

1 minute

1

VISION

Quick Post: **First word** that comes to mind when you picture the parkway on Summit Ave.



Busy	historic	green	forested	connections	continuous
People	trees	destination	dogs	interesting	bikes
homes					

2

DESIGN

"In 50 years, this parkway...."

safe	more bike and ped focused	should feel similar - less cars	open and welcoming	no losses from now	more tree diversity - preservation of tree canopy

TAC MEETING #2
MAY 23, 2022
BREAK OUT SESSION DISCUSSION



THINK + SHARE

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

1 minute

1 VISION

Quick Post: **First word** that comes to mind when you picture the parkway on Summit Ave.



Greenspace	Tree	Mobility	Relaxing	Formality	needed
Recreation					

2 DESIGN

"In 50 years, this parkway...."

Update	Will look the same as it does today, but taller trees	Allow to bike completely around St. Paul			

TAC MEETING #2
MAY 23, 2022
BREAK OUT SESSION DISCUSSION



THINK + SHARE

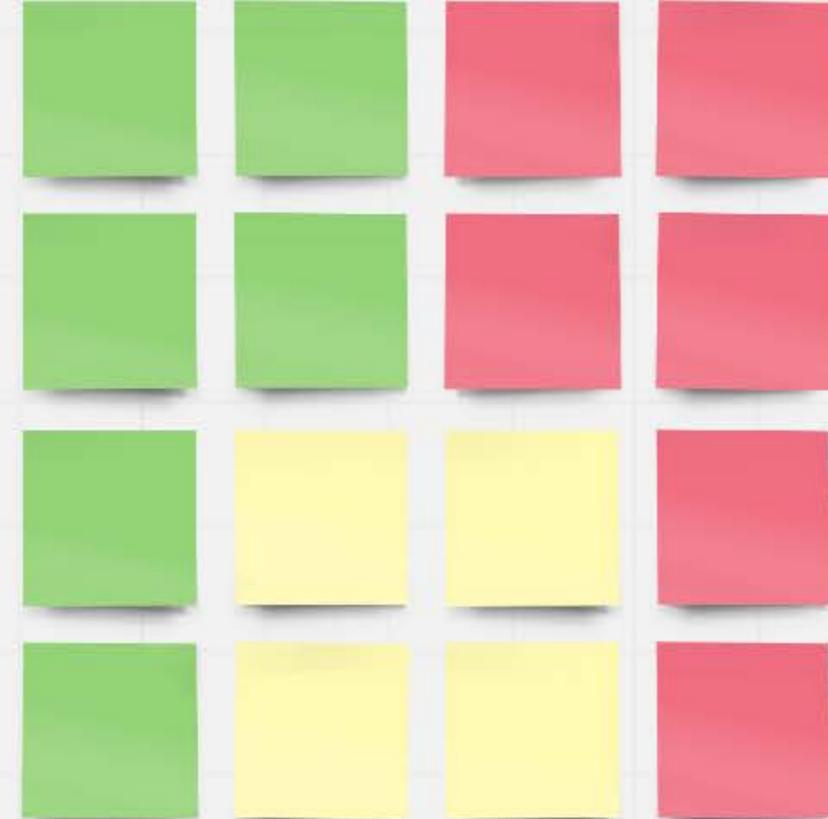
(There will also be a way to complete this as meeting follow-up)

ONE-WAY BICYCLE FACILITY

TAC MEETING #2

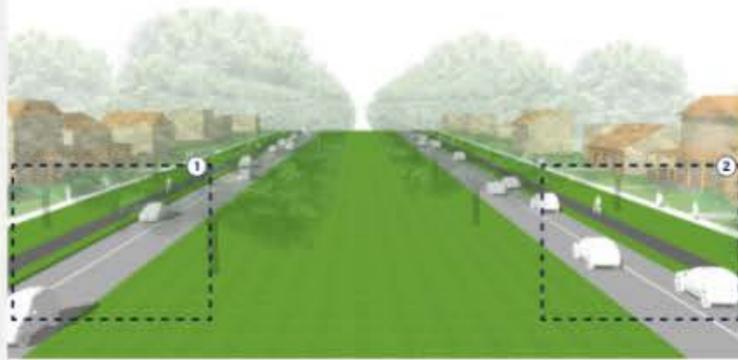
MAY 23, 2022
BREAK OUT SESSION DISCUSSION

