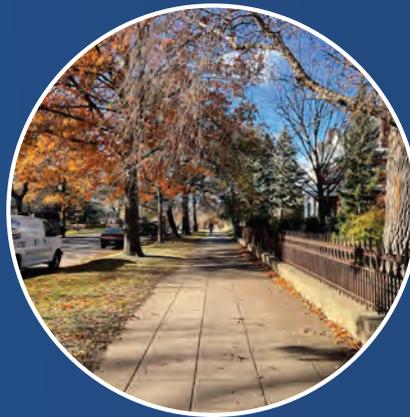
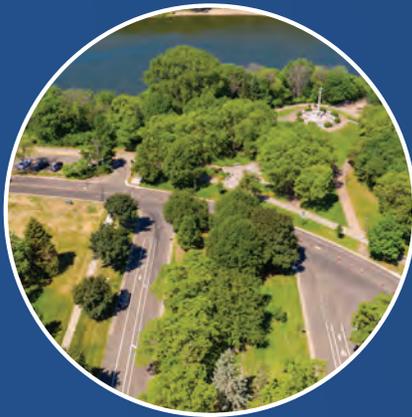


WELCOME!

SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

PUBLIC INFORMATION SESSION

JUNE 6, 2022



Introductions

Summit Ave. Regional Trail Master Plan - Project Team

City of Saint Paul

Parks and Recreation, Design and Construction

Mary Norton
Brett Hussong
Katie Hamerlinck

Bolton & Menk, Inc.

Consultant Team

Scott McBride
Maddie Dahlheimer
Cody Christianson
Renee Barnes
Mikaela Isaacson

City Staff

Director of Parks and Recreation | Andy Rodriguez

Parks and Recreation Design & Construction | Alice Messer

Parks and Recreation Forestry | Rachel Coyle & Zach Jorgensen

Parks and Recreation Public Information Officer | Liz McDonald

Public Works Community Engagement Specialist | Jeanette Rebar

Public Works Transportation Planning & Safety | Reuben Collins & Jimmy Shoemaker

Public Works Civil Engineering & Street Design | Barb Mundahl & Eric McCarthy

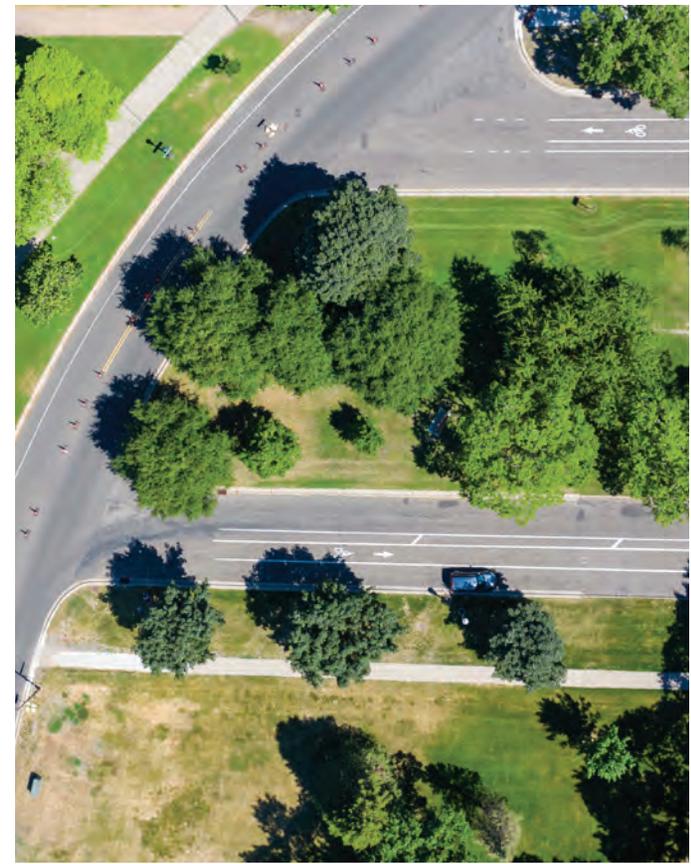
Public Works Traffic Engineering | HunWen Westman

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
- Breakout Room Listening Sessions

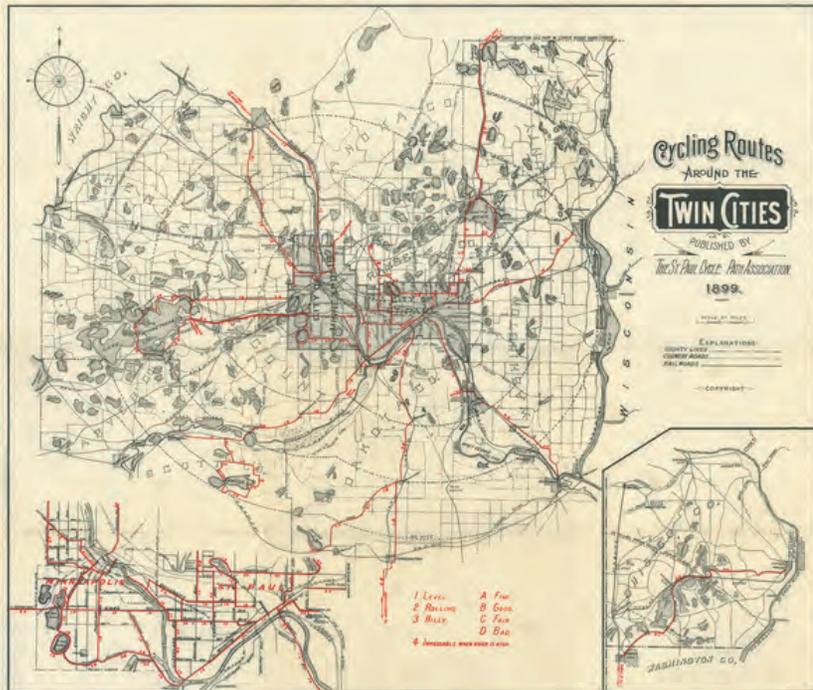
CONTINUOUS ENGAGEMENT

- Master Plan Document: Draft for Public Comment
- Public Open House
- Project Updates and Engagement:
» www.engagestpaul.org/summit «

Coming soon...Summer 2022



• Parkway Experience



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

Recreational Planning

Council File # 93-793
Green Sheet # 2114
RESOLUTION
CITY OF SAINT PAUL, MINNESOTA

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

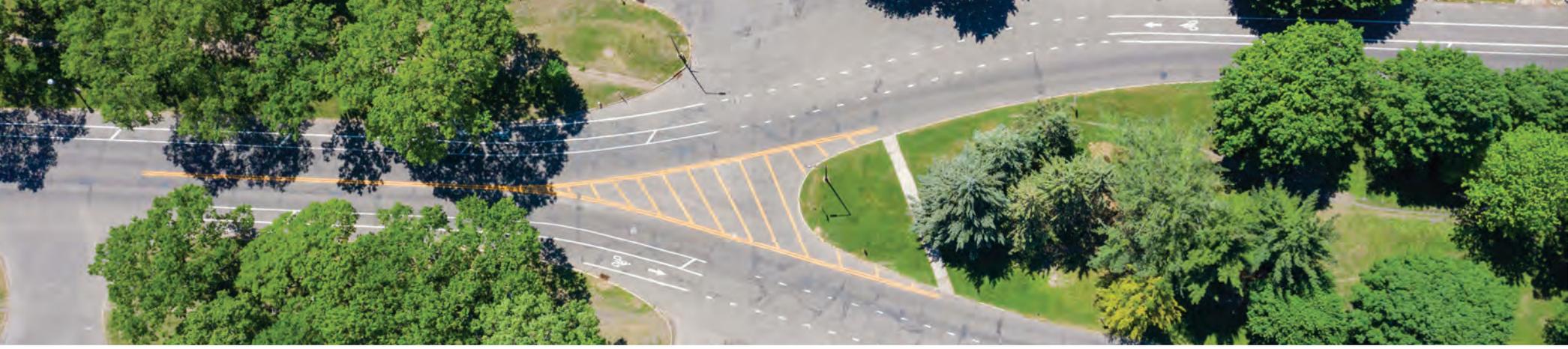
WHEREAS, the Public Works Department placed a bicycle test section on Summit Avenue between Mississippi River Blvd. and Wheeler St. in August, 1992; and

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





• Parkway Experience



SAINT PAUL
MINNESOTA



BOLTON
& MENK

SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

Today's Agenda

INTRODUCTION

- Project planning & background
- Regional Trail Master Plan Process & Schedule

EVALUATION

- Feedback Summaries
- Corridor Analysis Studies
- Trail Design Alternatives

BREAKOUT SESSIONS

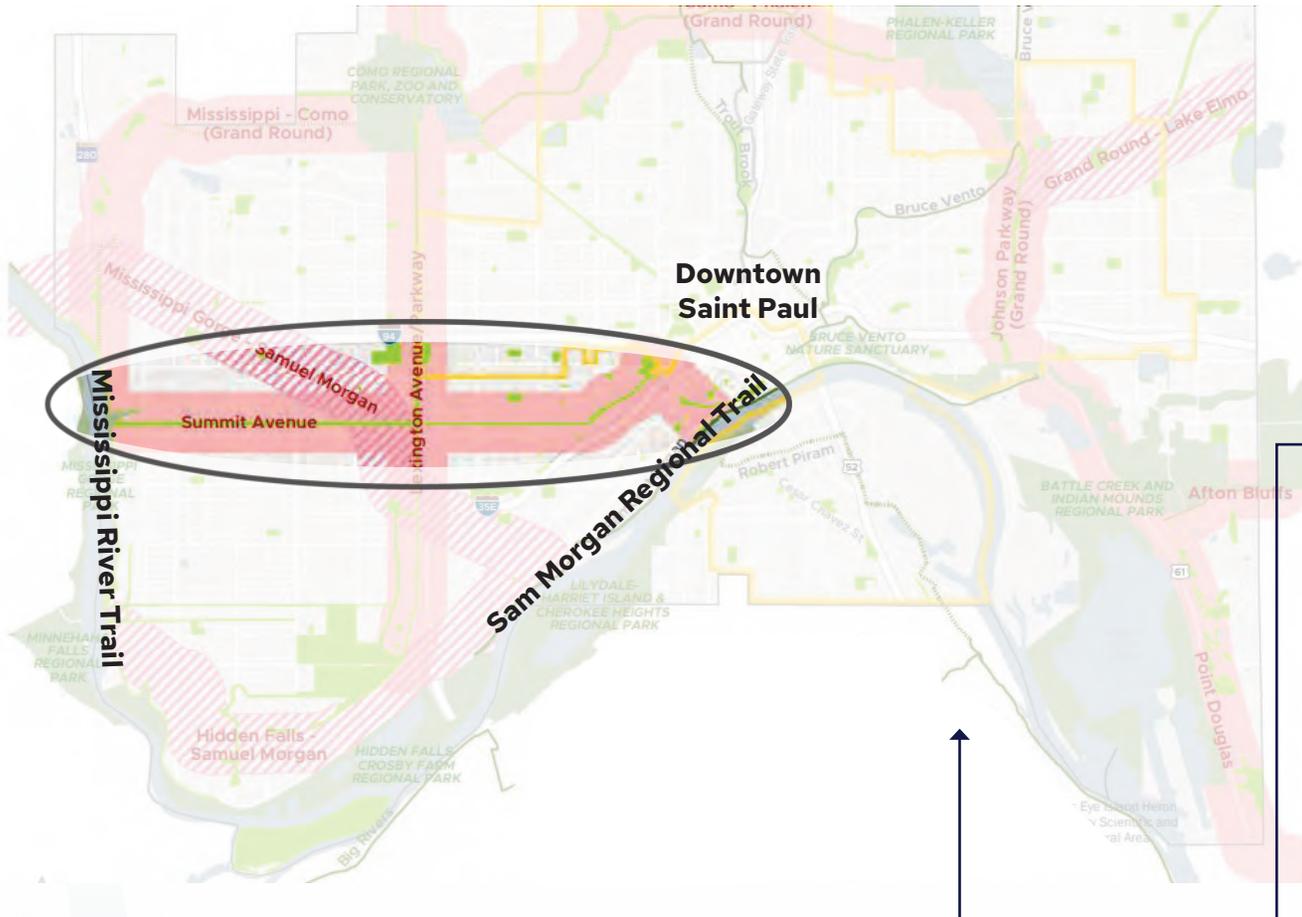
- Discussion & Listening Session
- Summaries of Feedback



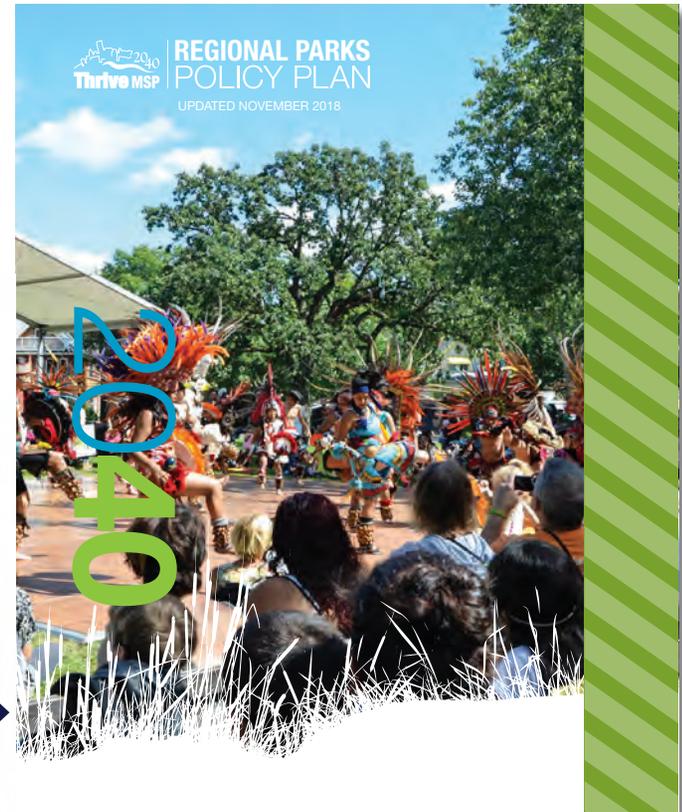
INTRODUCTION



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.

