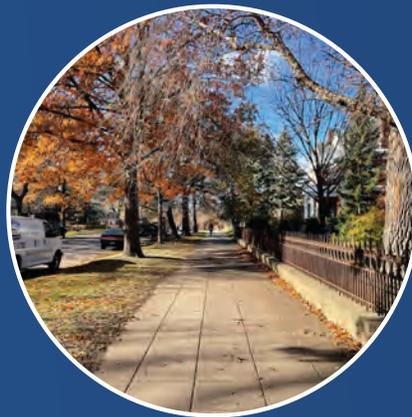
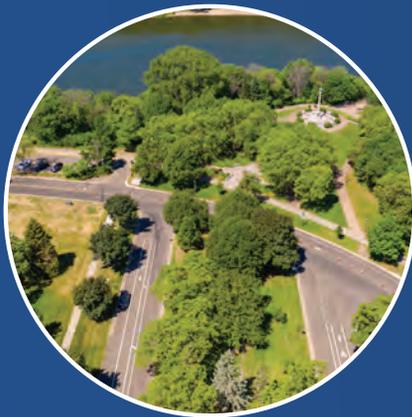


# SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

PLANNING COMMISSION UPDATE

JULY 2022





# • Parkway Experience

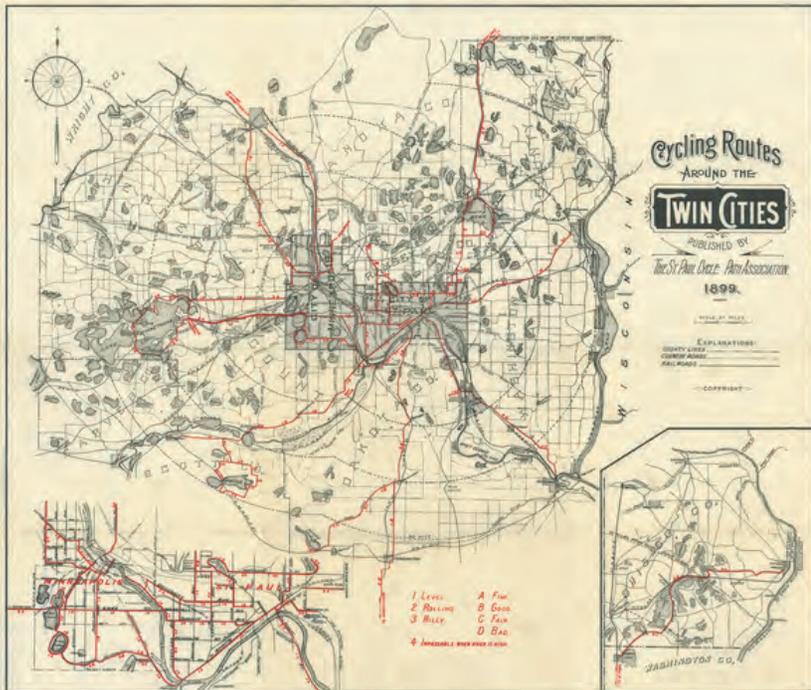


SAINT PAUL  
MINNESOTA



BOLTON  
& MENK

SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN



**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

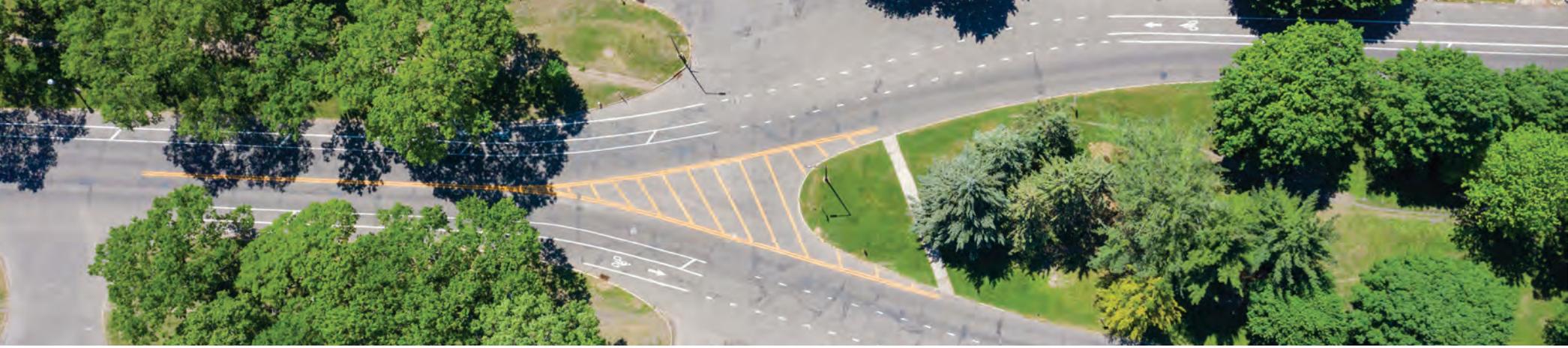
WHEREAS, the Public Works Department placed a bicycle test section on Summit Avenue between Mississippi River Blvd. and Wheeler St. in August, 1992; and