FEEDBACK



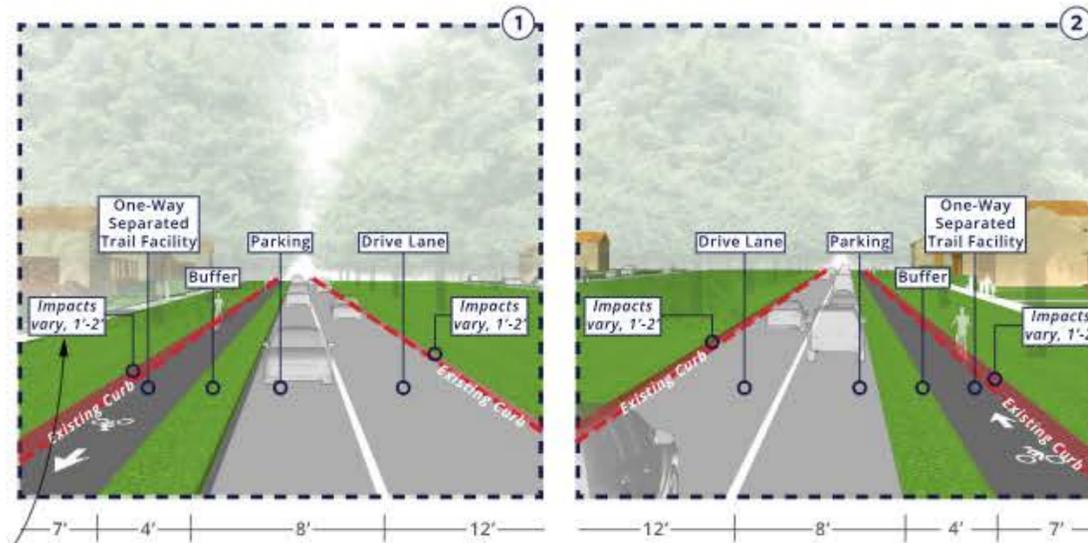
PARKING REMAINS

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



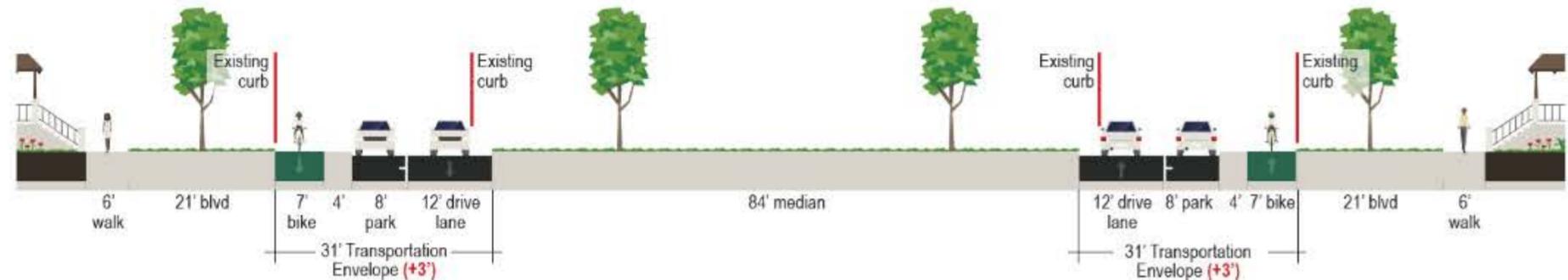
study where the impact might occur, relationship to existing trees

trail facility at same elevation as sidewalk

consider residential driveways

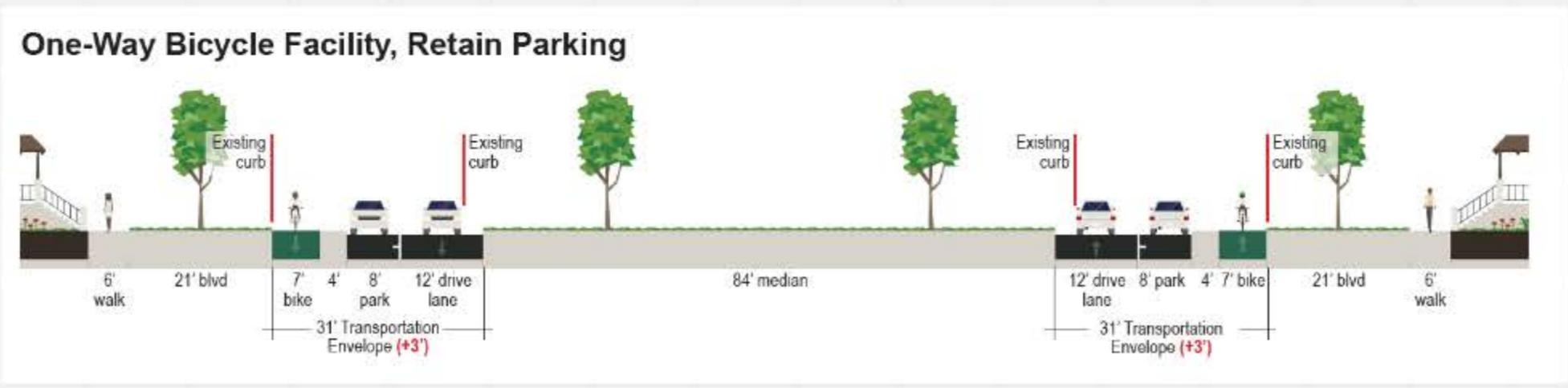
safety considerations - people backing out from their driveways - 1-way vs. 2-way scenario