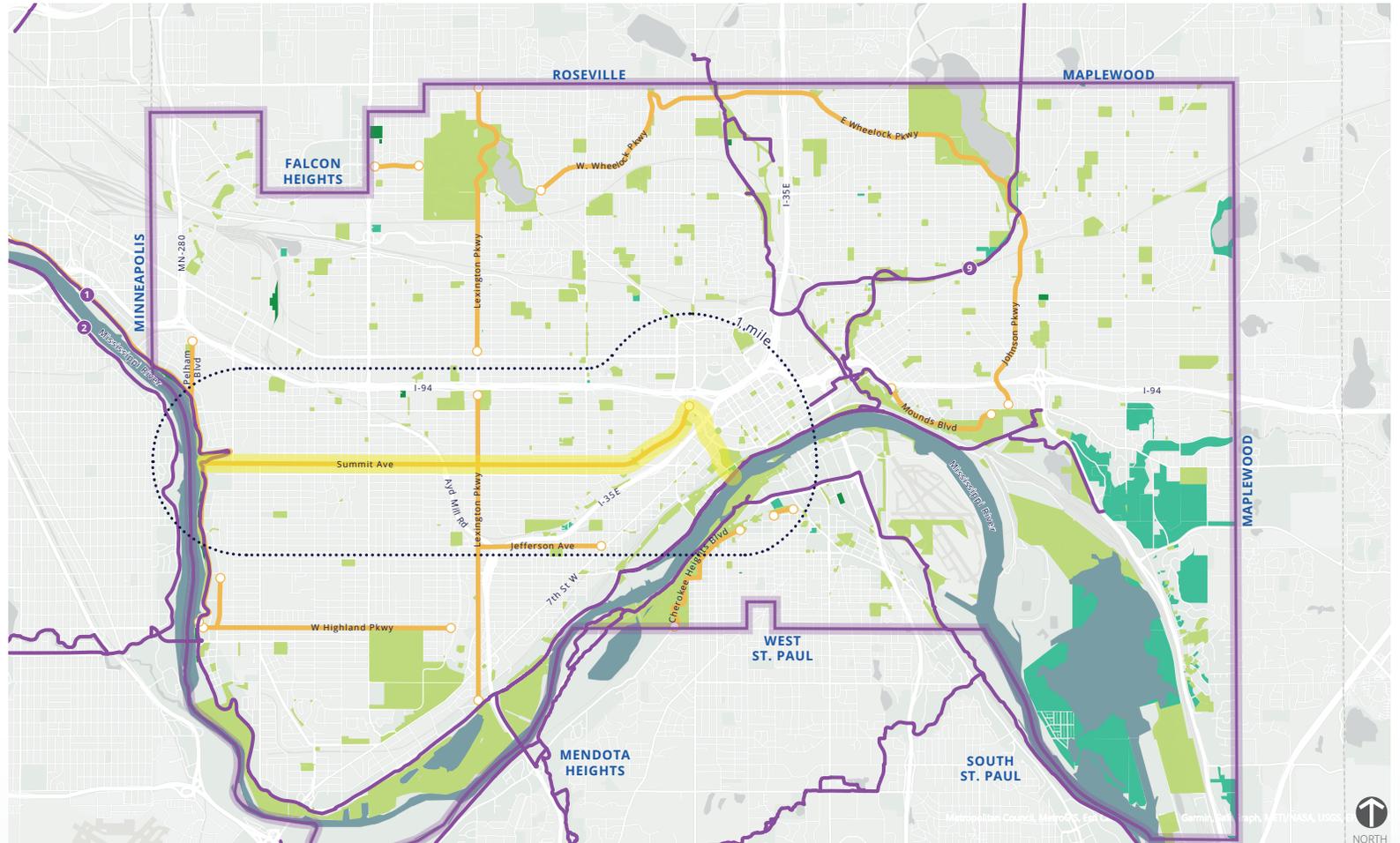


Planning Context

Regional Trails and Greenspace

Legend

- St. Paul City Limits
- Summit Avenue Regional Trail Corridor
- City Designated Parkway
- Existing Regional Trail
- Greenspace - City
- Greenspace - County
- Greenspace - Federal



What about other routes?

- Summit Ave. currently has high multi-modal use, its parkway characteristics and connectivity are important for recreation and regional trails are placed in **regionally desirable settings** that provide high-quality opportunities for people to get outdoors. Parallel routes such as Grand and Portland would present similar design issues such as parking and blvd. space for a trail.

Planning Context

Project Details and Background

- Summit Avenue is an important link in the parks and trail network for the Metropolitan regional
- The Master Plan process will review Summit Avenue 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 Pkwy to Victoria St ahead of planned reconstruction

Project Goals

- Evaluate a regional trail alignment on Summit Avenue to improve **recreation experience and safety** for all users.
- Identify ways to **balance the context** of Summit Avenue 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.

WAYS TO ENGAGE



Join the conversation at
www.engagestpaul/summit

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

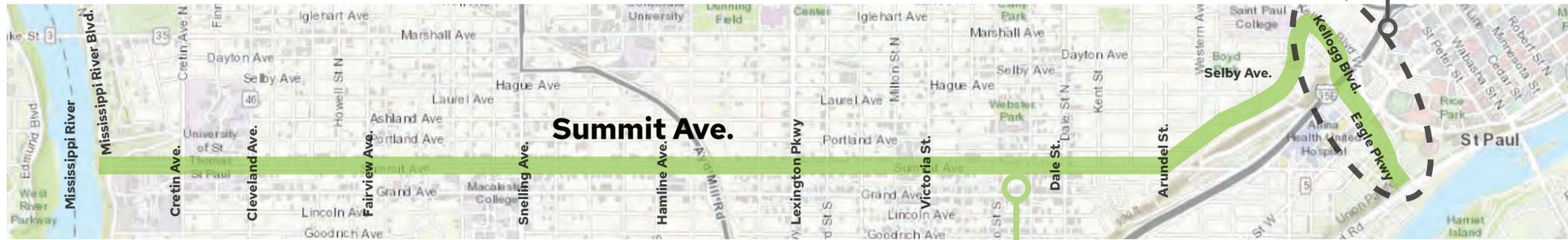


Summit Avenue Regional Trail - Segment Map

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



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

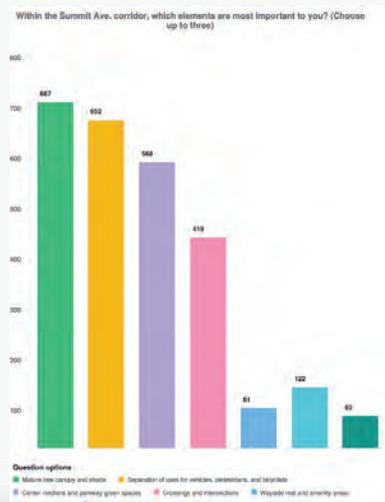
Unpaved Surfaces

- » 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



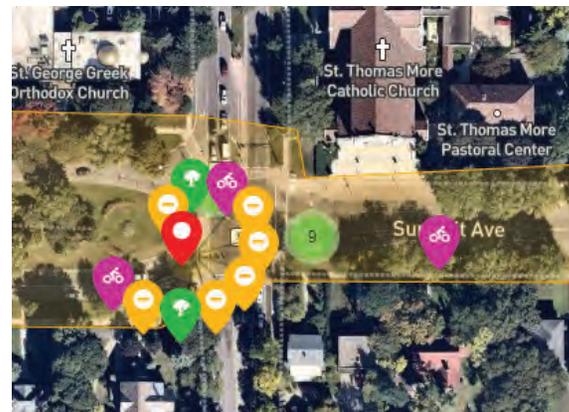
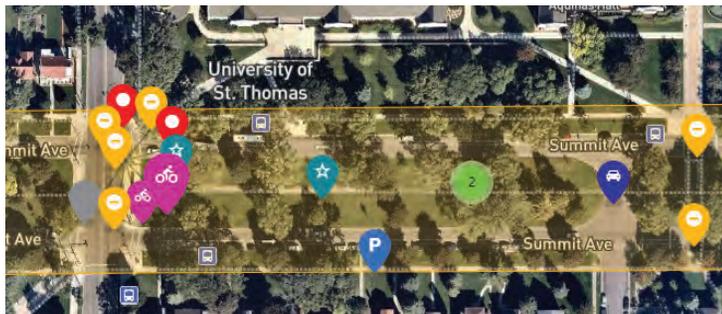
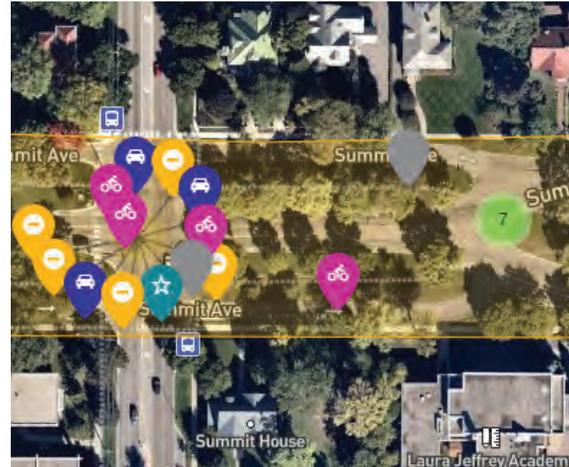
DRAFT - IN PROCESS 2022



SAINT PAUL
MINNESOTA



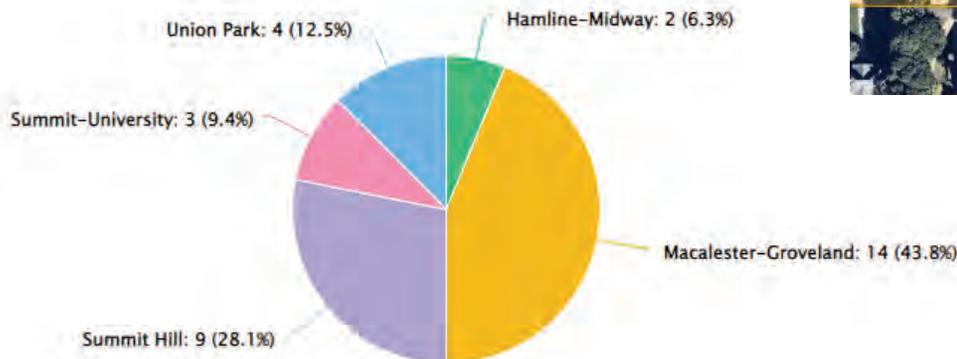
COMMUNITY ENGAGEMENT



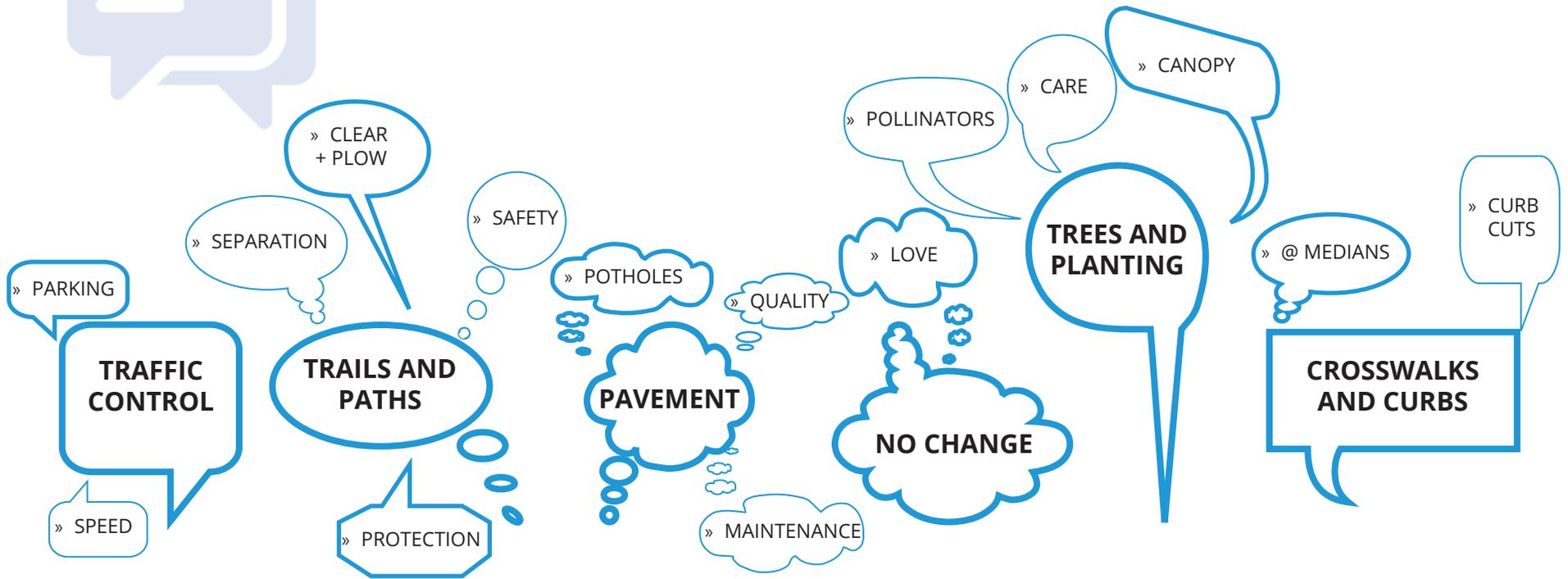
Mapping Participation EXAMPLE INTEREST AREAS

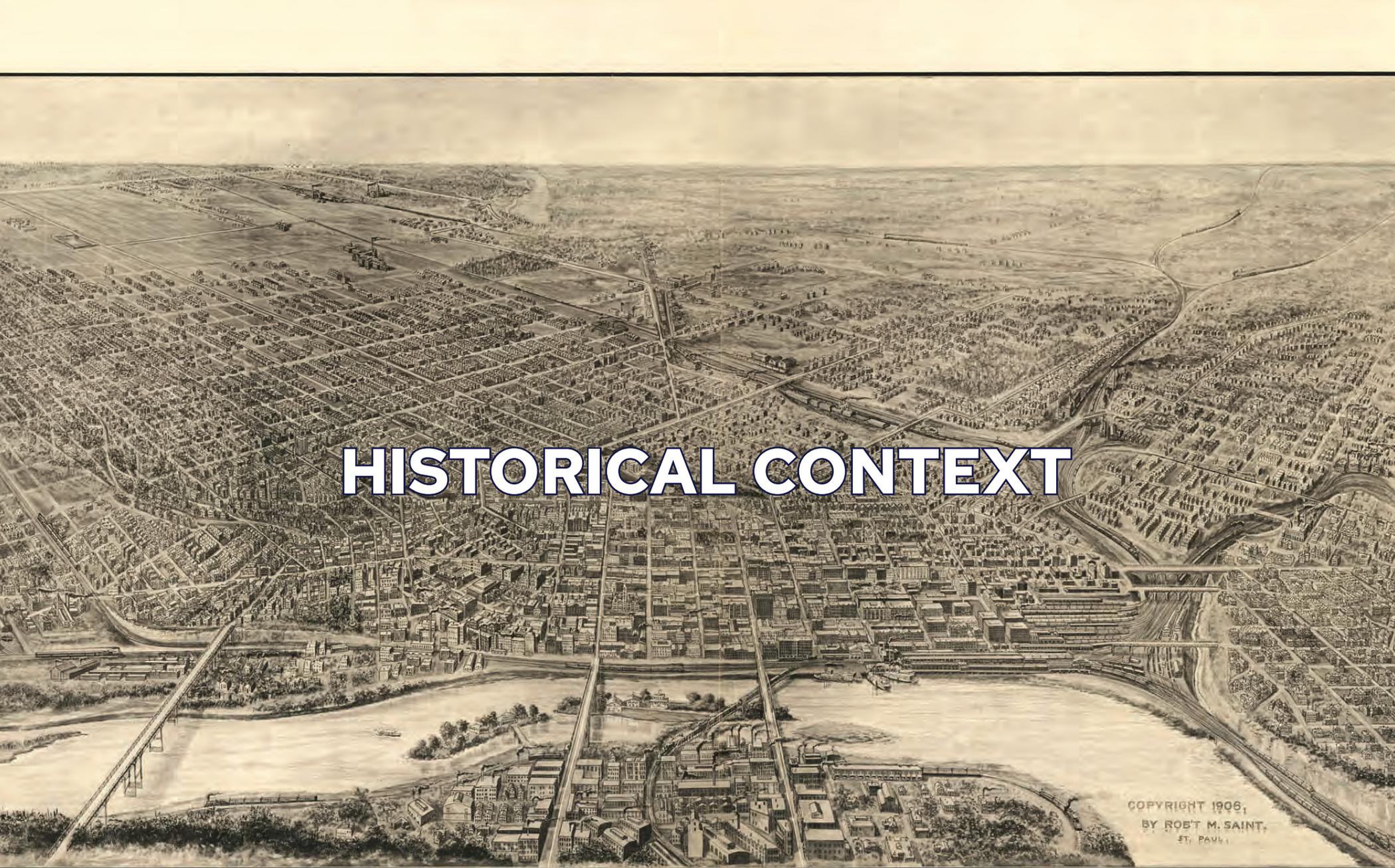
- Safety & Intersections
- Valued Park/Greenspaces
- Connections and Transitions
- Parking Functions & Conflicts

Survey Participation - 800+ Responses



COMMUNITY ENGAGEMENT





HISTORICAL CONTEXT

COPYRIGHT 1906,
BY ROBT. M. SAINT,
ST. PAUL.