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





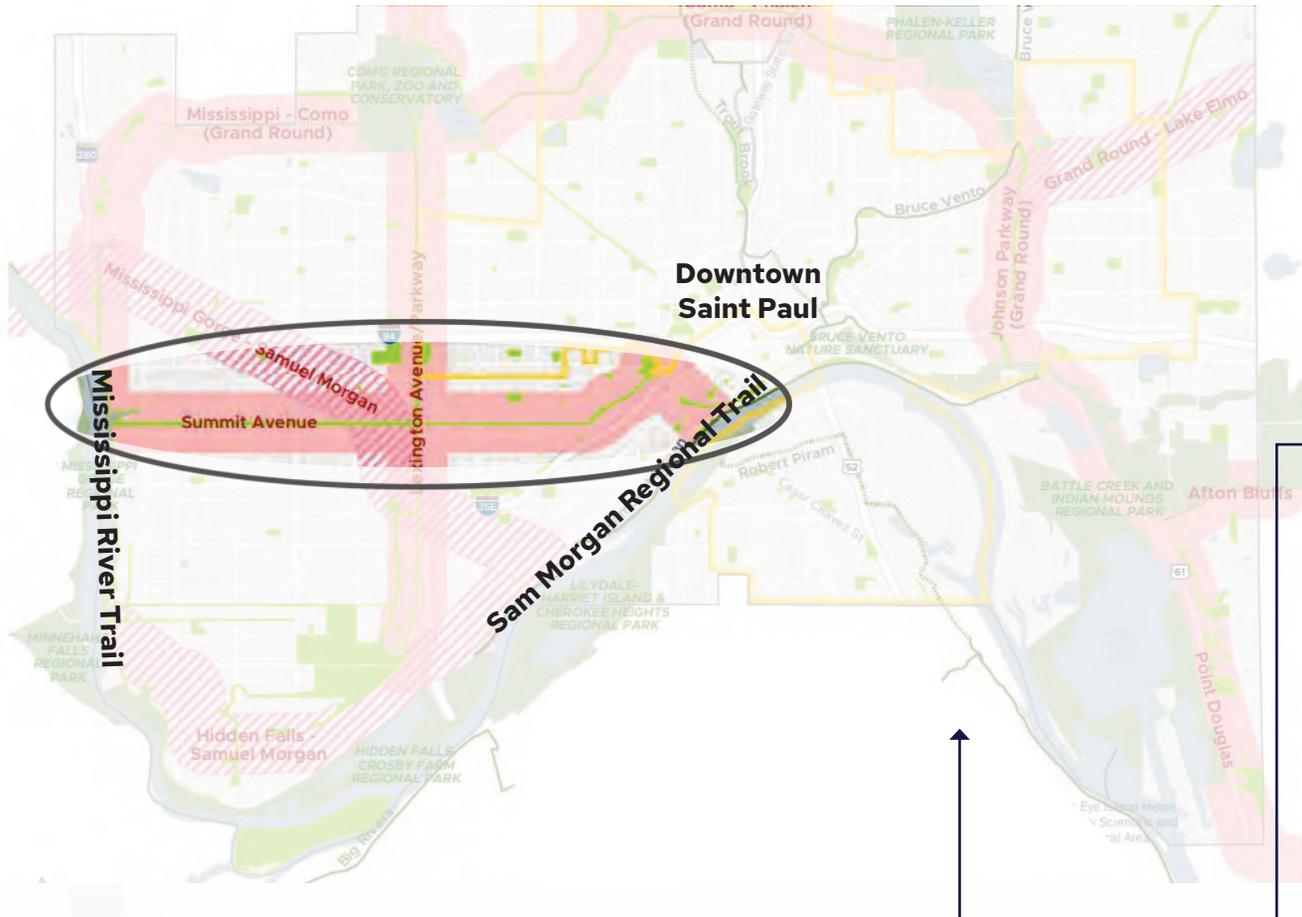
SAINT PAUL  
MINNESOTA



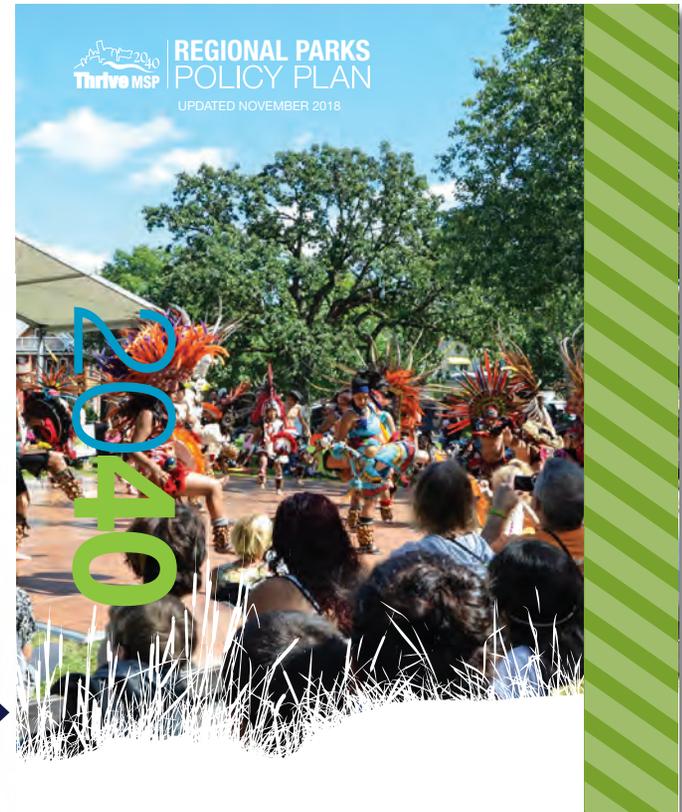
BOLTON  
& MENK

SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

# 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.

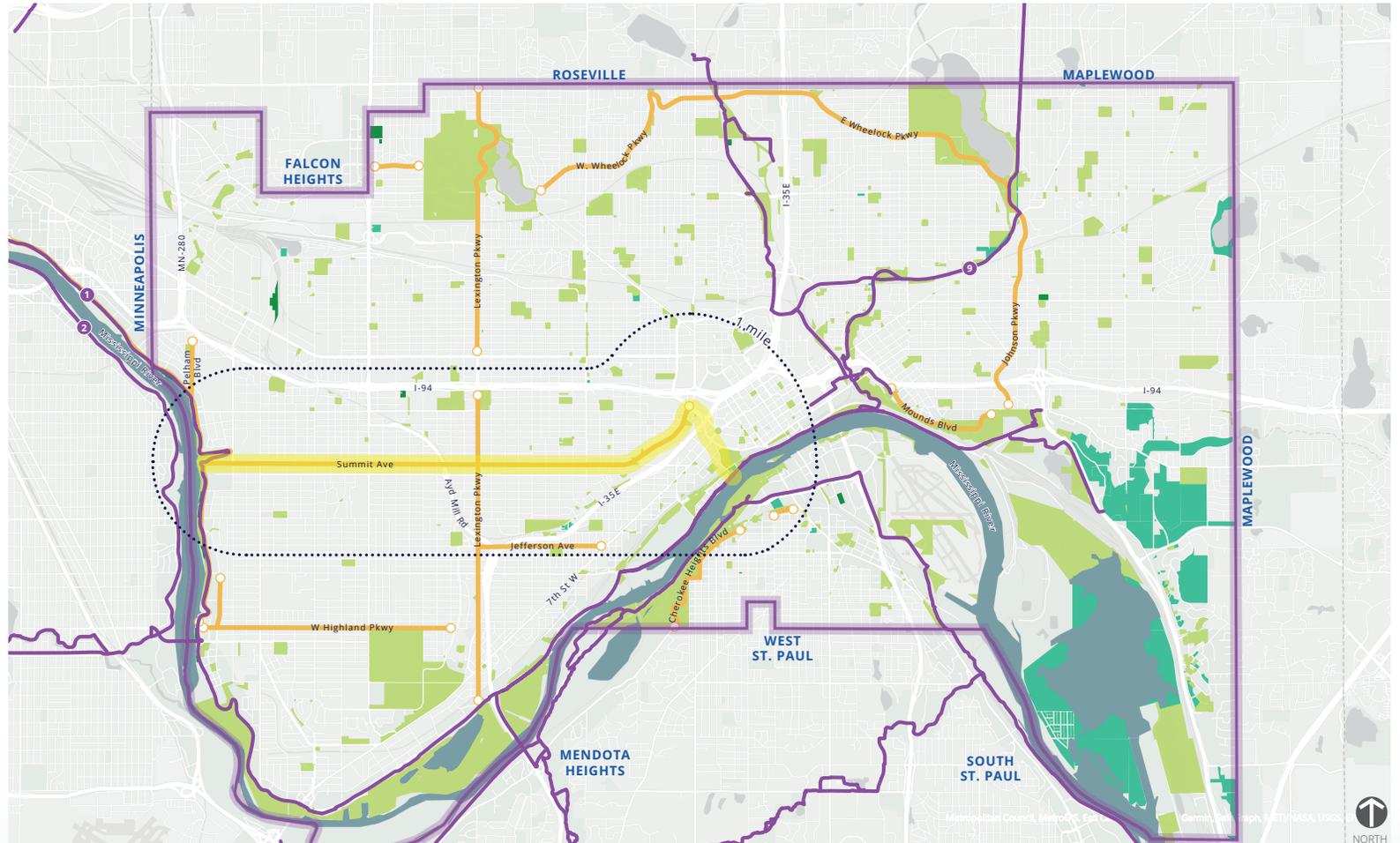


# Planning Context

## 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.



# 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



# 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)



# 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

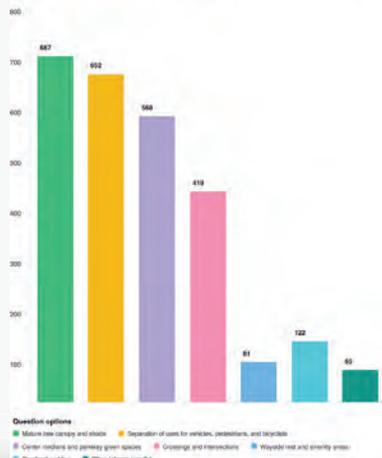
- » Maintain the dirt path in central median space
- » Unique running experience in the City
- » Charming, quaint experiences, unlike other facilities