One-Way Bicycle Facility, Retain Parking





	Scott Thompson - St. Thomas special bus service use of Summit as turn around and bus layover	Janzigrw - like idea of separated trail from roadway	
	Metro Transit interest in bus stops and how relate to stops and intersections		





Green	Green	Red	Red
Green	Green	Red	Red
Green	Yellow	Yellow	Red
Green	Yellow	Yellow	Red

parking study to understand the current parking utilization

parking - proximity to Grand - good to maintain parking on one side

like the concept, concern that residents might not want parking removed

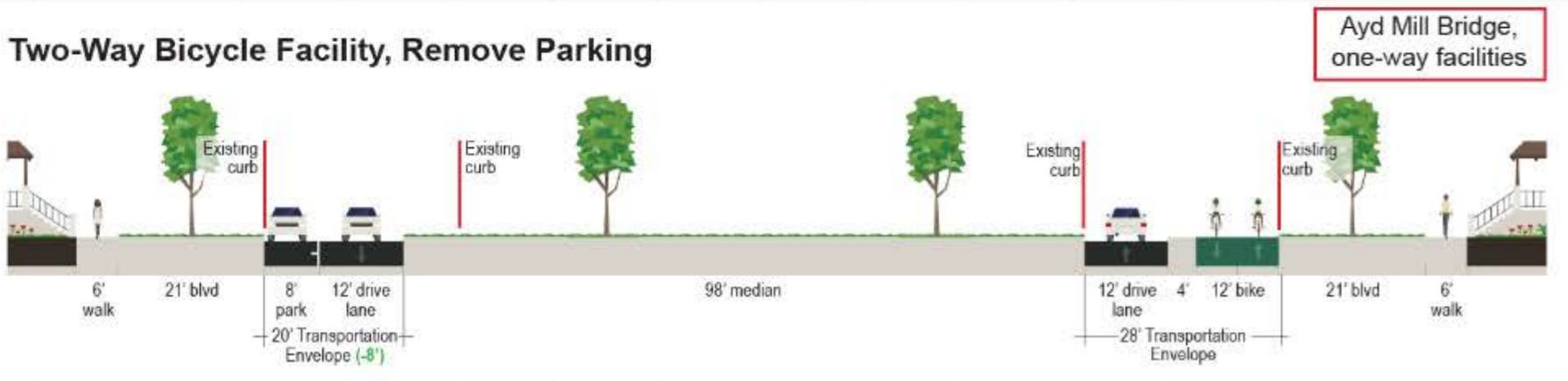
benefit - can be plowed, resolves plowing conditions that exist currently on shared roadway

preferred by forestry - full preservation of root zone

intersection conditions

buffer can help make this feel safer, a vertical element in buffer might help

nervous about bikers going against direction of traffic, conflict when turning at intersections



traffic calming, bumping up park-like feeling of corridor

narrowing travel lanes (vehicular), intersection bumpouts, shorter ped crossings

well loved, historic area

2-way facility adds to the park-like feel, thinking about Summit as more of a park, less of a through way for vehicular traffic

wayfinding and amenities

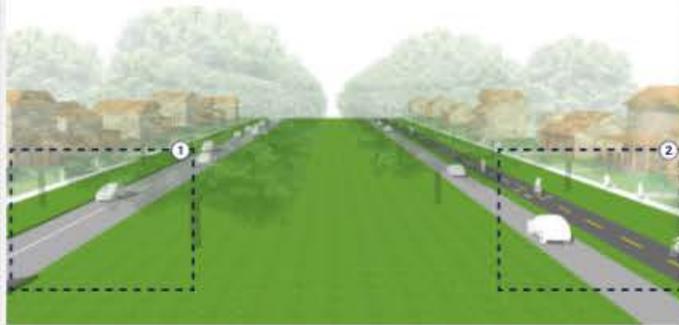
TAC MEETING #2

MAY 23, 2022

BREAK OUT SESSION DISCUSSION

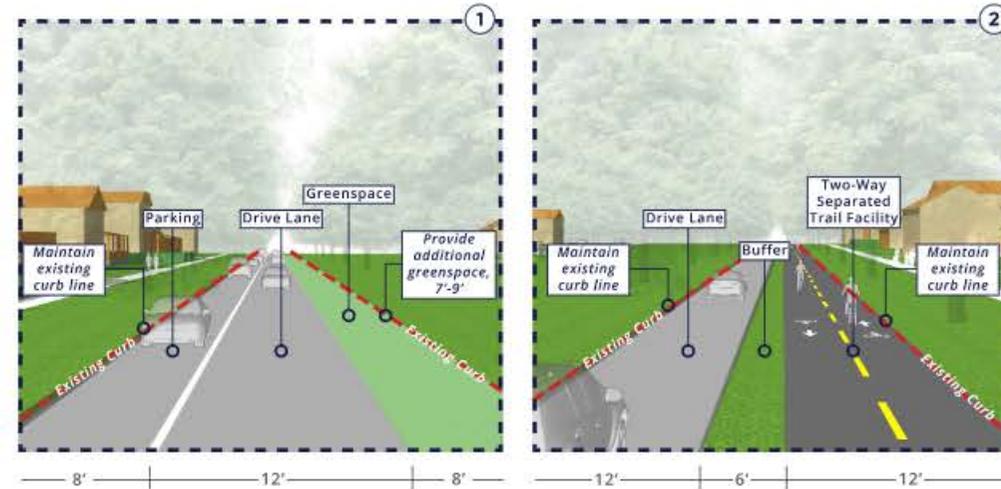
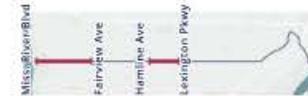
FEEDBACK