St. Paul, Minn.



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MINNESOTA



BOLTON
& MENK

Historic Analysis

- 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



View of Summit Ave from rooftop, looking northwest, circa 1900
Credit: Minnesota Historical Society

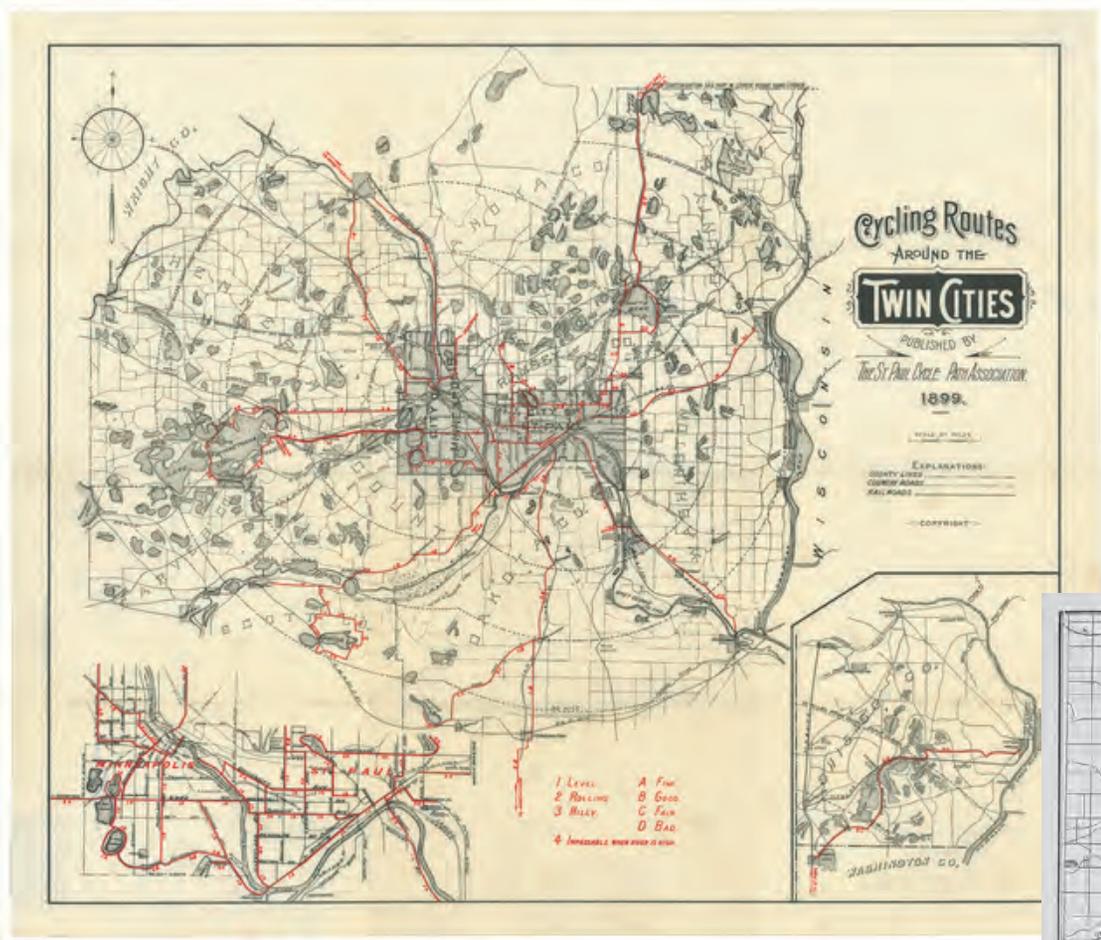


View of Summit Ave. looking west, circa 1900
Credit: Minnesota Historical Society



View of Summit Ave. near Macalester College, looking west, 1890
Credit: Minnesota Historical Society

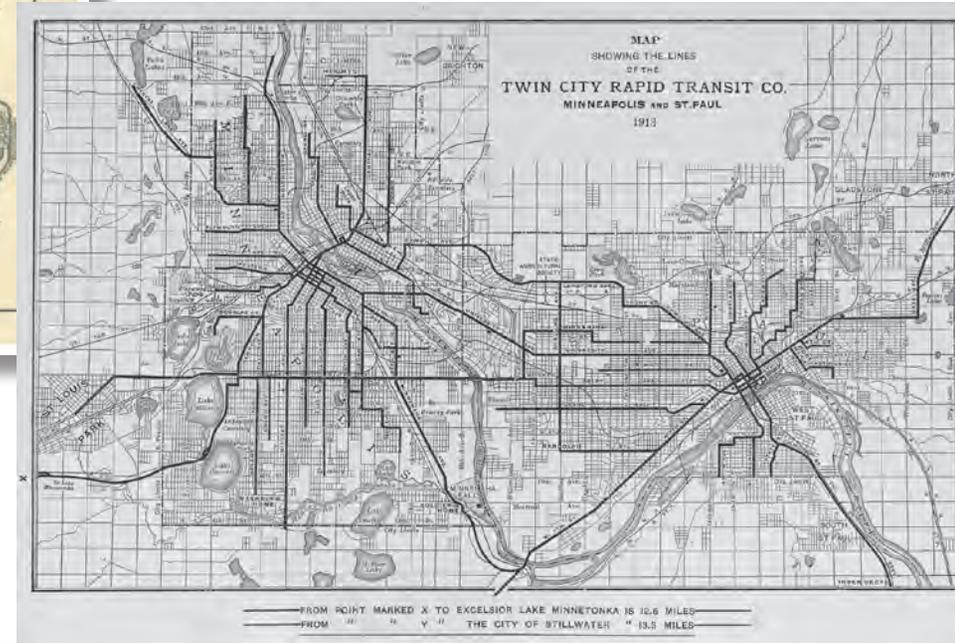
Historic Analysis



Cycling Routes Map from the "Bike Boom" era around 1900

- Local and Regional Transportation Maps
- Connections and Planning various modes

Twin City Rapid Transit Co. Electric Railway Map



Historic Analysis

Consistencies Through Time

- **Architecture** | Through its development, Summit Avenue has been an example of various unique and noteworthy architectural styles. The residential homes on Summit Avenue are also characterized by spacious, green lots.
- **Wide Public Right-of-Way** | Summit Avenue was conceived as a grand parkway with a wider right-of-way than most other Saint Paul streets.
- **Expansive, Park-like Green Spaces** | H.W.S. Cleveland consulted for the City of Saint Paul on the development of the city-wide park system. He noted that Summit Avenue was an excellent parkway and favored the wide, green parkway medians over more segmented city parks.
- **Overall Pattern and Rhythm of the Landscape and Public Space** | The wide, manicured medians and dense overhead canopy from mature trees make the public spaces within this corridor feel special and unique from other areas in the City.

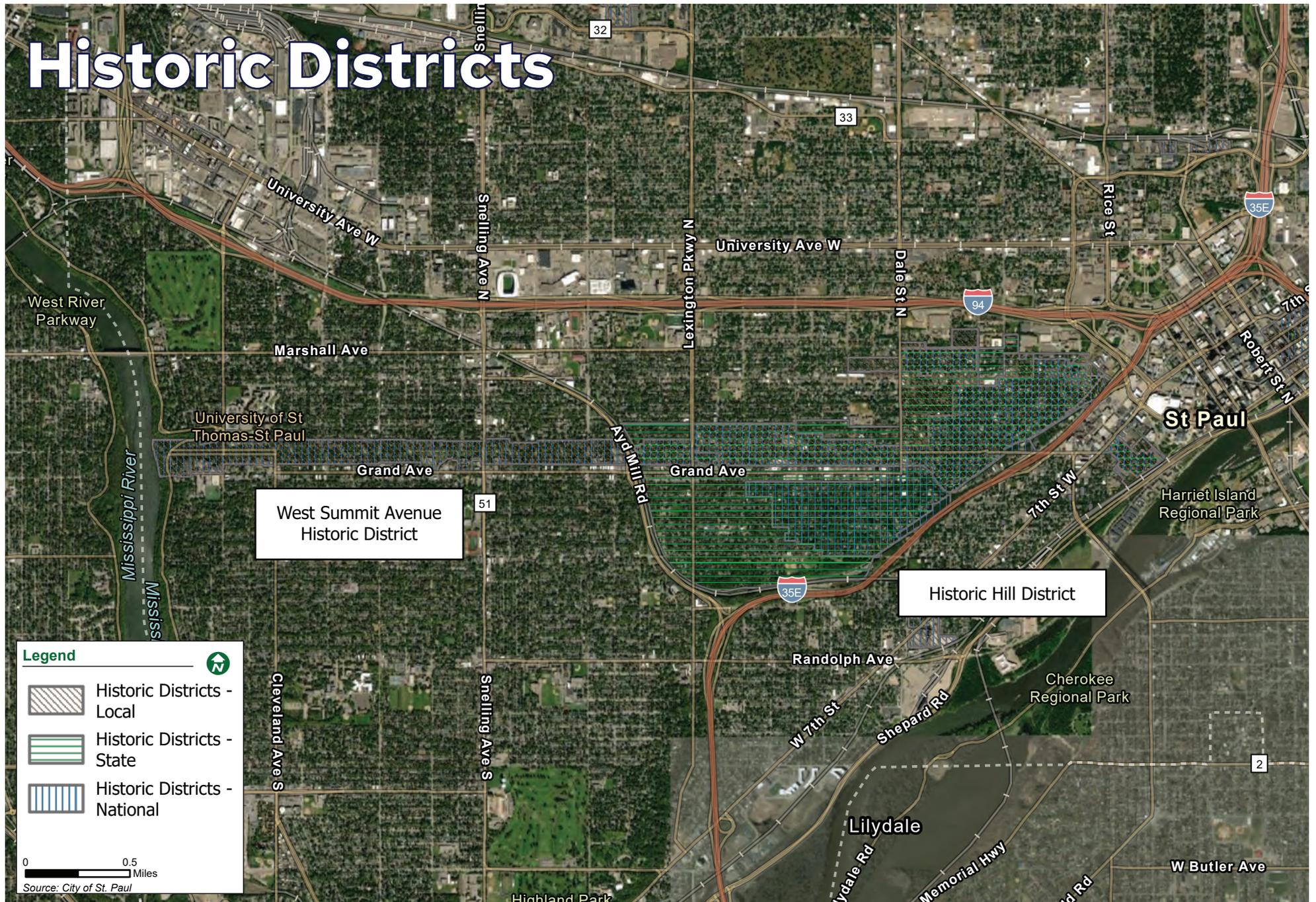
Evolutions of the Roadway

- **Materials** | Dirt roadways and marble sidewalks are now largely asphalt roadways and concrete sidewalks. The granite curbs that were once widely used in Saint Paul exist on some sections of Summit Avenue, but have been replaced by concrete curbs in other areas.
- **Public Right-of-Way Width** | Summit Avenue began as a 100-foot avenue for its entirety. The extra 100-feet of public right-of-way was donated by residents in 1886.
- **Walkways and Bikeways** | Walkways existed within the double median section of roadway around 1900; from the 1890s to the early 1900s, a bikeway ran through the large central median, likely a response to the nation-wide 'Bike Boom' around 1900. The current on-street bikeways were added to the roadway in the 1990s.



View of Summit Ave. near Macalester College, looking west, 1890
Credit: Minnesota Historical Society

Historic Districts



West Summit Avenue
Historic District

Historic Hill District

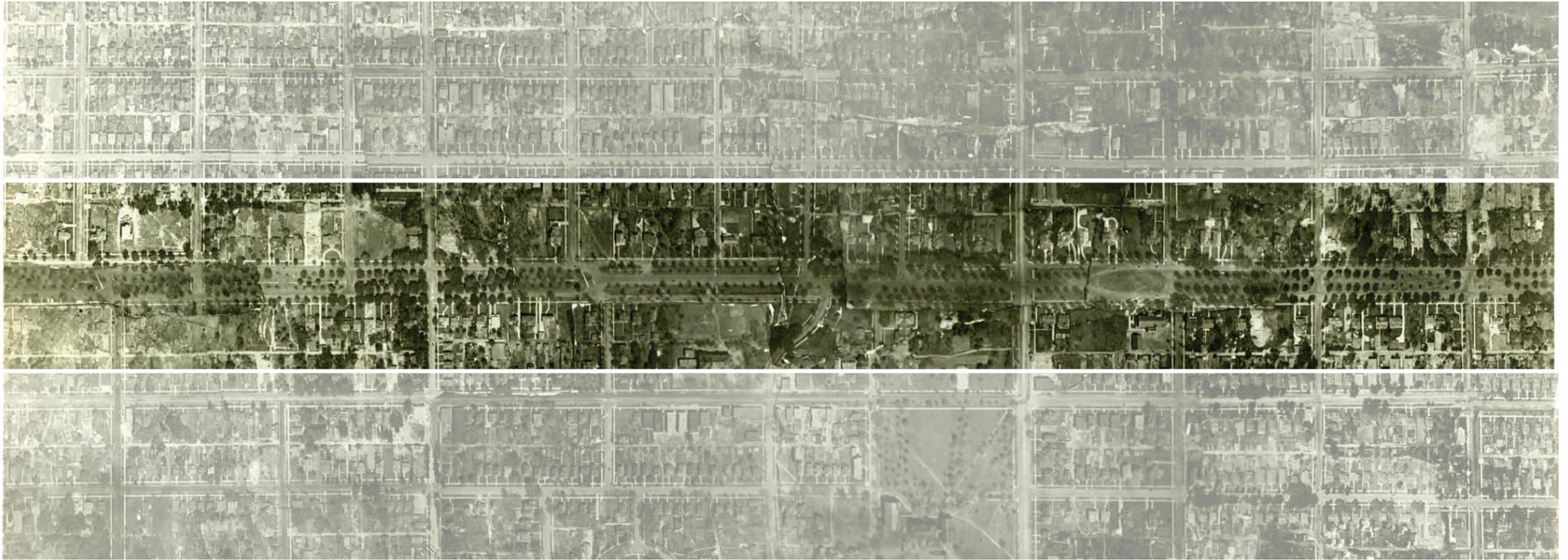
Legend

-  Historic Districts - Local
-  Historic Districts - State
-  Historic Districts - National

0 0.5 Miles
Source: City of St. Paul

Historic Analysis

Patterns in the landscape



Summit Avenue, 1923 (credit: University of Minnesota)