### NO CHANGE

#### Existing Conditions

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

Within the Summit Ave. corridor, which elements are most important to you? (Choose up to three)



DRAFT - IN PROCESS 2022



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# Existing Conditions



# Existing Conditions



An aerial photograph of a university campus, likely Saint Paul, Minnesota. The image shows a mix of large, multi-story brick buildings and extensive green spaces filled with mature trees. A central road with a bike lane is visible, cutting through the campus. The text "GREEN SPACES ARE INTEGRAL TO DESIGN" is overlaid in large, white, bold letters across the center of the image.

# GREEN SPACES ARE INTEGRAL TO DESIGN



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MINNESOTA



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



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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



# 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

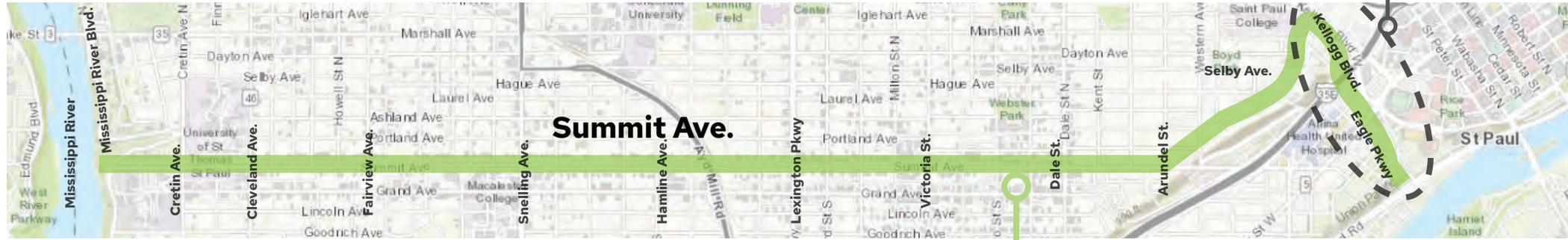


# Trail Facility Types

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

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

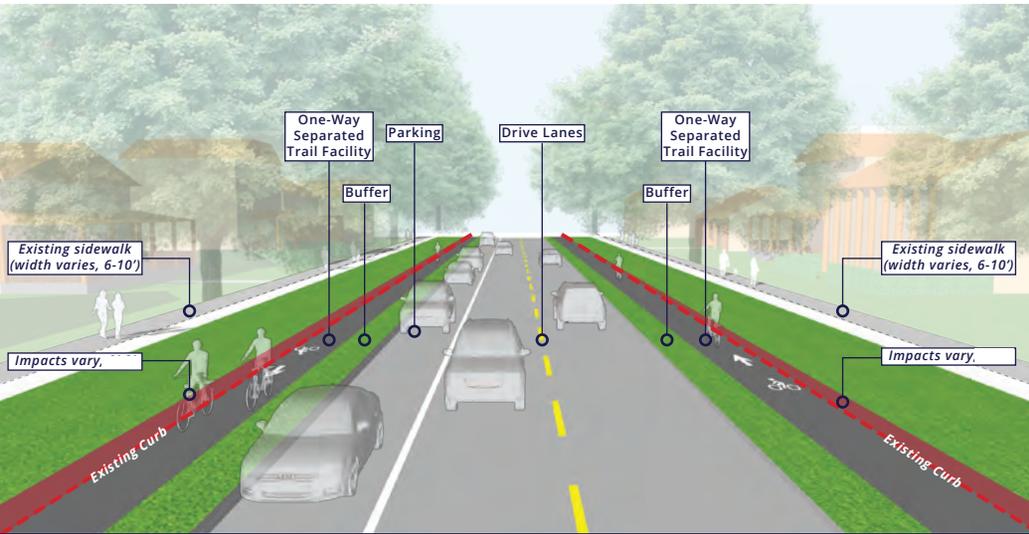
Planned Capital City  
Bikeway and Existing  
Conditions Apply here