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

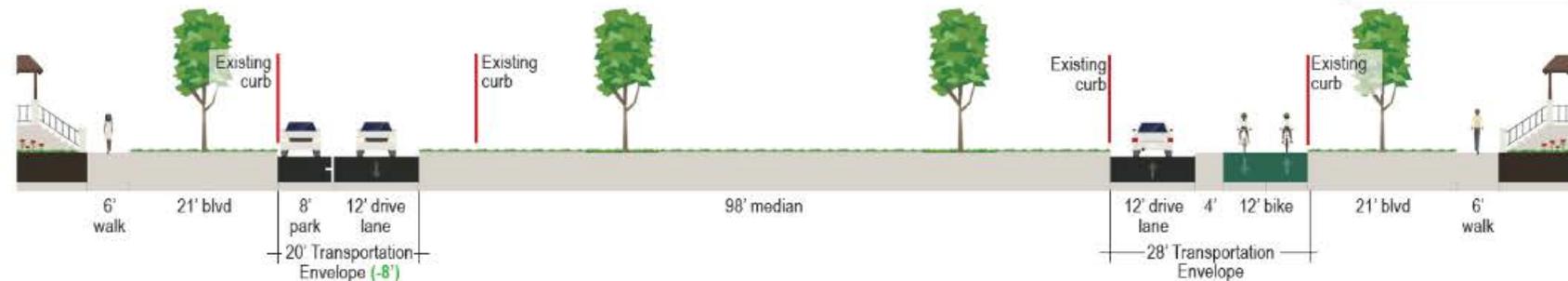


*20' clearance for emergency vehicles to be taken into consideration

Luke M (Capital Region) - support for two-way with added green space. "No net loss of green space"		Allison - historic perspective, concerns about changing proportions and symmetry or greenspace	
Brent C - Two way may provide better linear access to facilities			
	Rachel C - conflict with delivery vehicles	Allison - consider historic granite curb	gritty - implementation phasing, no additional construction projects programmed - provide quality experience throughout implementation with existing to proposed
	Brent C - emergency vehicle access, plowing roads potentially problematic with two-way	Brent C - 6' buffer more able to accommodate signage	

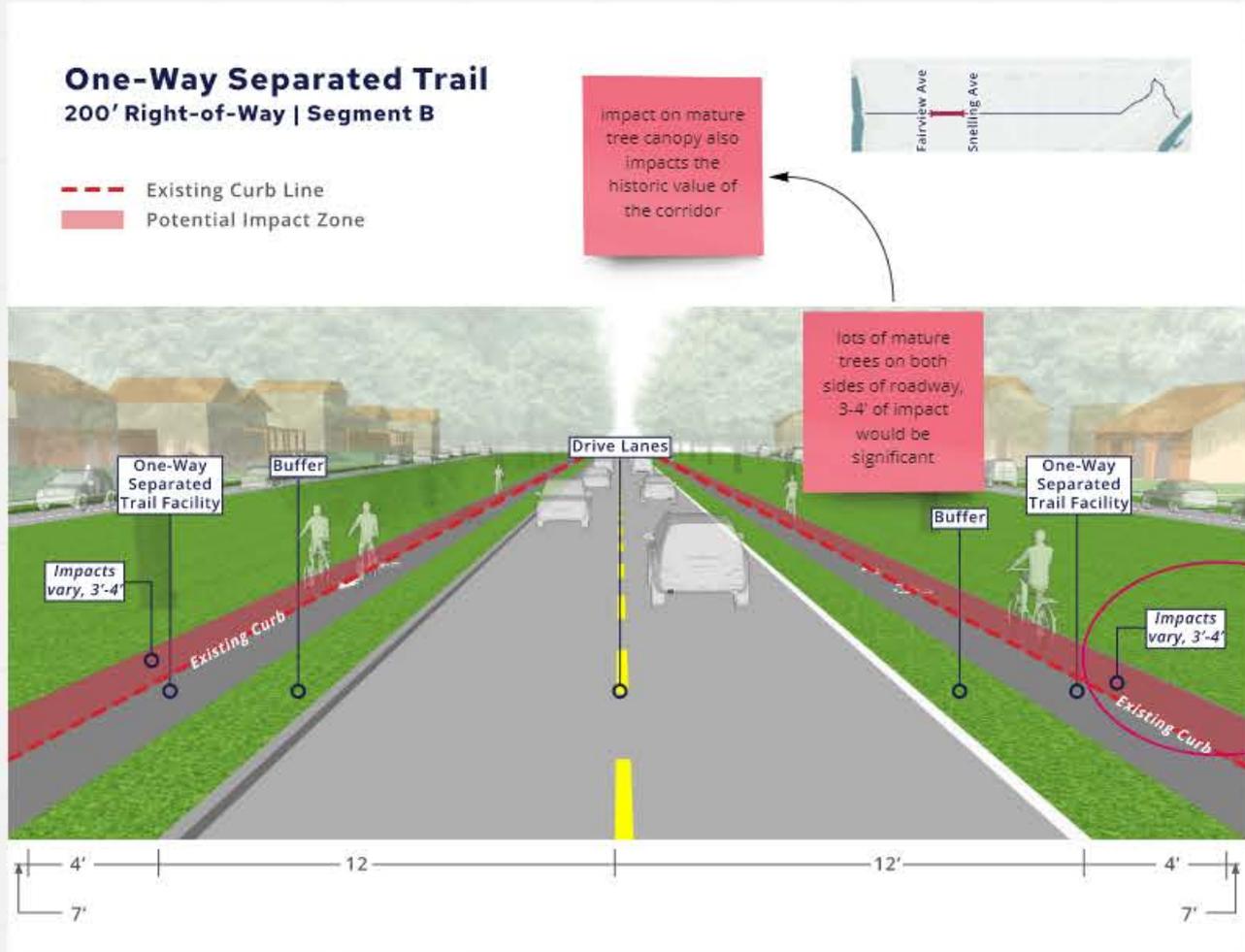
Two-Way Bicycle Facility, Remove Parking