Summit Avenue, 1945 (credit: University of Minnesota)

Existing Conditions



Existing Conditions





GREEN SPACES ARE INTEGRAL TO DESIGN



SAINT PAUL
MINNESOTA



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& MENK

SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

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



SAINT PAUL
MINNESOTA



SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

Forestry

Best Practices & Existing Conditions

- Master Plan will include stewardship, natural resources, and operations & maintenance planning
- Tree health is generally good accross the corridor, **maintaining curb line is an important consideration to minimize impacts.** The 200' R/W, may have more flexibility at the curb edge than the 100' section overall.
- Corridor has variety in tree species throughout, new plantings would emphasize diversity in selection
- Evaluate future projects for construction based on **existing conditions.**



Parking

① Overnight Parking Restriction Study - Counts Taken September 2019 (RES 19-812, memo Jan. 2020)

- Parking utilization studied corridor-wide for roadway maintenance
- Hours collected: 12:00am - 6:00am, July-September 2019 (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



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



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

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



Parking availability can vary sides for context-based approach



Potential Trail locations

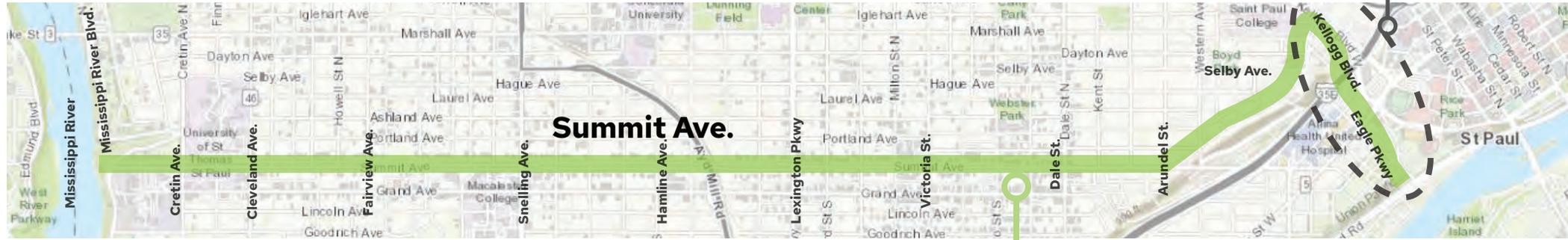


Trail Facility Types

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

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

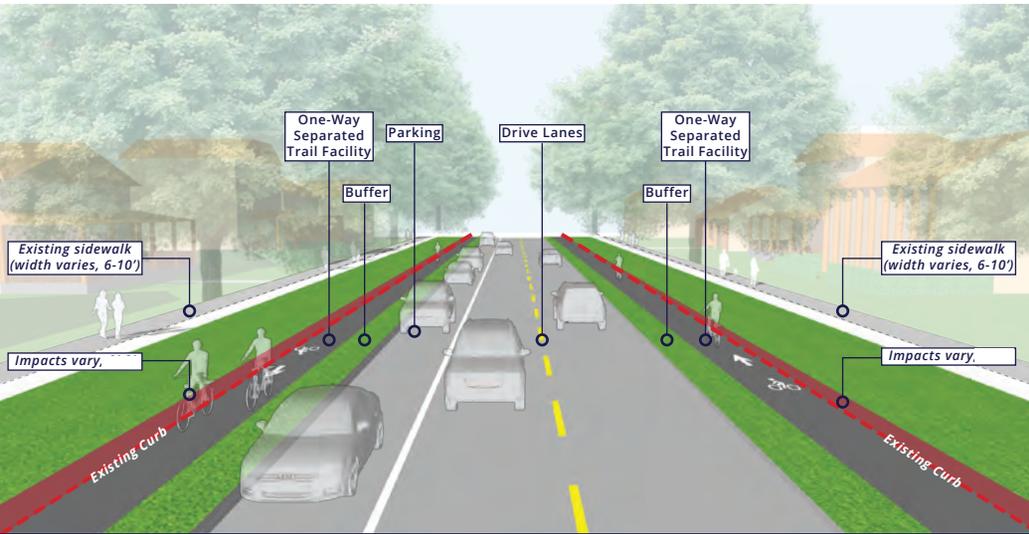
Planned Capital City
Bikeway and Existing
Conditions Apply here



~5.4 miles

--- Existing Curb Line
■ Potential Impact Zone

--- Existing Curb Line
■ Potential Impact Zone



One-Way Trails



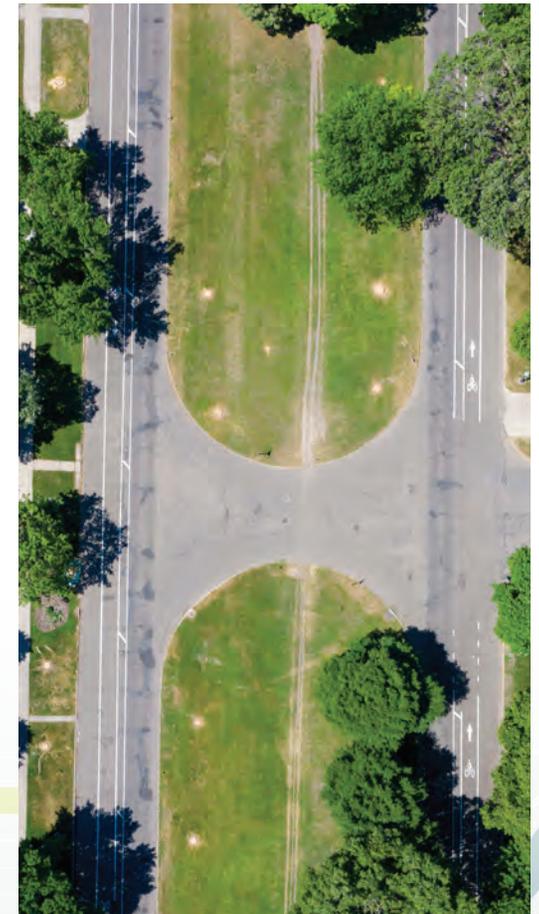
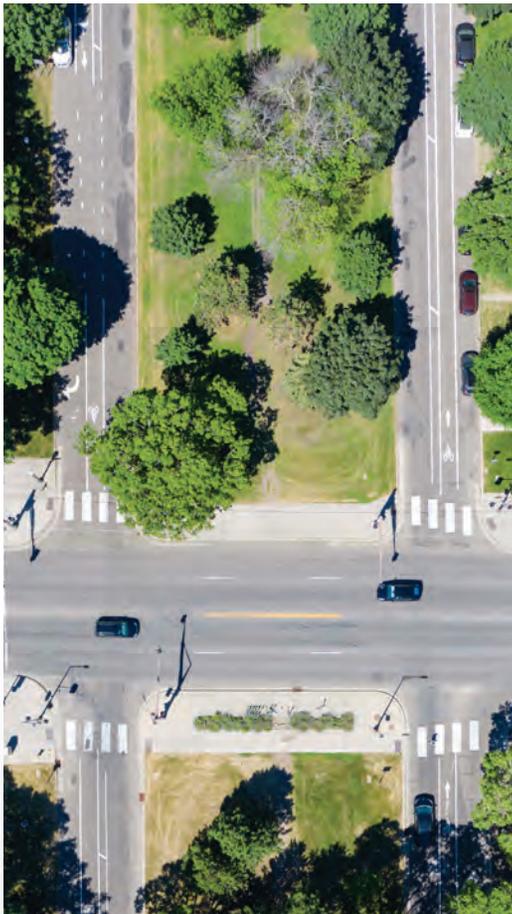
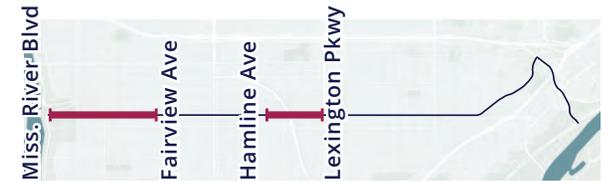
Two-Way Trail

Conceptual Bike Trail Alternatives

200' ROW

Single Median

*Mississippi River Blvd to Fairview Ave,
Hamline Ave to Lexington Pkwy*

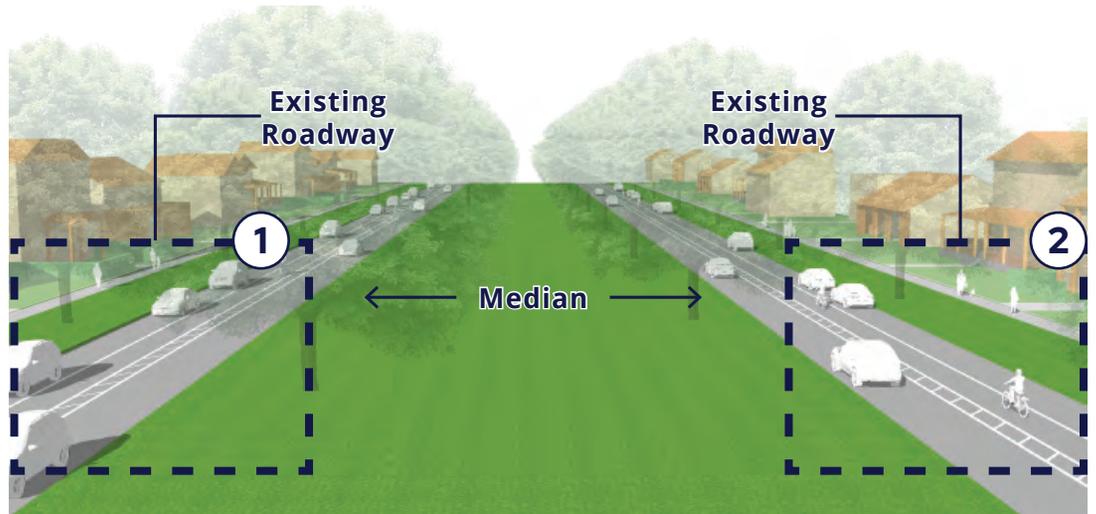


Existing Condition

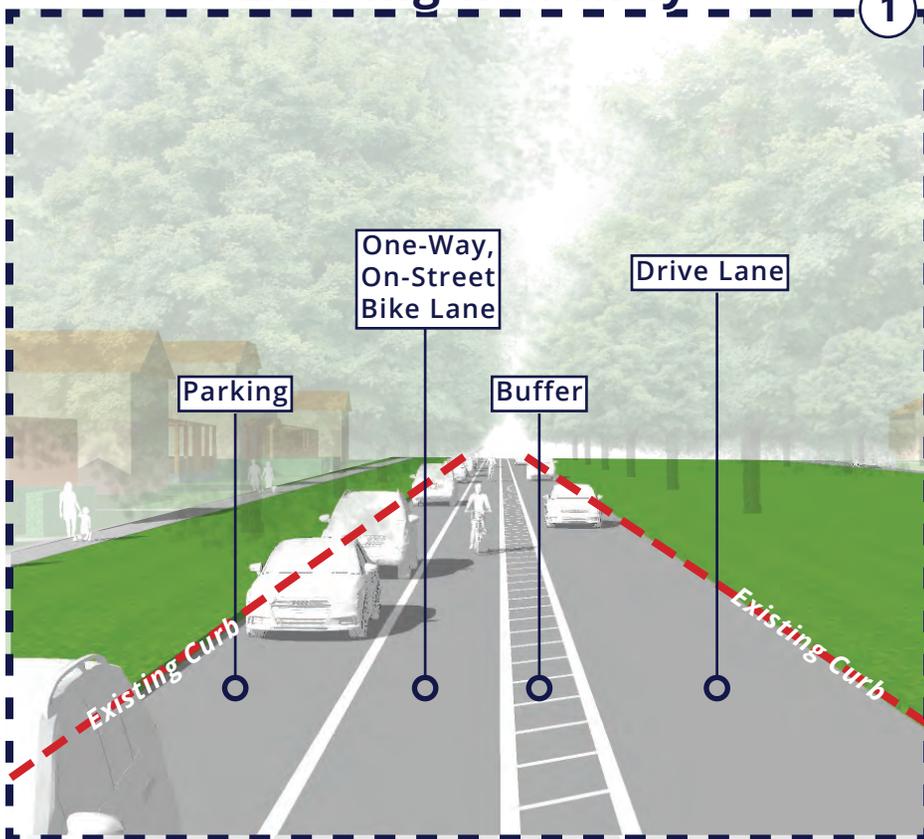
200' Right-of-Way | Segments A and C



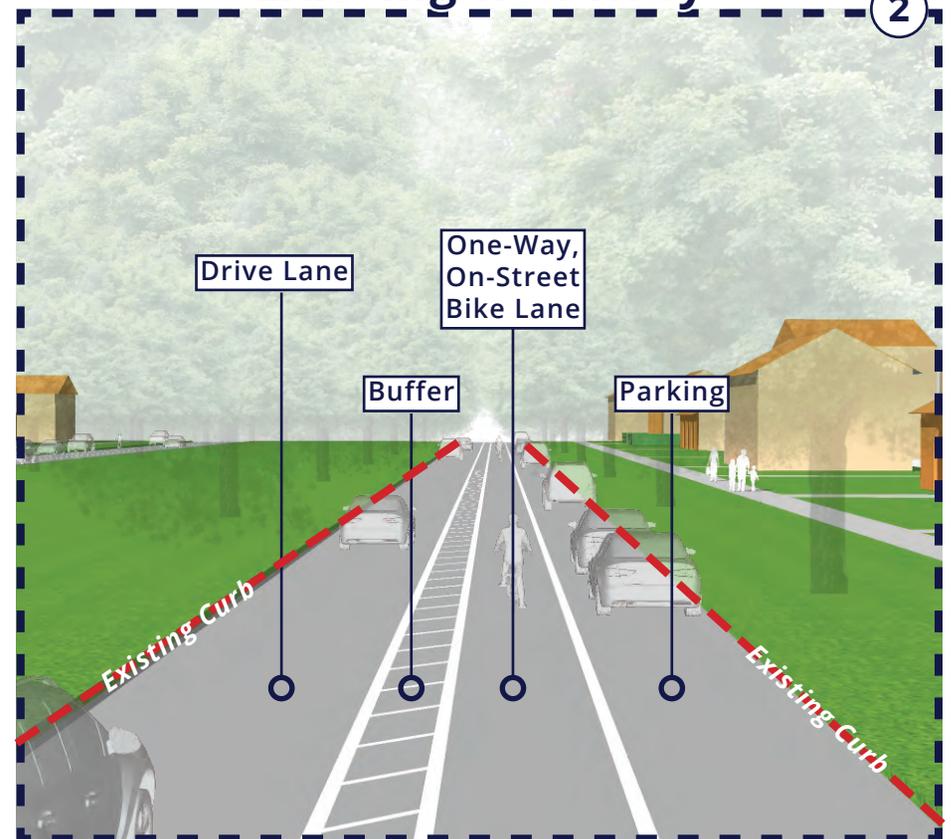
- Existing Curb Line
- Potential Impact Zone