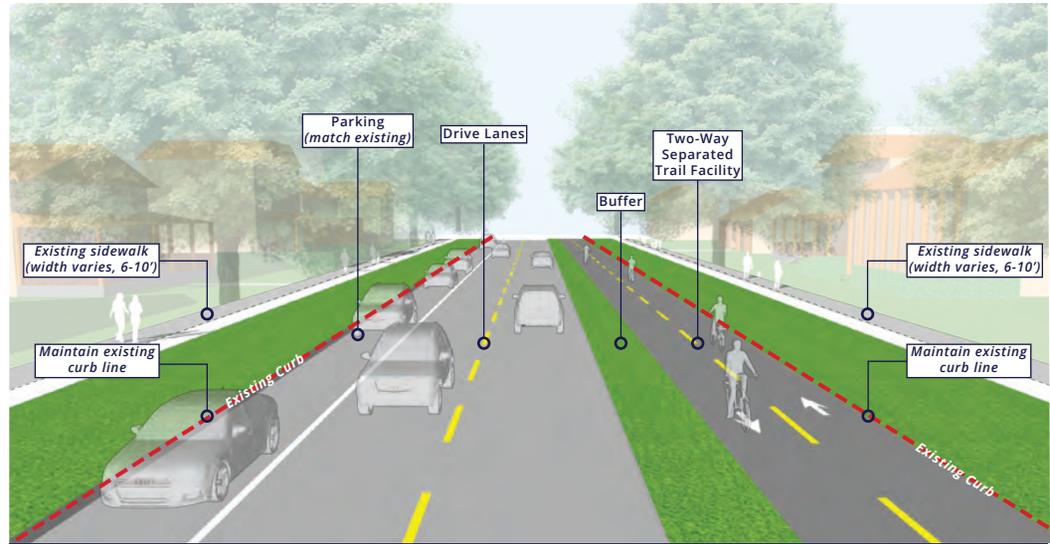
~5.4 miles

--- Existing Curb Line  
■ Potential Impact Zone

--- Existing Curb Line  
■ Potential Impact Zone



One-Way Trails



Two-Way Trail

# NEXT STEPS...



**Master Plan Document Draft & Public Comments**

**Public Open House** (Date/Location TBD)

**Approval Process, Fall 2022**

**Summer, 2022**

**[www.engagestpaul.org/summit](http://www.engagestpaul.org/summit)**



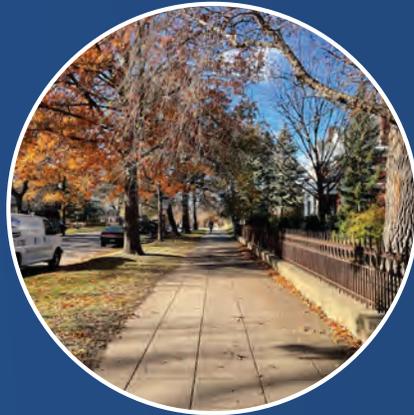
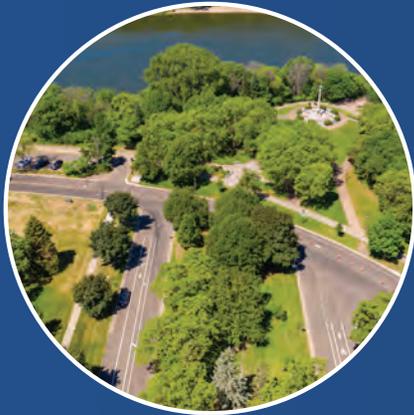
**SAINT PAUL  
MINNESOTA**



**BOLTON  
& MENK**

**SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN**

# 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](mailto:mary.norton@ci.stpaul.mn.us) | 651-266-6407



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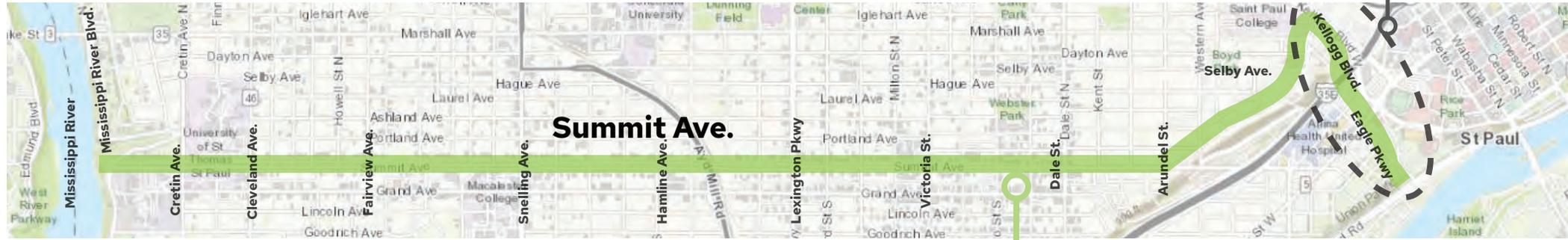
SUMMIT AVENUE REGIONAL TRAIL MASTER PLAN

# Trail Facility Types

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(Single & Double Median Conditions)

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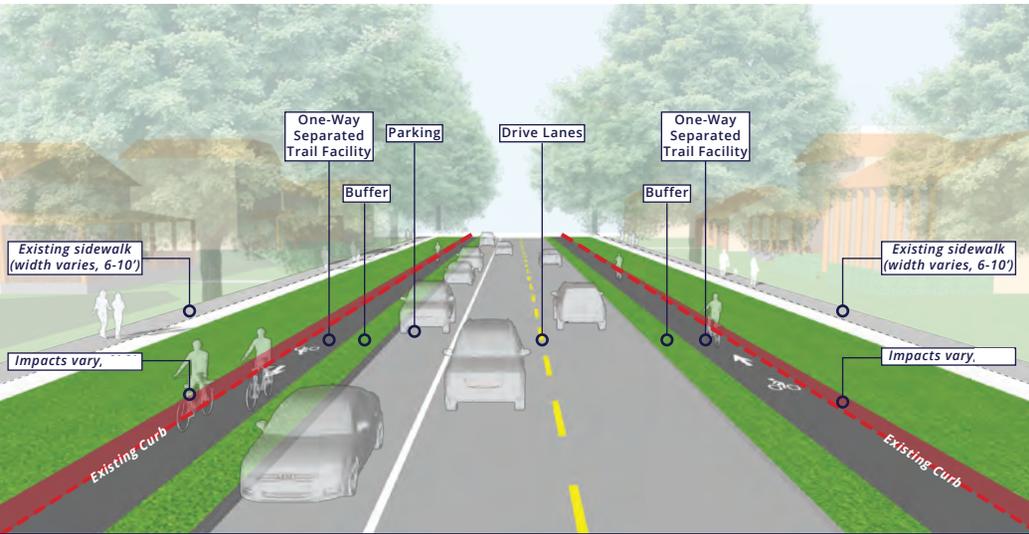
Planned Capital City  
Bikeway and Existing  
Conditions Apply here