Ayd Mill Bridge, one-way facilities



TAC MEETING #2
MAY 23, 2022
BREAK OUT SESSION DISCUSSION

FEEDBACK



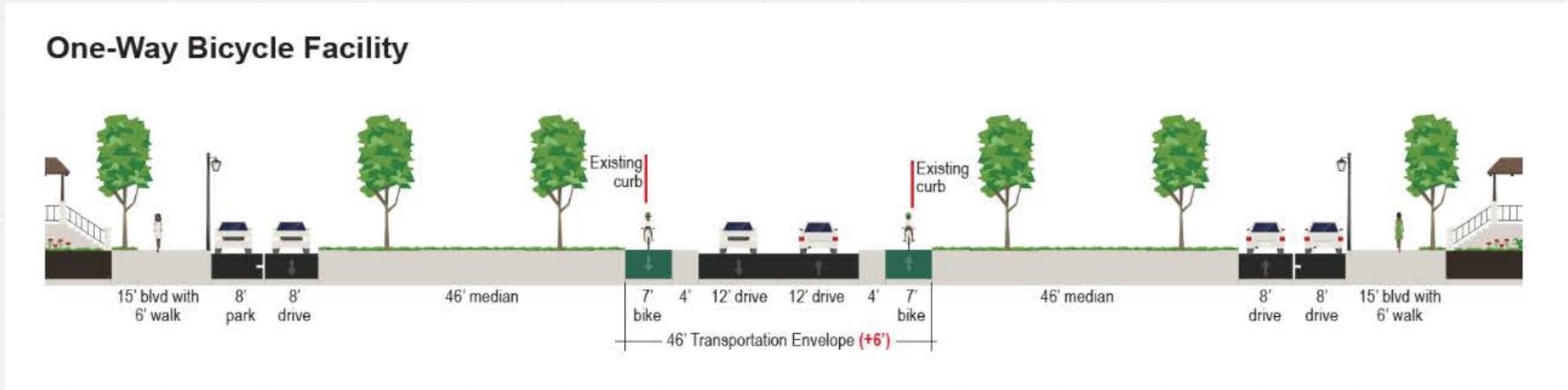
Green	Green	Red	Red
Green	Green	Red	Red
Green	Yellow	Yellow	Red
Green	Yellow	Yellow	Red

Question about transitions - multiple styles of facilities

provide uninterrupted medians - more park-like feel, doesn't feel necessary for vehicles, would feel safer without them

crossings through medians - can we eliminate some of these? less car/ped/bike conflict