Existing Roadway ①



Existing Roadway ②

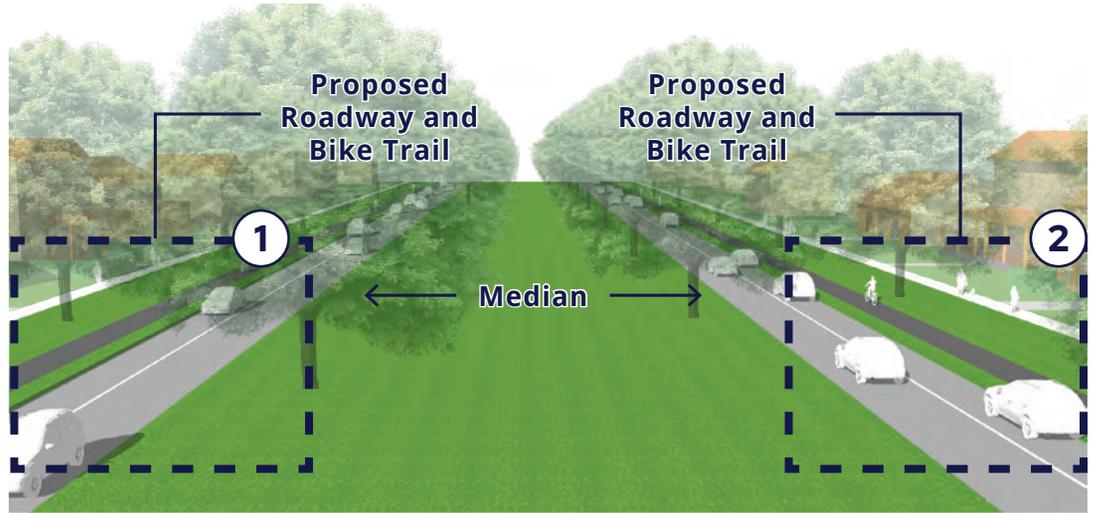


One-Way Separated Trail, Parking Both Sides

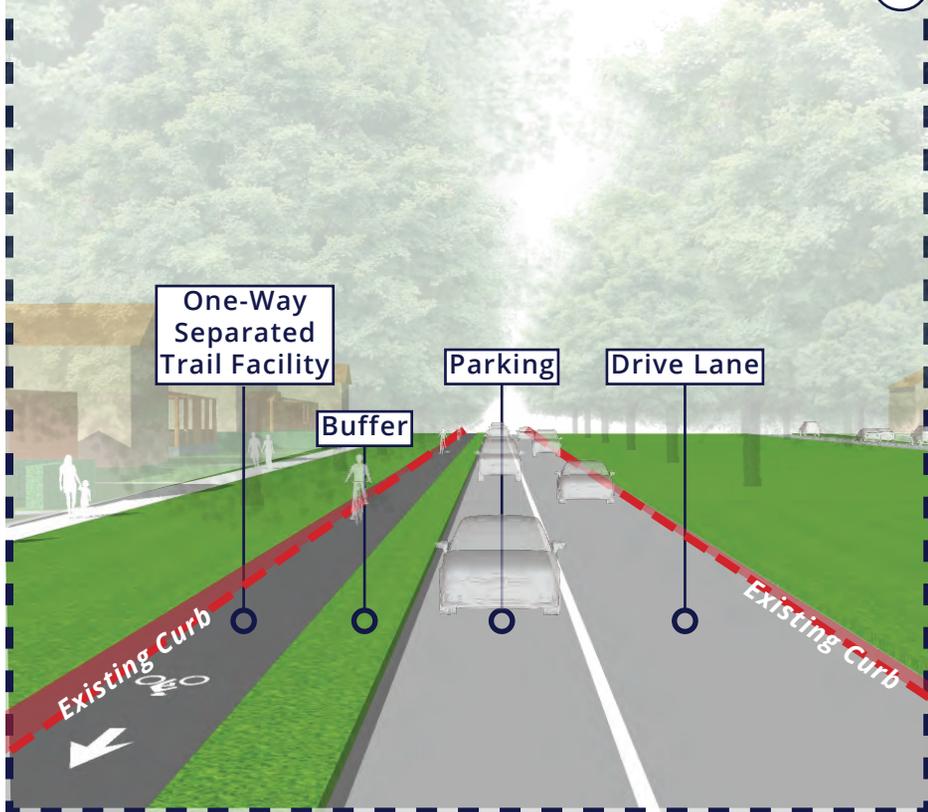
200' Right-of-Way | Segments A and C



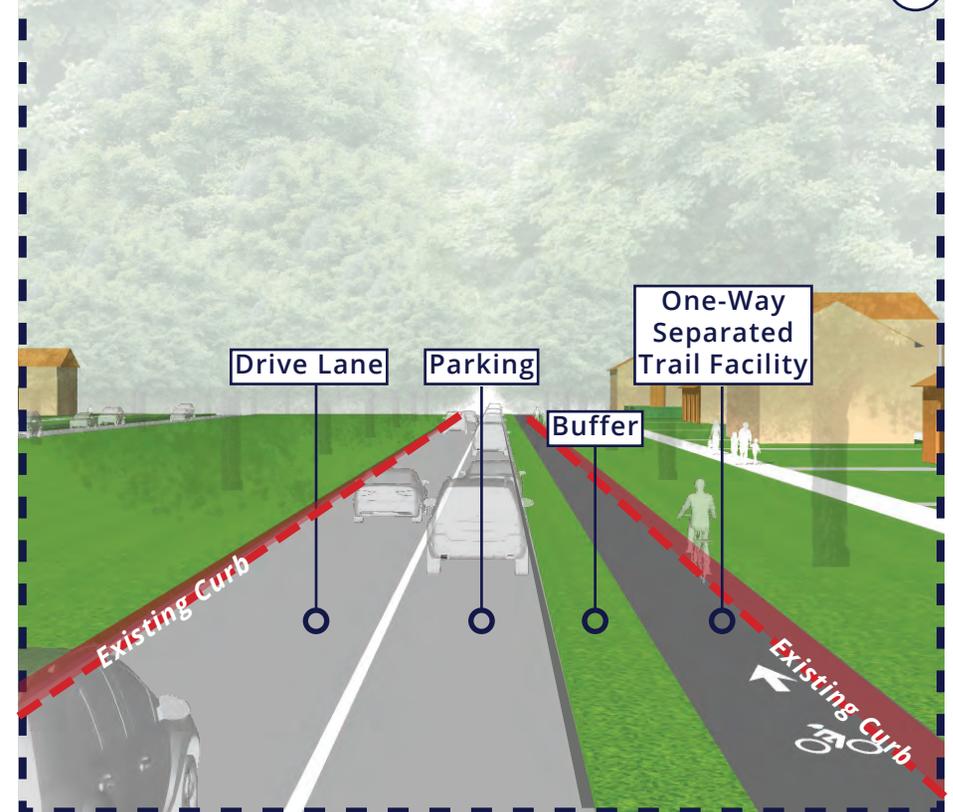
- - - Existing Curb Line
- █ Potential Impact Zone



Proposed Roadway and Bike Trail ①

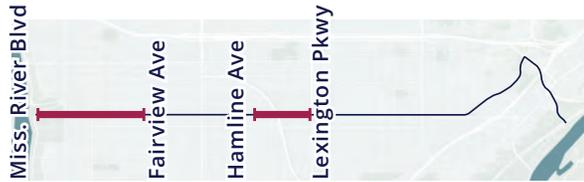


Proposed Roadway and Bike Trail ②

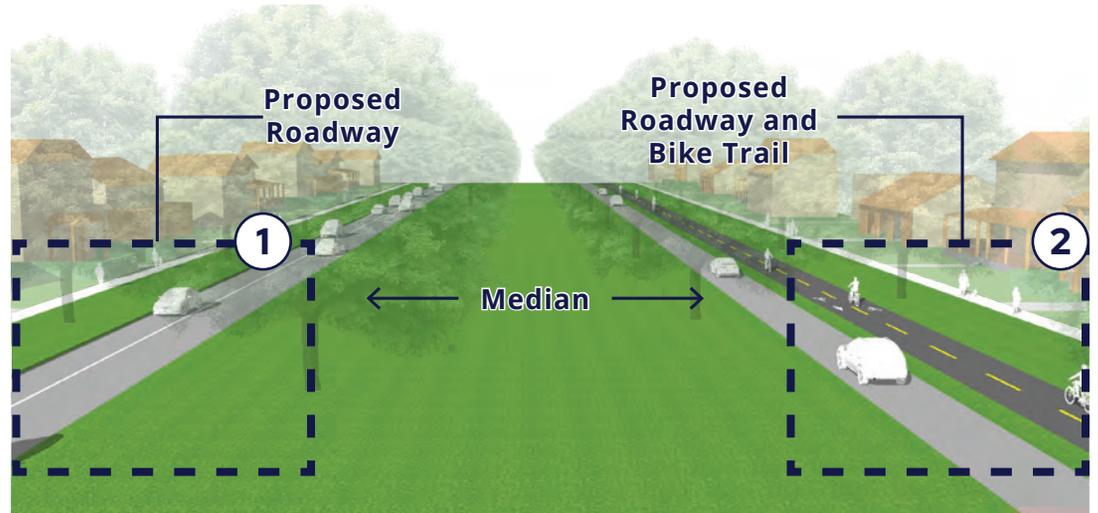


Two-Way Separated Trail, Parking One Side

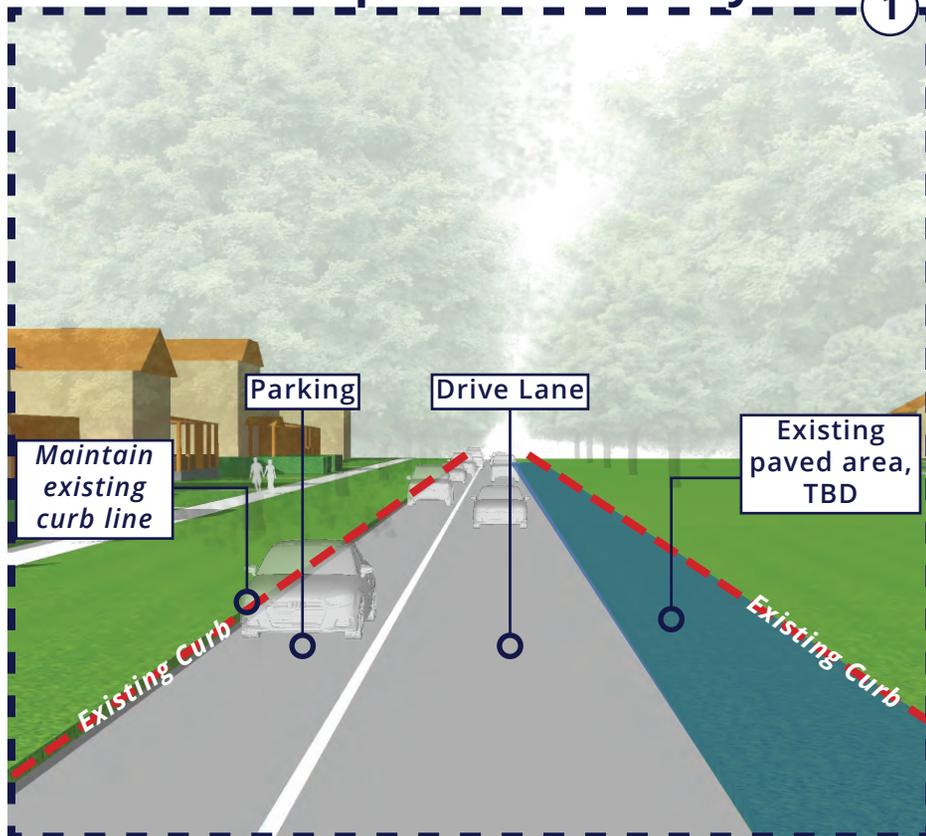
200' Right-of-Way | Segments A and C



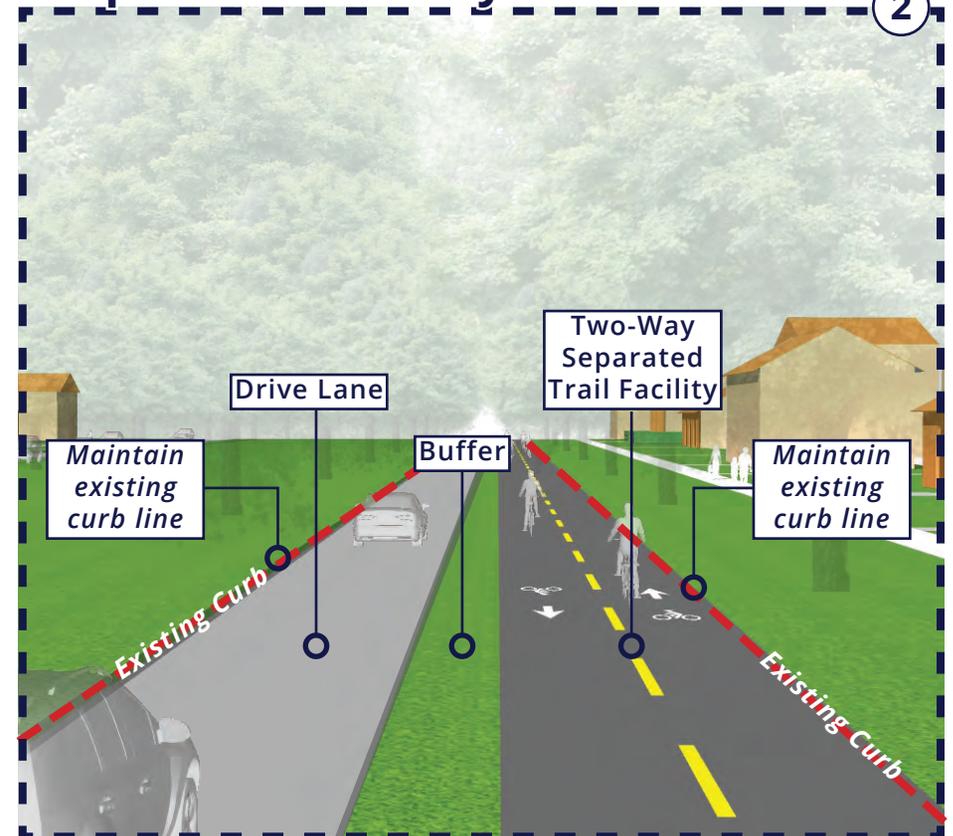
- - - Existing Curb Line
- Potential Impact Zone



