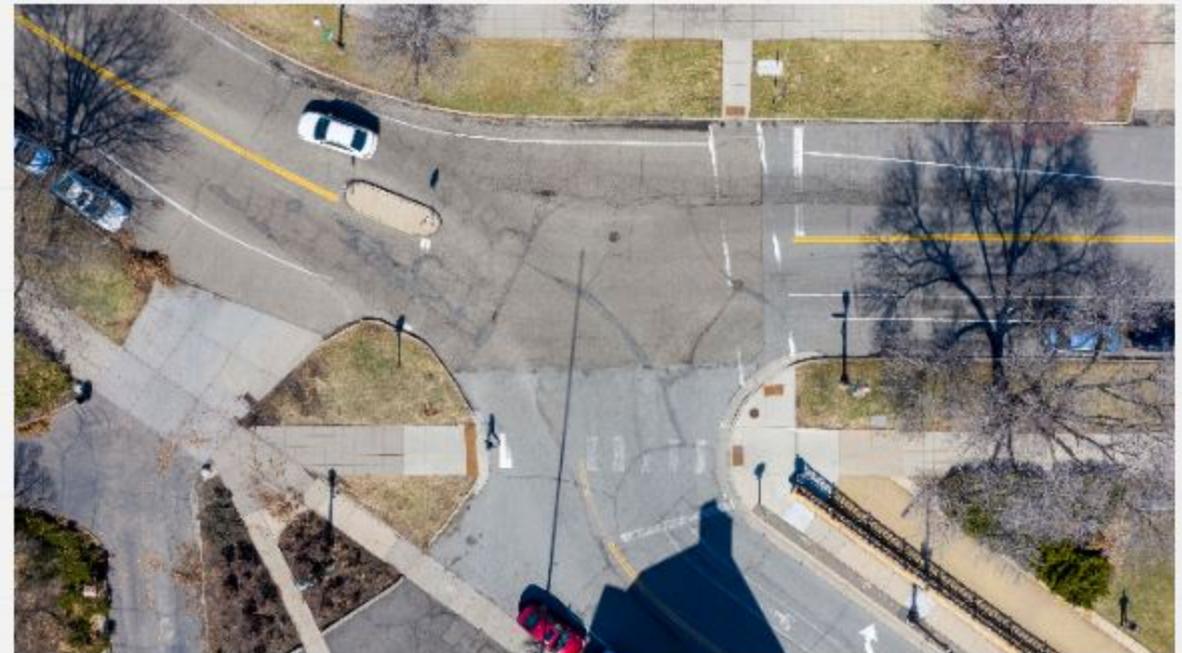
Summit & Lexington



Summit & Milton



Summit & Dale



Summit & Ramsey

# TAC MEETING #1

FEBRUARY 4, 2022  
MEETING CHAT DISCUSSION

- 12:53:26 From Merritt Clapp-Smith (CAAPB) to Everyone:  
You have collected a lot of good information.
- 12:59:21 From barbaram to Everyone:  
nature
- 12:59:27 From Merritt Clapp-Smith (CAAPB) to Everyone:  
off road
- 13:00:17 From Bruce Engelbrekt to Everyone:  
leisure
- 13:00:34 From Sarah Beimers to Everyone:  
accessible
- 13:49:33 From Adam Robbins to Everyone:  
How long is section A?
- 13:51:24 From barbaram to Everyone:  
11,000 vehicles per day on segment between Lexington to Victoria
- 13:55:42 From Brent Christensen to Everyone:  
winning the "door prize"
- 13:58:17 From Cody Christianson | Bolton & Menk to Everyone:  
To Adam's question: Section A goes from MRB to Fairview (1.1 mi) and Sartoga to Lexington (0.9 mi)
- 13:59:15 From Jimmy Shoemaker (he/him) to Everyone:  
and no tree impact!
- 14:00:22 From Luis Flores, Ramsey Co. to Everyone:  
Great discussion! Thank you. Gotta run.
- 14:01:07 From Merritt Clapp-Smith (CAAPB) to Everyone:  
Very good meeting. Thank you. Nice use of Miro. :)
- 14:04:03 From barbaram to Everyone:  
need to leave, thank you!
- 14:05:01 From Mike Samuelson (MnDOT) to Everyone:  
thanks all, need to head out but appreciate the good conversation
- 14:08:00 From Merritt Clapp-Smith (CAAPB) to Everyone:  
We need to invite an alternative for 'paving the way'.
- 14:08:10 From Tracey Kinney (she/her) Met. Co to Everyone:  
Thanks!!
- 14:08:13 From Merritt Clapp-Smith (CAAPB) to Everyone:  
\*invent
- 14:08:23 From jorgensz to Everyone:  
Thanks everyone!