historic/cultural context - balance these considerations with proposed alignment



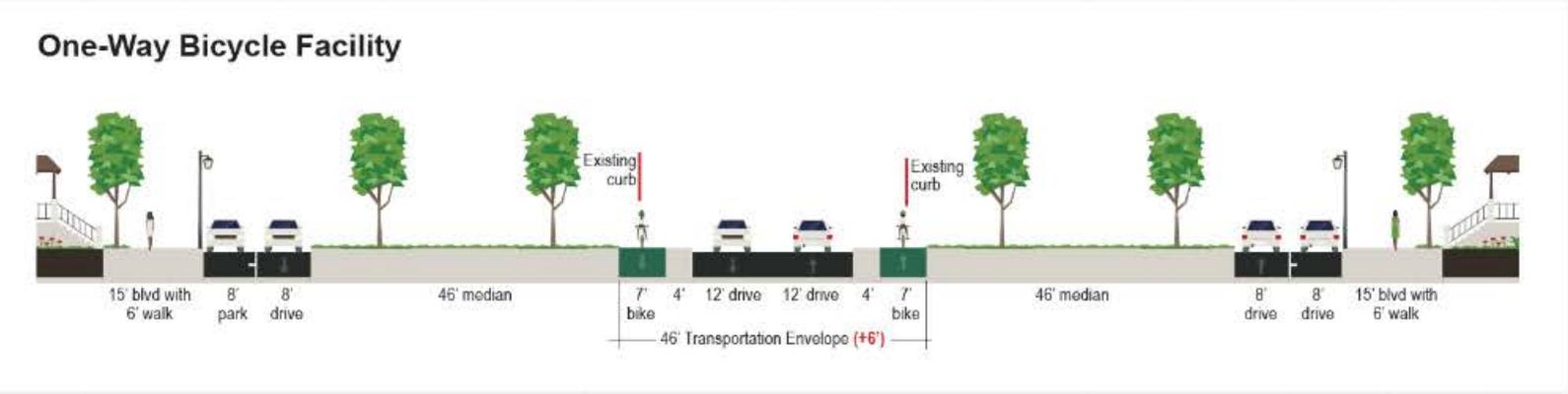
TAC MEETING #2

MAY 23, 2022
BREAK OUT SESSION DISCUSSION

FEEDBACK



- Mike (mindot) - favor oe-way, easier for all users, bikers and driver expectation
- Jimmy, second Mikes comments on expectations
- Luke - bikers in driver blindspots - one way not necessarily safer
- Mike from Mindot - intersection with Snelling - crashes with bike/peds. Need safety improvements
- Jimmy - mindot bike manual, 7' provides space to ride two across.
- Brent - better understand who trail users are, who will be attracted to facility. One-way lots similar to expected shared use trail facility

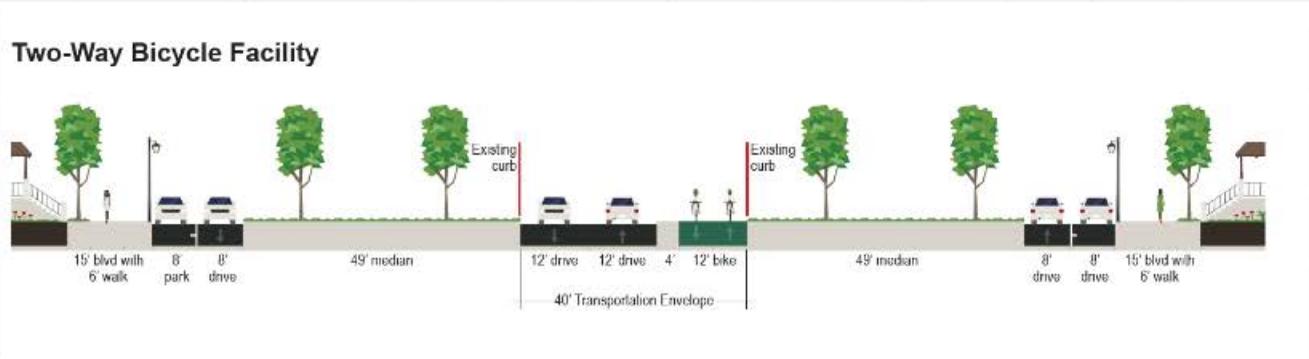


depends on location, consider other treatments to provide options, symmetry is important

introducing green median - does this affect historic quality?