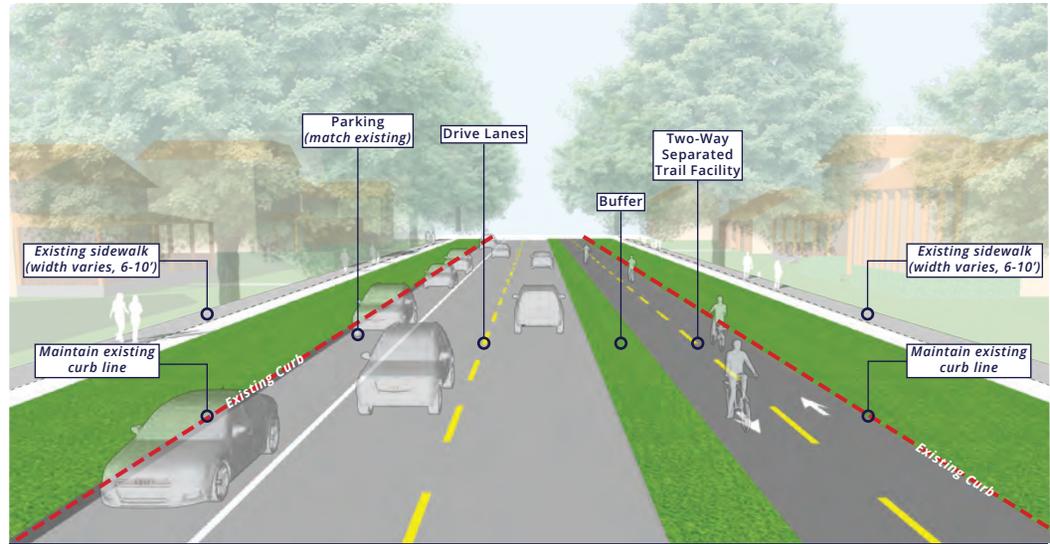
~5.4 miles

--- Existing Curb Line  
■ Potential Impact Zone

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One-Way Trails

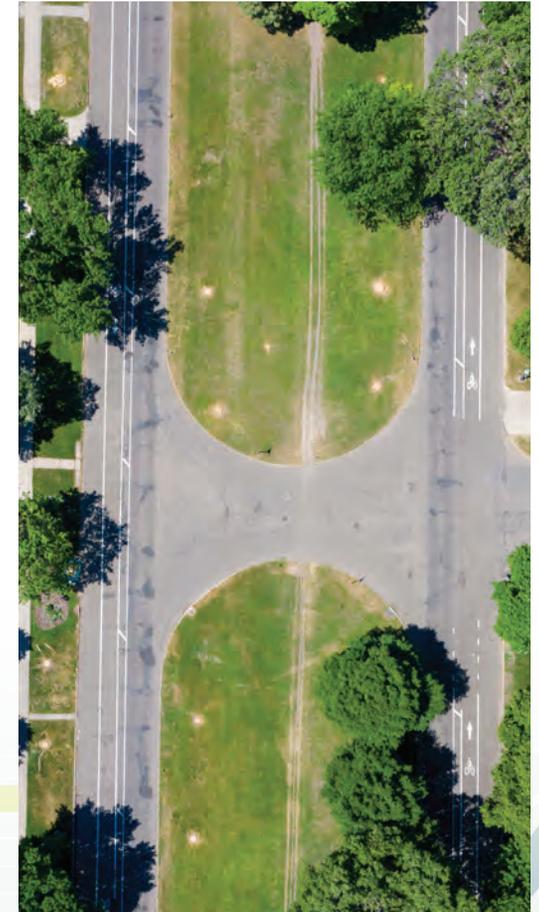
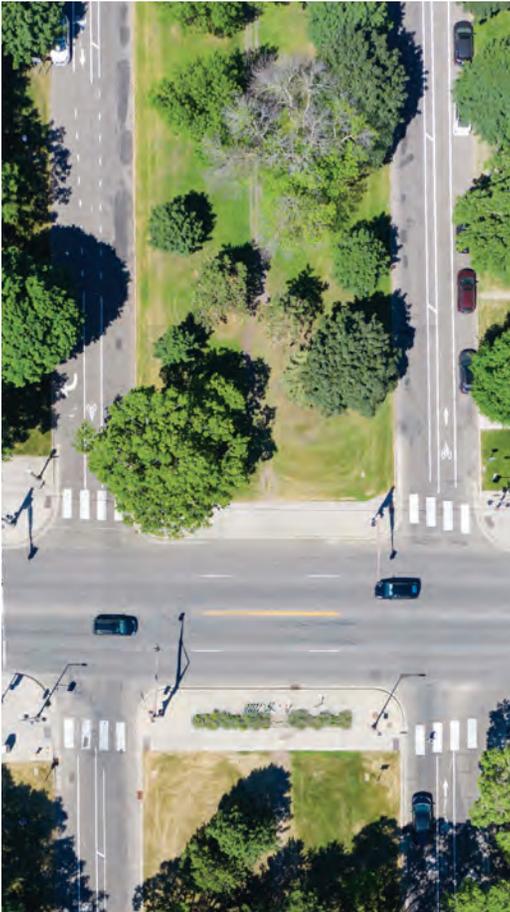