Proposed Roadway ①



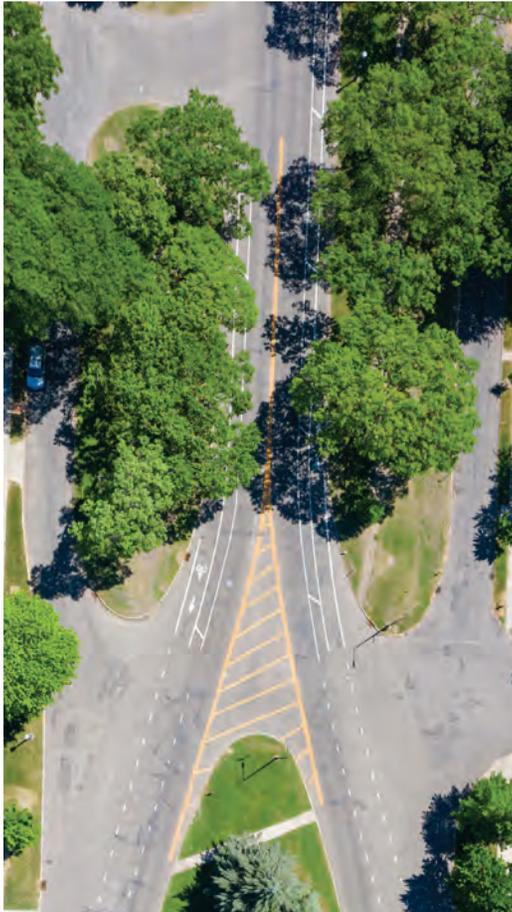
Proposed Roadway and Bike Trail ②



Conceptual Bike Trail Alternatives

200' ROW Double Median

Fairview Ave to Snelling Ave

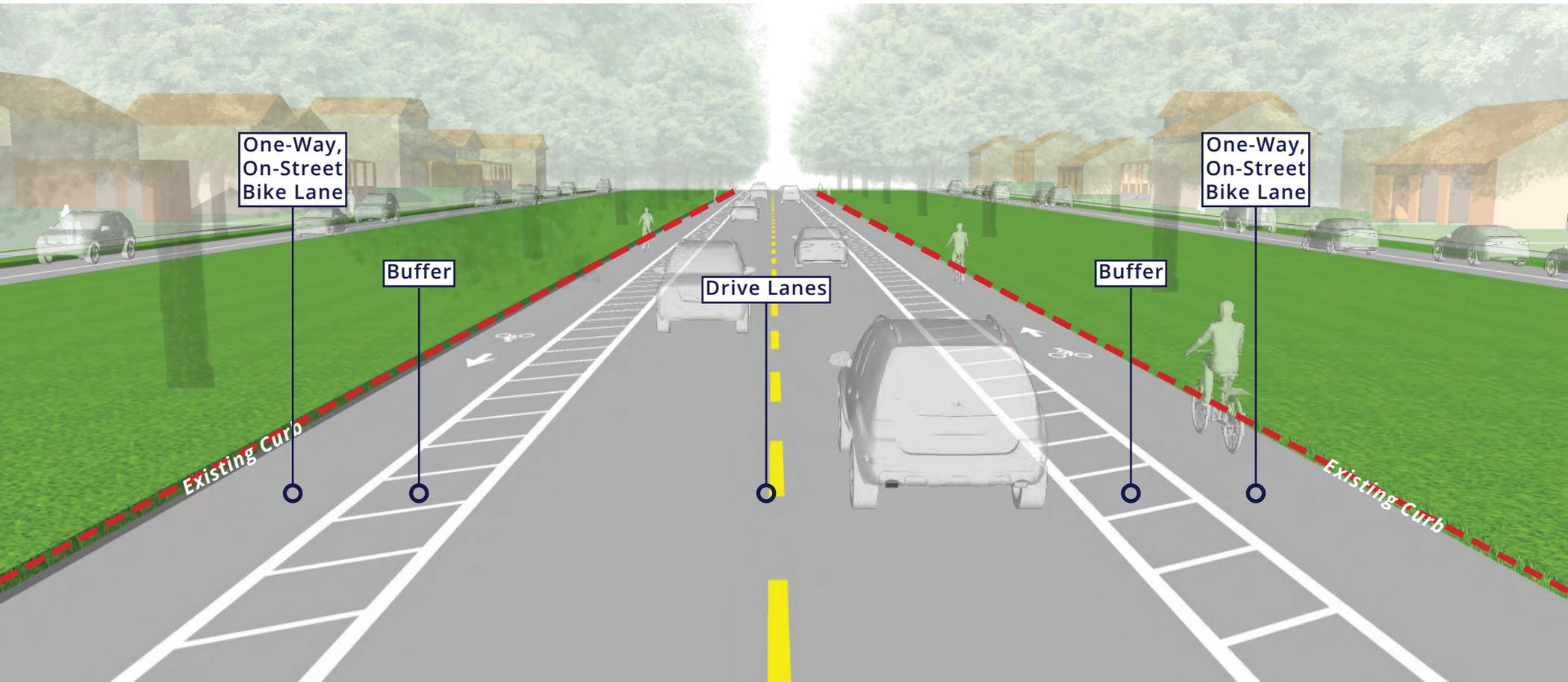
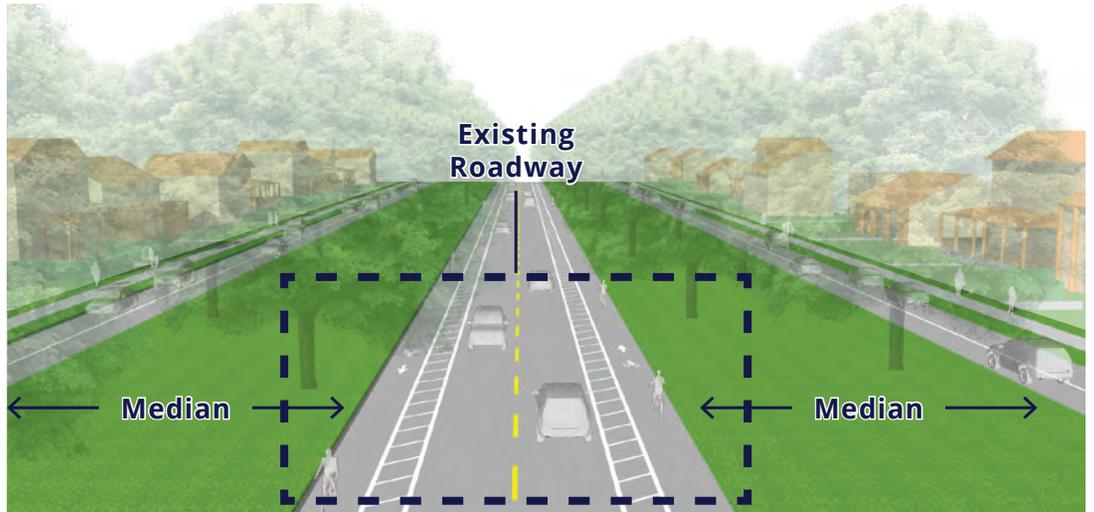


Existing Condition

200' Right-of-Way | Segment B



- Existing Curb Line
- Potential Impact Zone

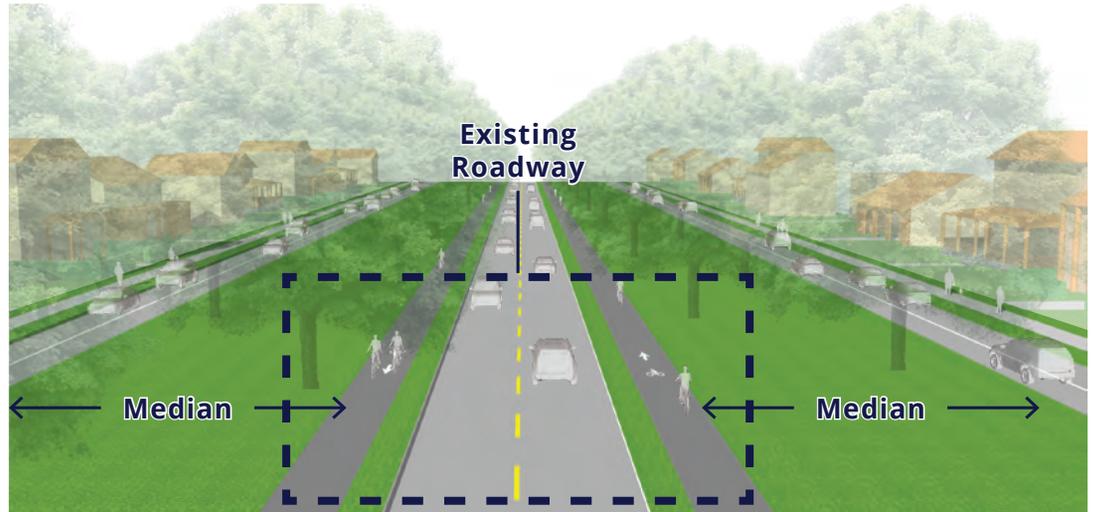


One-Way Separated Trail

200' Right-of-Way | Segment B

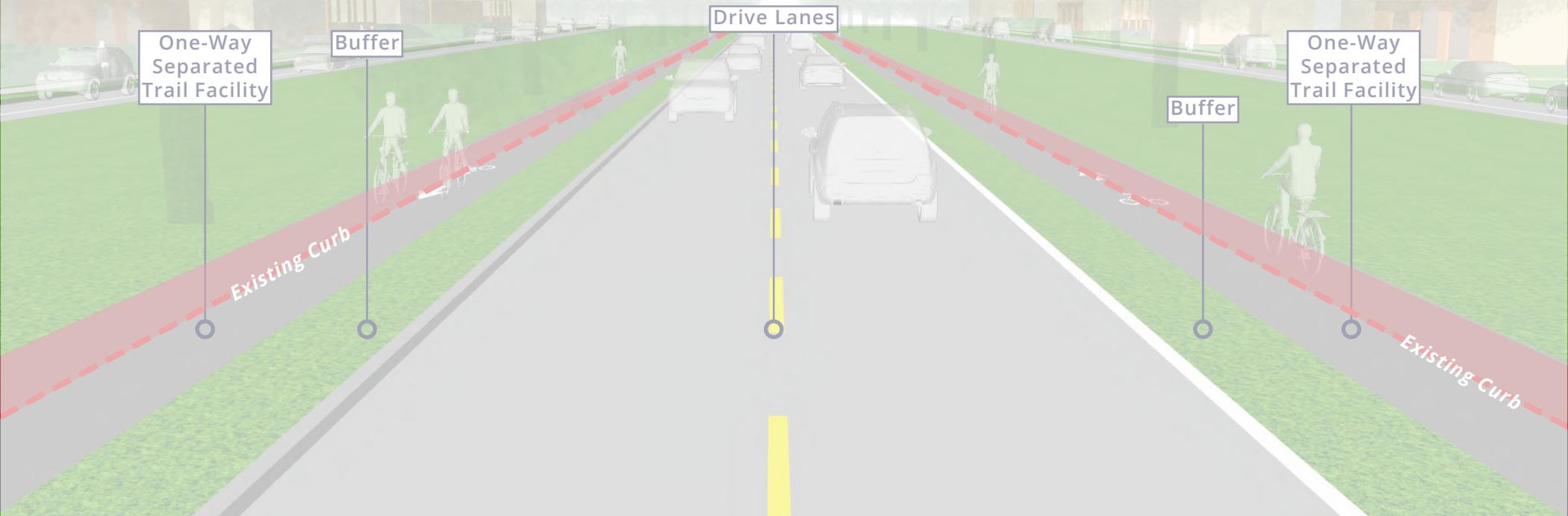


- Existing Curb Line
- Potential Impact Zone



NOT RECOMMENDED

DUE TO POTENTIAL BOULEVARD IMPACTS

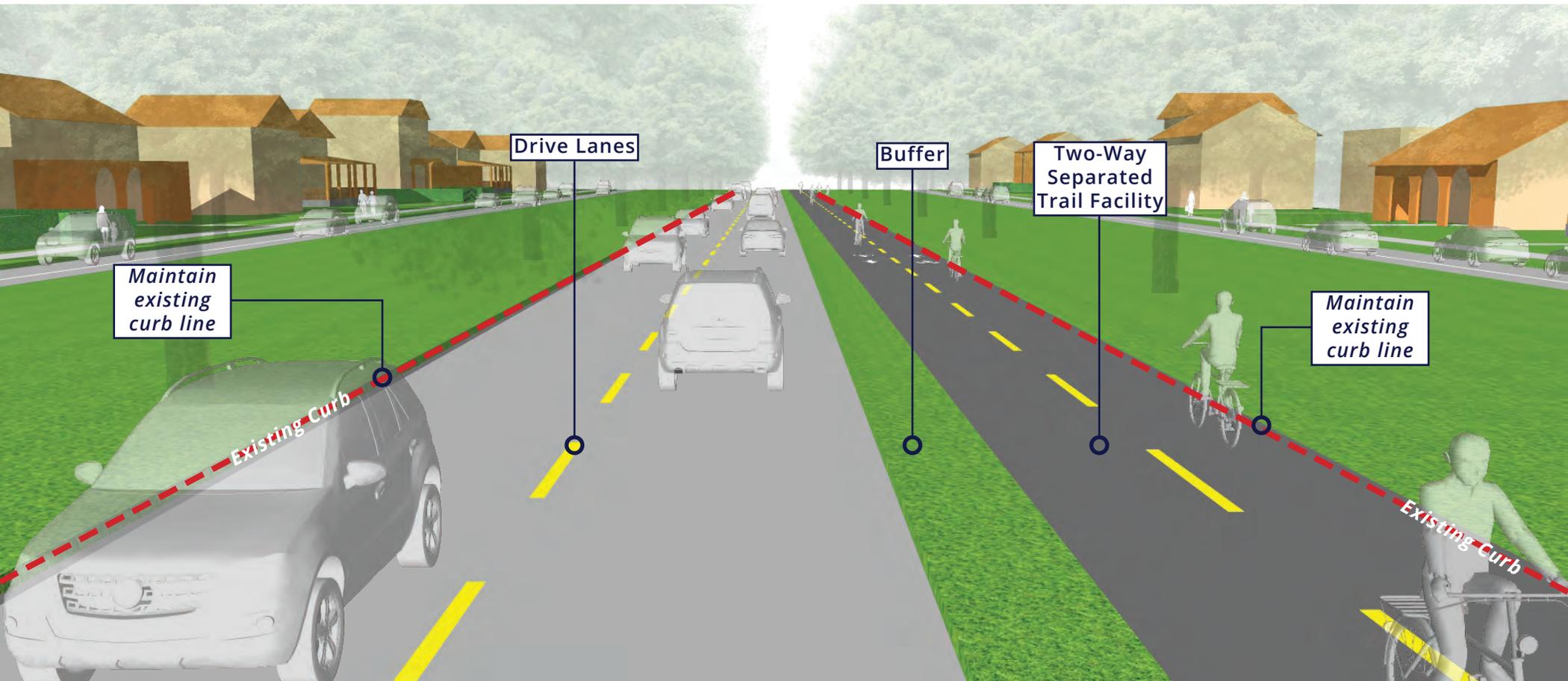
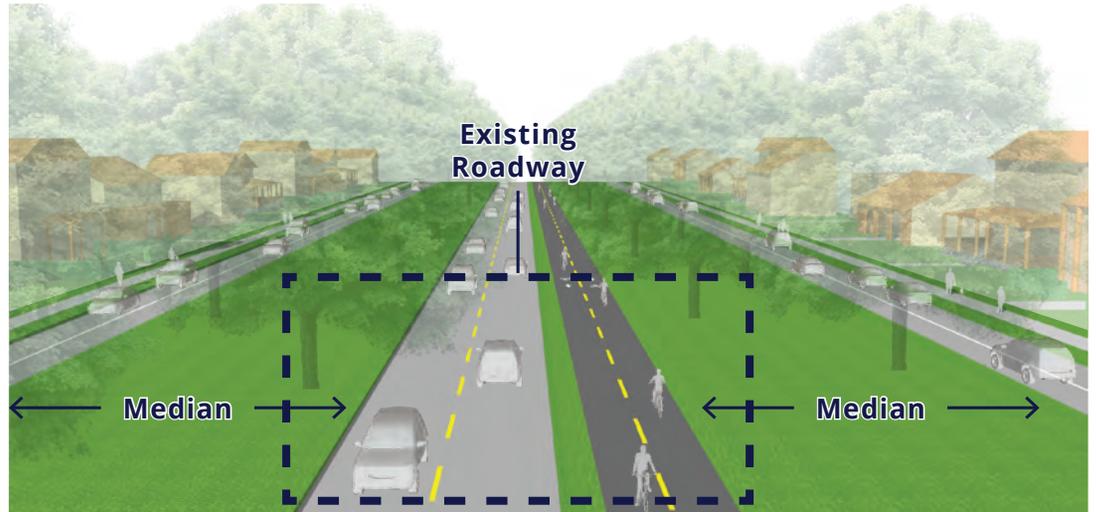