TWO-WAY BICYCLE FACILITY

FEEDBACK



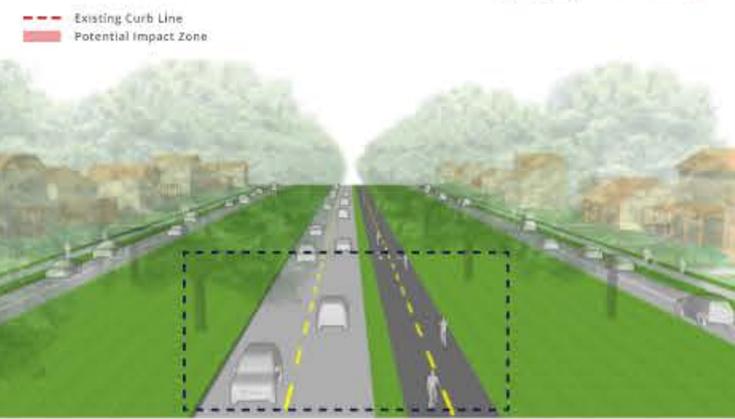
TWO-WAY BICYCLE FACILITY

TAC MEETING #2

MAY 23, 2022
BREAK OUT SESSION DISCUSSION

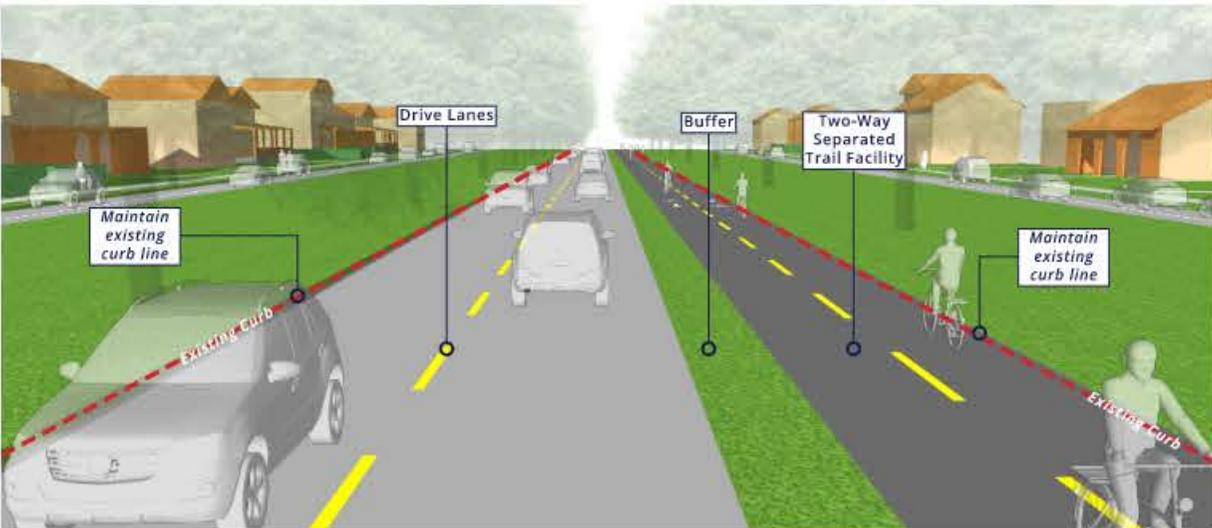
FEEDBACK

Two-Way Separated Trail 200' Right-of-Way | Segment B

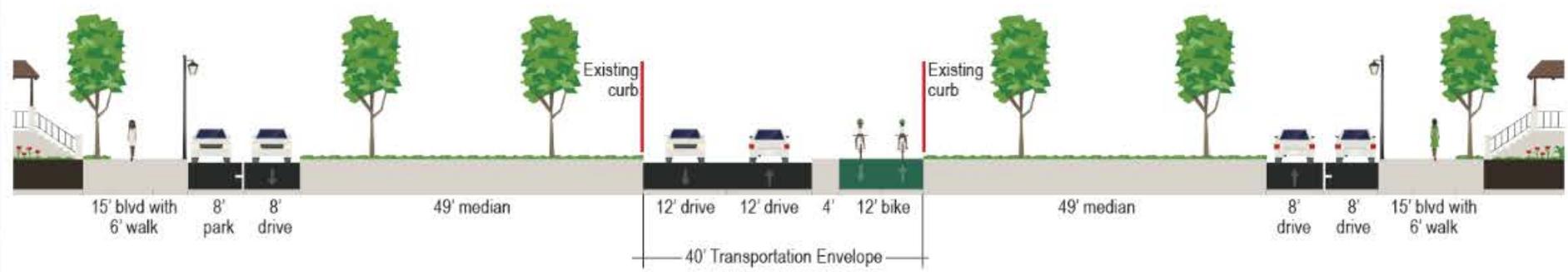


Two-Way Separated Trail 200' Right-of-Way | Segment B

--- Existing Curb Line
— Potential Impact Zone



Two-Way Bicycle Facility



Luke - easier to maintain and potential stormwater benefit

Mike (mndot)- Concerns about phasing with two-way - what happens in interim

Two-way unexpected bikes in two-way, coming from behind

TAC MEETING #2

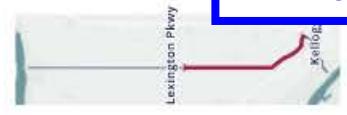
MAY 23, 2022
BREAK OUT SESSION DISCUSSION