Two-Way Trail

# Conceptual Bike Trail Alternatives

## 200' ROW Single Median

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

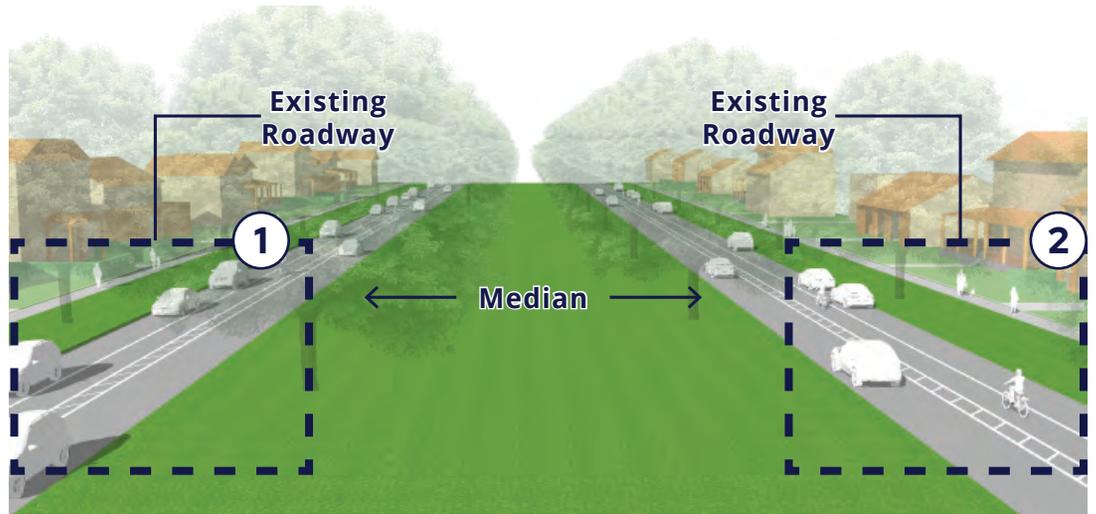


# Existing Condition

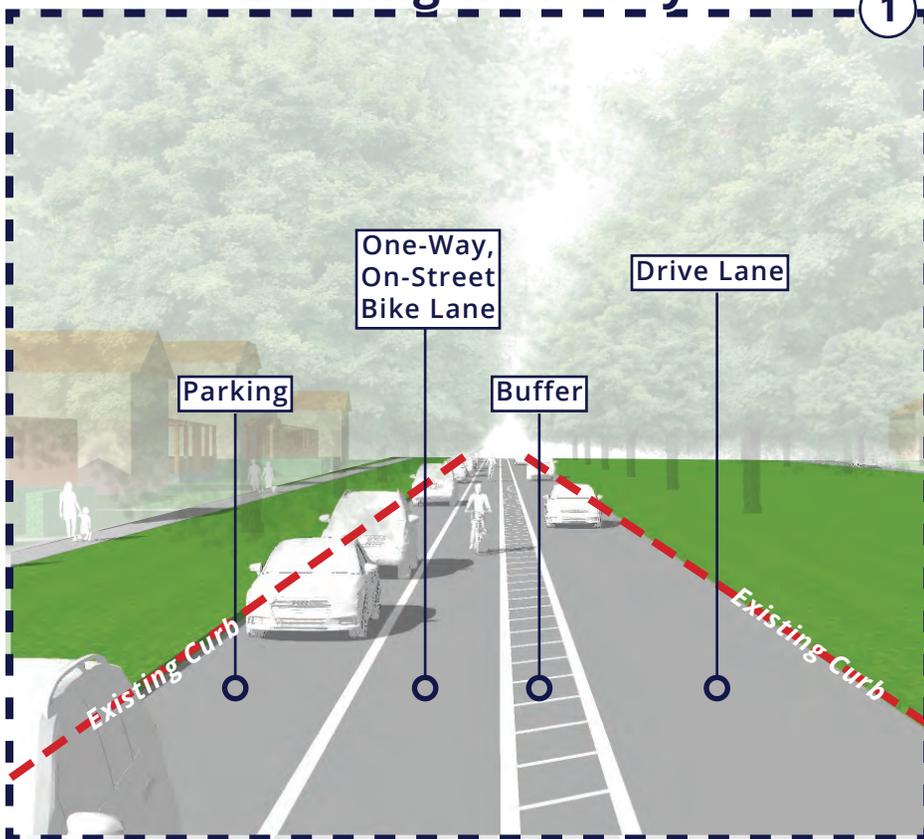