Two-Way Separated Trail

200' Right-of-Way | Segment B



- Existing Curb Line
- █ Potential Impact Zone

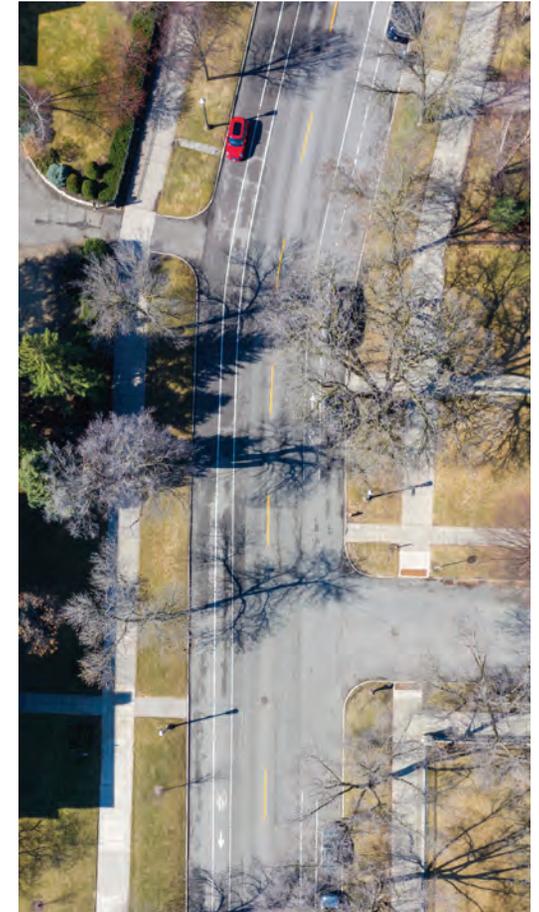
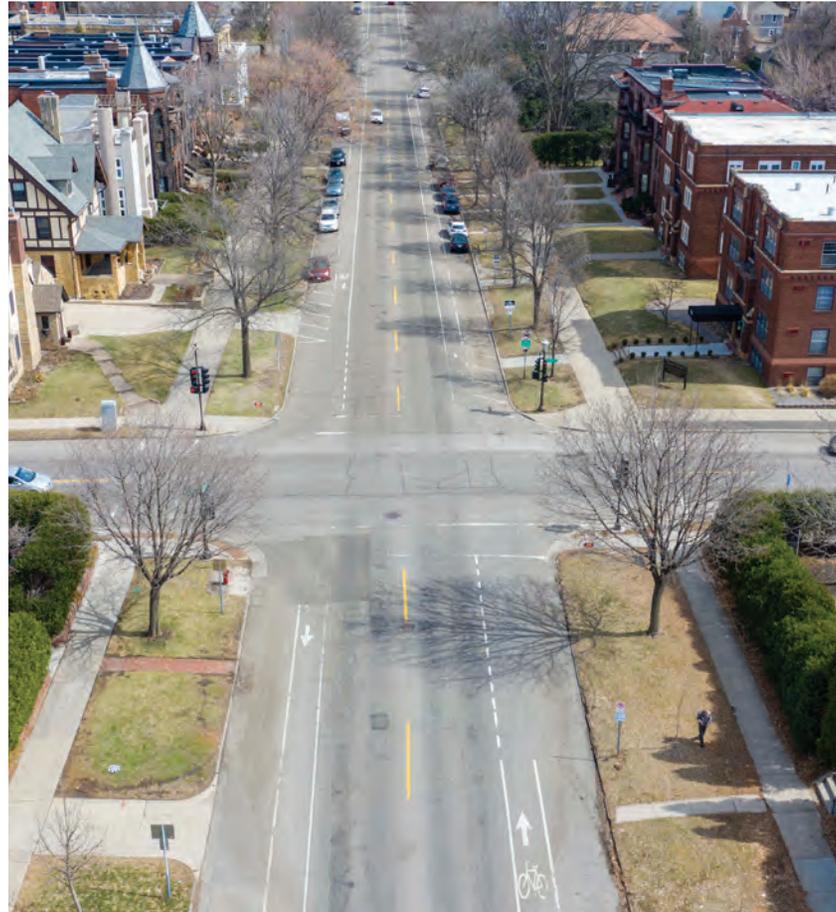
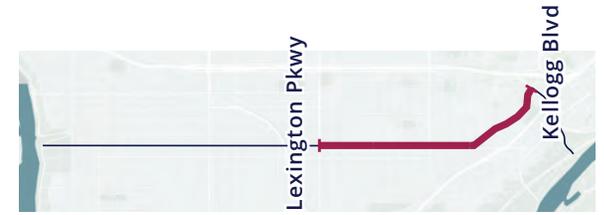


Conceptual Bike Trail Alternatives

100' ROW

No Median

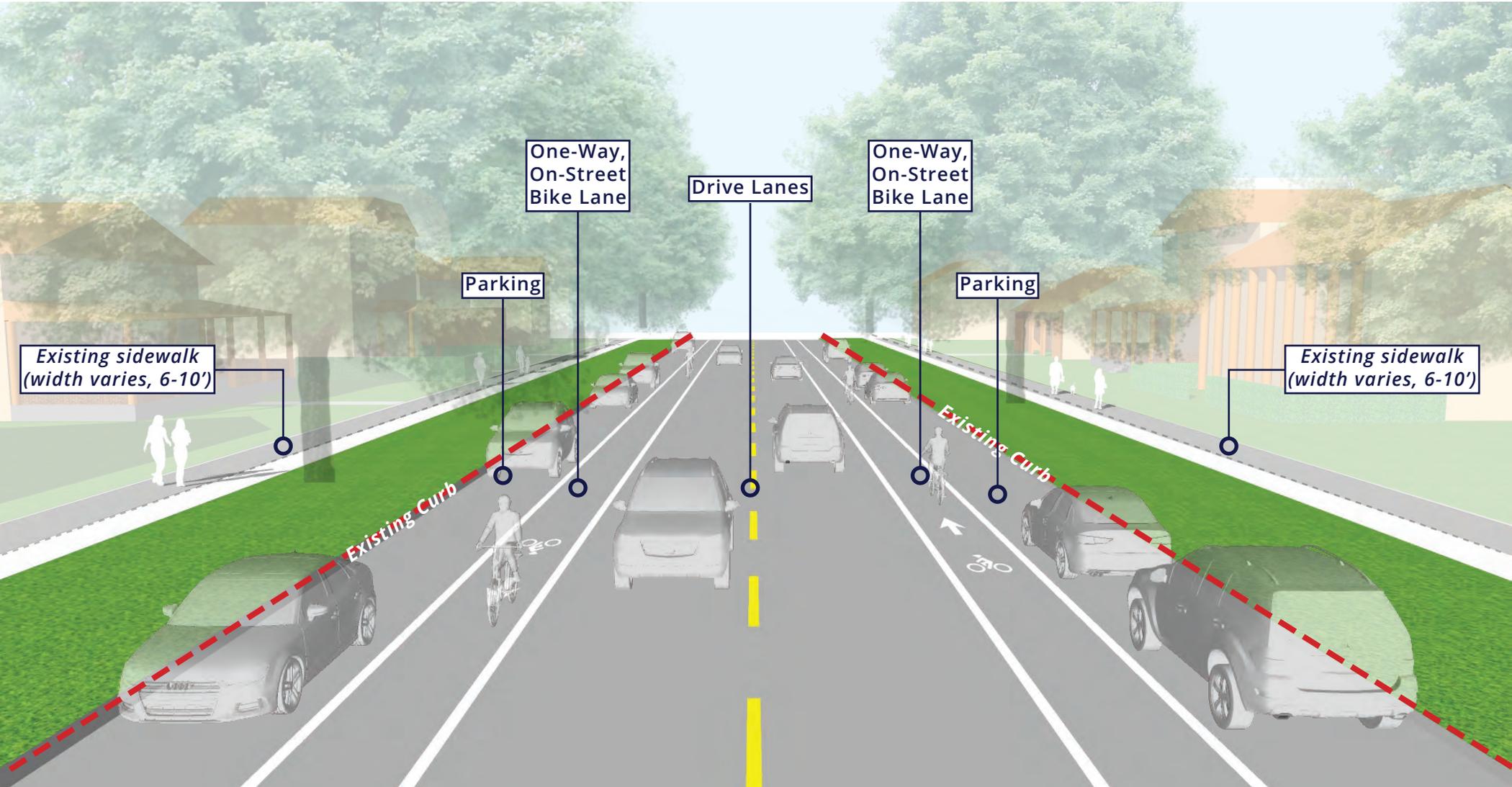
Lexington Pkwy to Kellogg Blvd



Existing Condition

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

-  Existing Curb Line
-  Potential Impact Zone



One-Way Separated Trail, Parking Both Sides

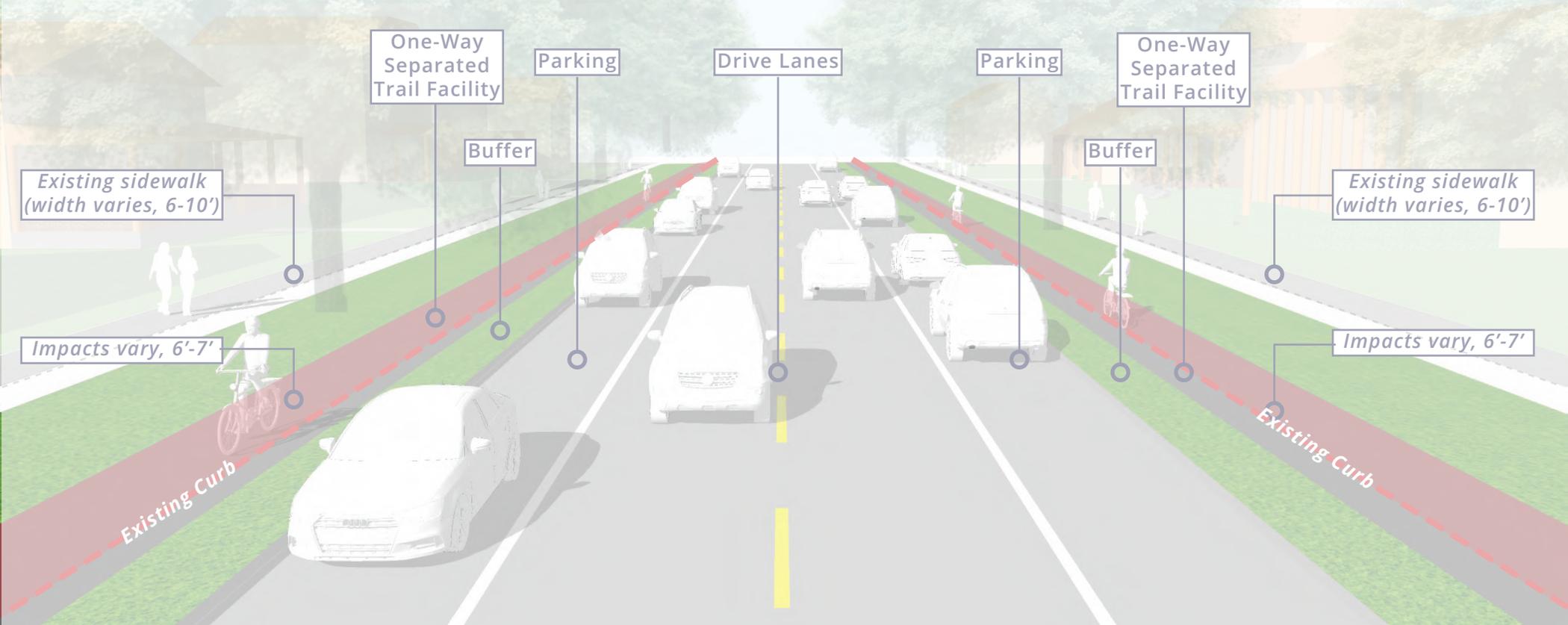
100' Right-of-Way | Segments D, E, and F



- Existing Curb Line
- █ Potential Impact Zone

NOT RECOMMENDED

DUE TO POTENTIAL BOULEVARD IMPACTS



One-Way Separated Trail, Parking One Side

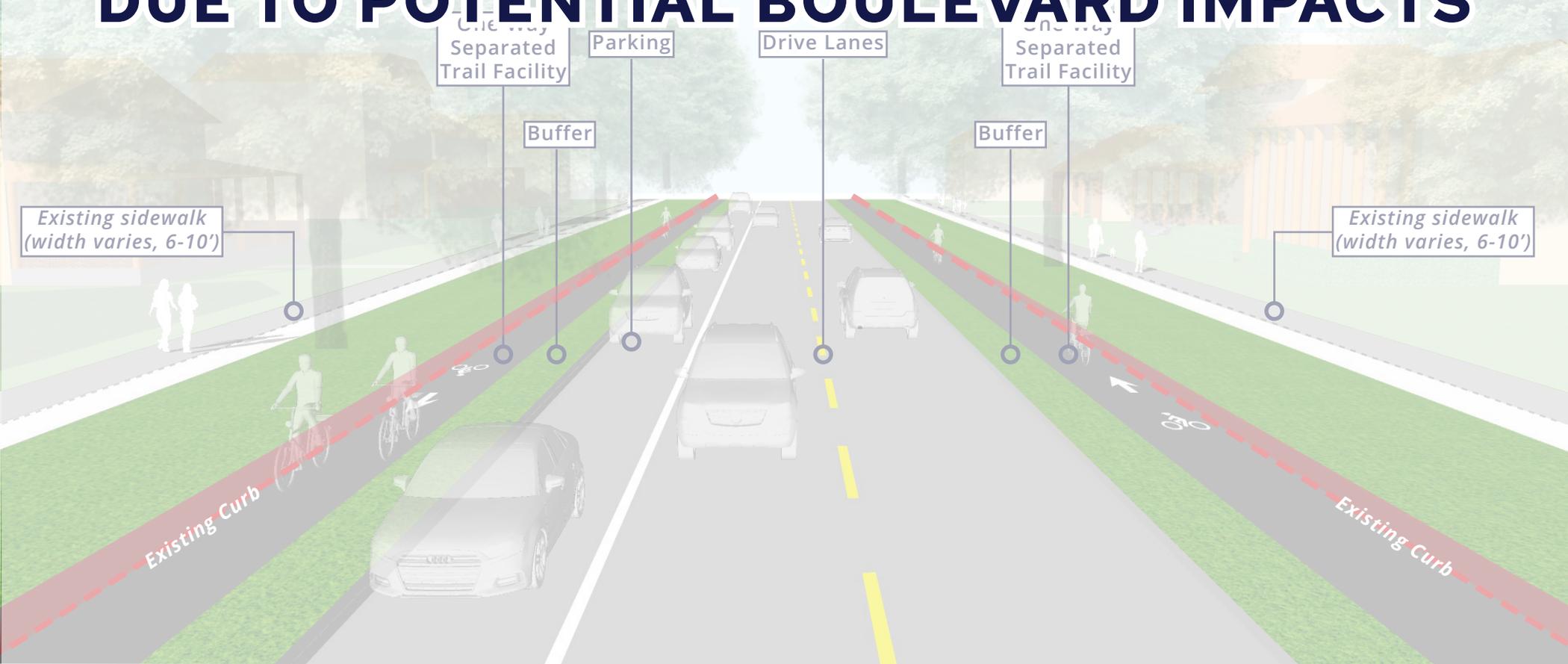
100' Right-of-Way | Segments D, E, and F