FEEDBACK

Two-Way Separated Trail, Parking One Side

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

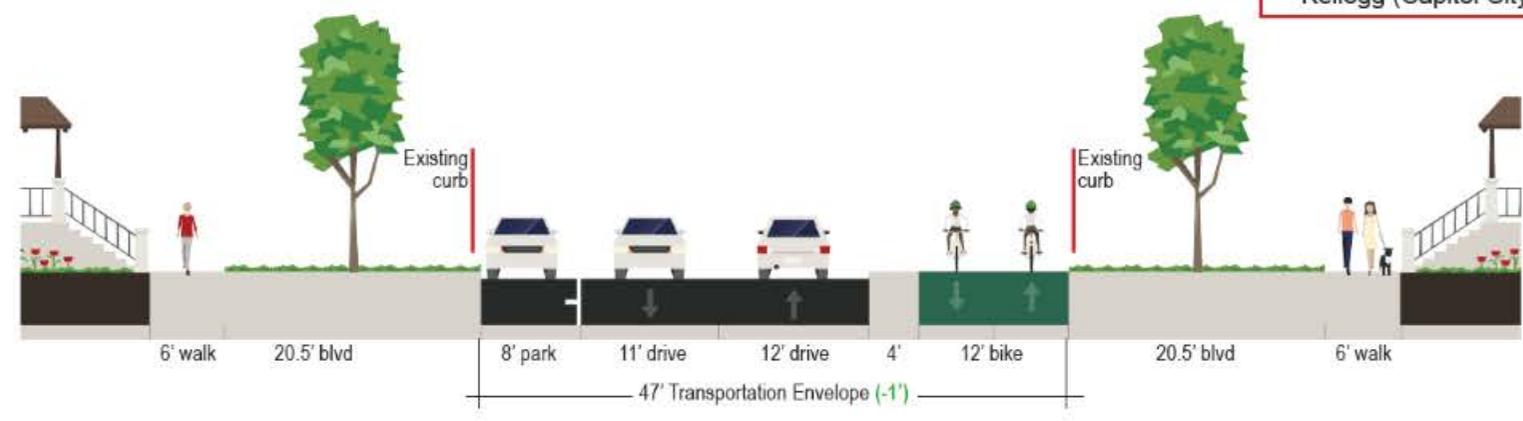
--- Existing Curb Line
 ■ Potential Impact Zone



<p>Lake W. 100' ROW, the 2-way option allows for parking to be preserved in high use areas around Dale and preserve green space in the less high demand parking areas.</p>			
<p>Interest in fewer intersections to lessen conflicts</p>			
<p>SHPO - clarify historic districts include homes, street, curb etc. is all encompassing</p>	<p>Historic character is what we see today - can buffer be treated differently?</p>		

Two-Way Bicycle Facility, Remove Parking

Note: Two-way facility planned for Kellogg (Capitol City Bikeway)



TAC MEETING #2

MAY 23, 2022

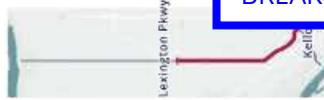
BREAK OUT SESSION DISCUSSION

FEEDBACK

One-Way Separated Trail, Parking One Side

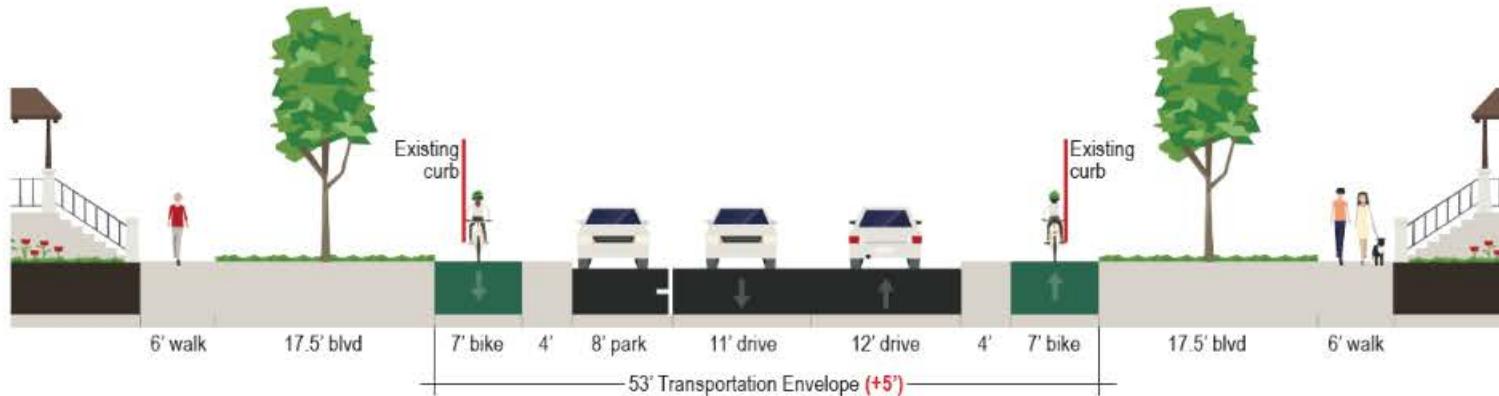
100' Right-of-Way | Segments D, E, and F

- Existing Curb Line
- Potential Impact Zone



		Concerns about potential damage to trees w/ one-way facility	
		Concerns about intersections with two-way facility	
	Are we looking for one facility type corridor-wide?		
	Parking is available on side streets	Permit parking on UST campus	

One-Way Bicycle Facility, Remove Parking



consider residential driveways

support for parking removal - parking studies support this

Dale St area - only area where it seems necessary to prioritize parking

other areas - OK to remove parking on one side

think about more parking removal

parking removal at UST would not impact students (they can't park there now as-is)

transitions between 1-way and 2-way facilities if the different facility types existing within the corridor

continuity is preferred

Importance of winter conditions: Maintenance expectations

separate signal for bikes - bikes and cars won't be moving through intersections in conflict

interest in looking at tree loss in each of these scenarios - potentially in later phases

for master plan, define a tolerance, understand impacts, set parameters