-  Existing Curb Line
-  Potential Impact Zone

NOT RECOMMENDED

DUE TO POTENTIAL BOULEVARD IMPACTS



Two-Way Separated Trail, Parking Both Sides

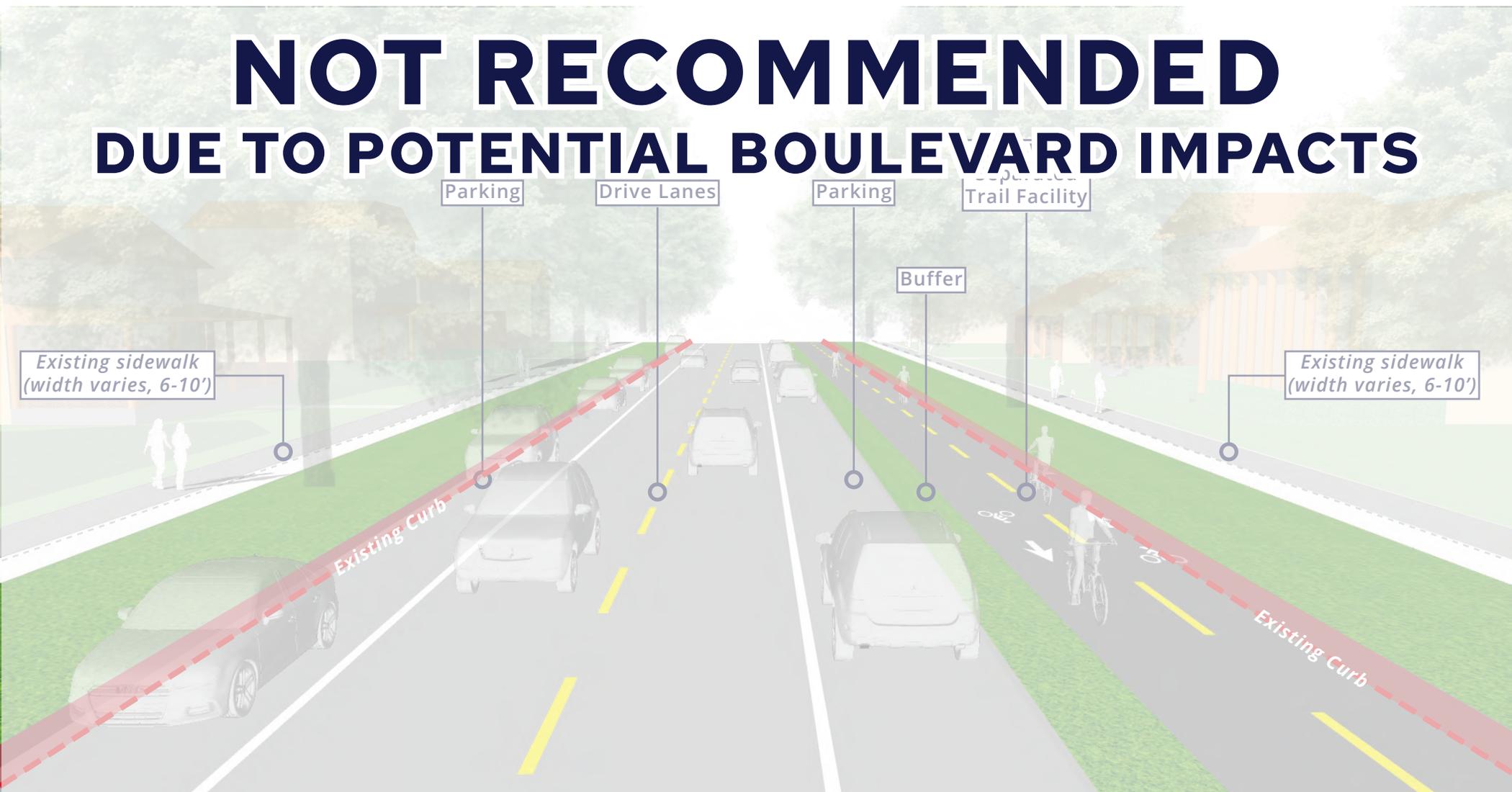
100' Right-of-Way | Segments D, E, and F



- Existing Curb Line
- █ Potential Impact Zone

NOT RECOMMENDED

DUE TO POTENTIAL BOULEVARD IMPACTS

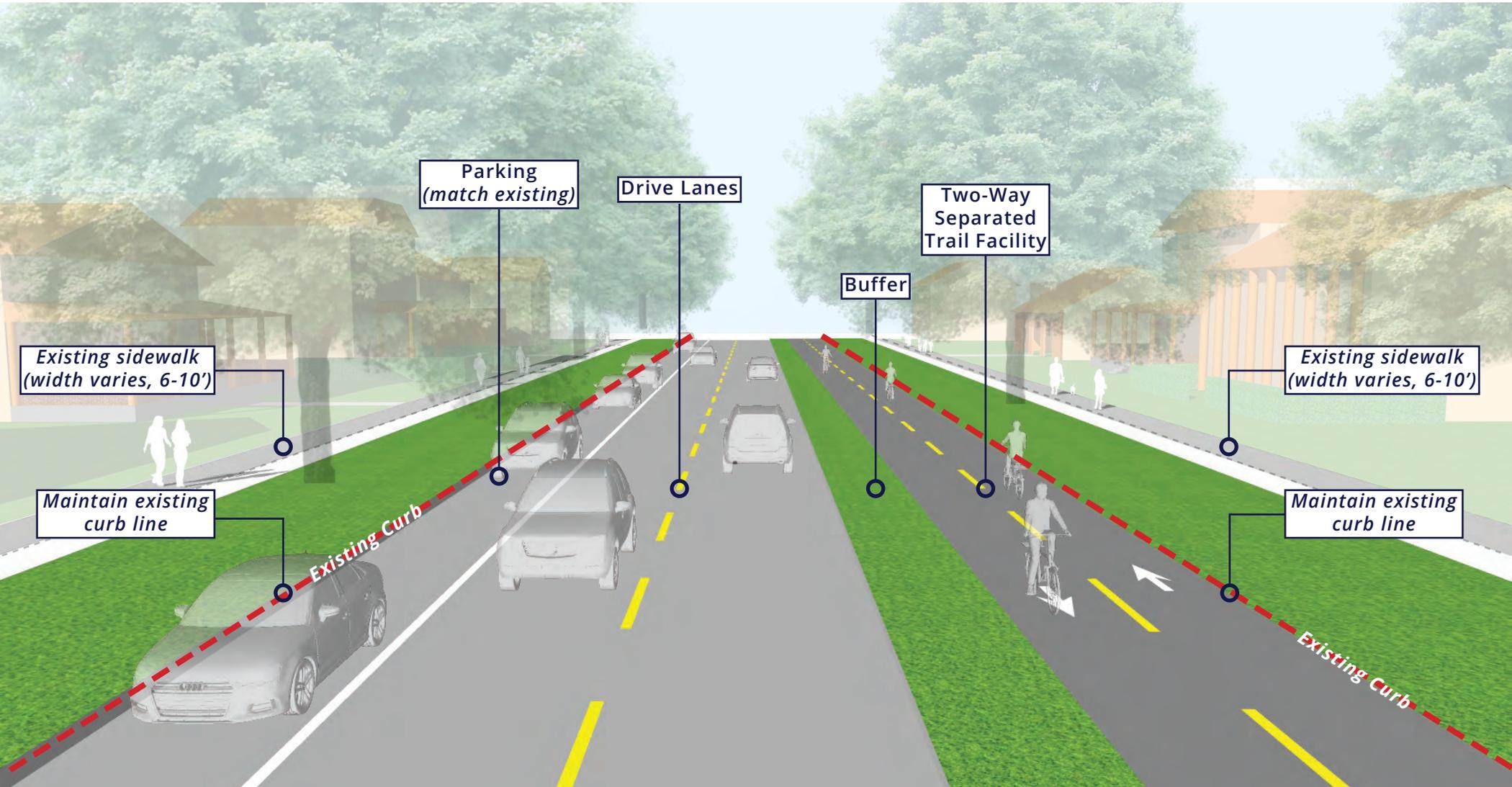


Two-Way Separated Trail, Parking One Side

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



- Existing Curb Line
- Potential Impact Zone

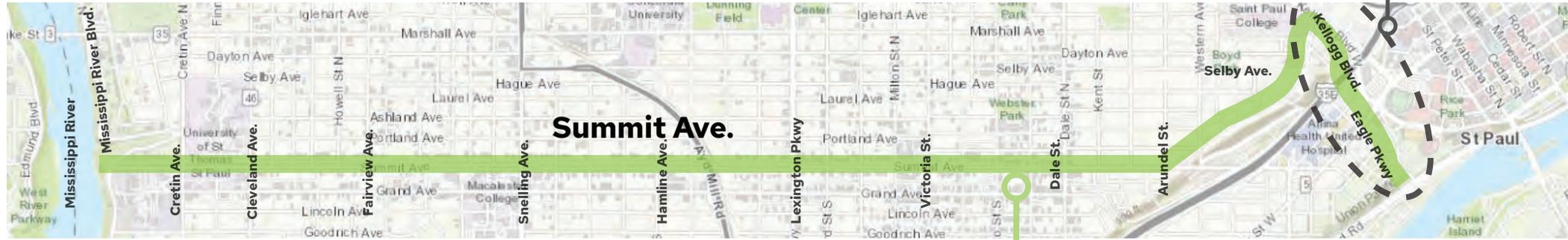


Trail Facility Types

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

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

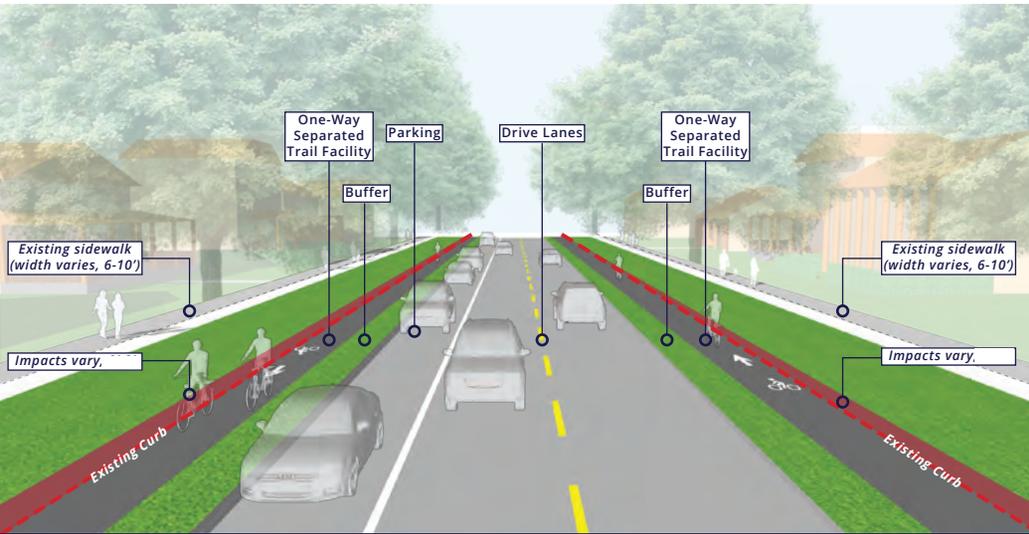
Planned Capital City
Bikeway and Existing
Conditions Apply here



~5.4 miles

--- Existing Curb Line
■ Potential Impact Zone

--- Existing Curb Line
■ Potential Impact Zone



One-Way Trails



Two-Way Trail

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



SAINT PAUL
MINNESOTA



SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

Trail Design Alternatives

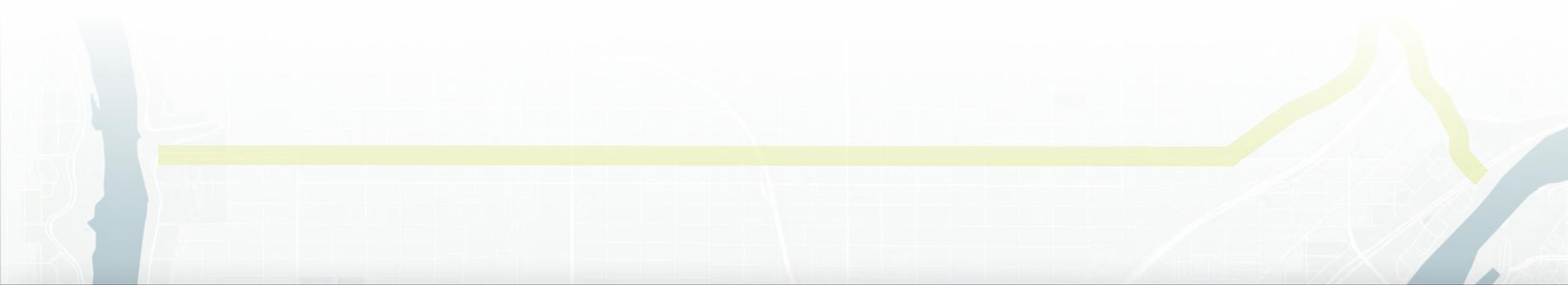
- Prioritize parkway green space and preserve mature landscape features
- Reallocate existing transportation spaces (remove parking on one side)
- Provide separated bikeway and walkways as Regional Trail facility



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



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

- 6 Rooms, randomized participation
- Discussion questions and listening sessions
- Summarized feedback in the main room from all 6 groups



See you again soon....

BREAKOUT SESSIONS



NEXT STEPS...



Master Plan Document Draft & Public Comments

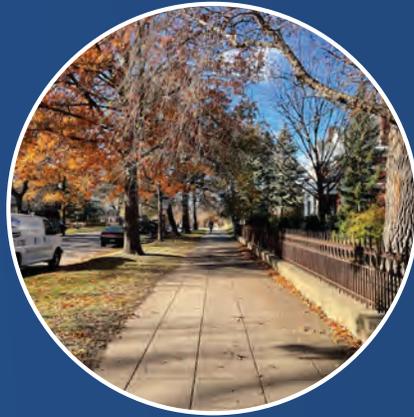
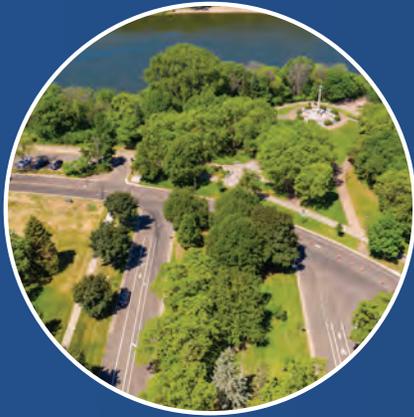
Public Open House (Date/Location TBD)

Approval Process, Fall 2022

Summer, 2022

www.engagestpaul.org/summit

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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BOLTON
& MENK

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