200' Right-of-Way | Segments A and C



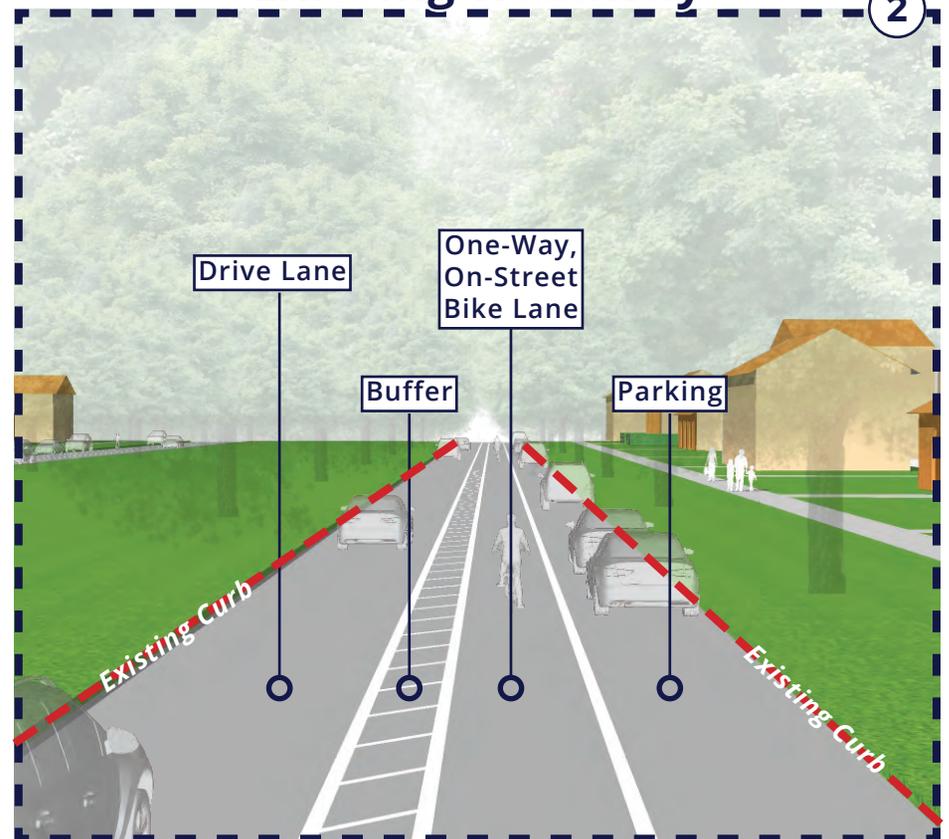
- Existing Curb Line
- Potential Impact Zone



## Existing Roadway ①



## Existing Roadway ②

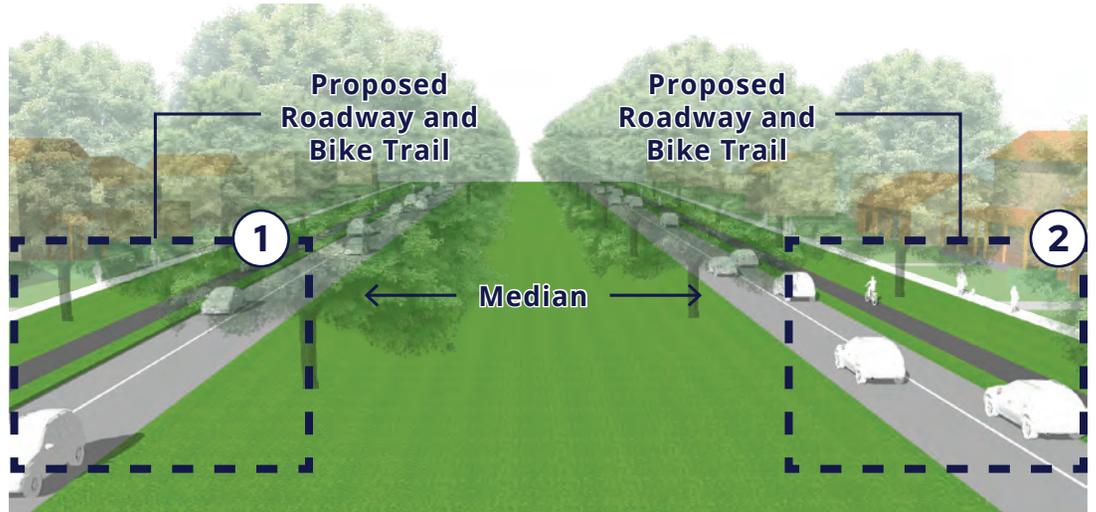


# One-Way Separated Trail, Parking Both Sides

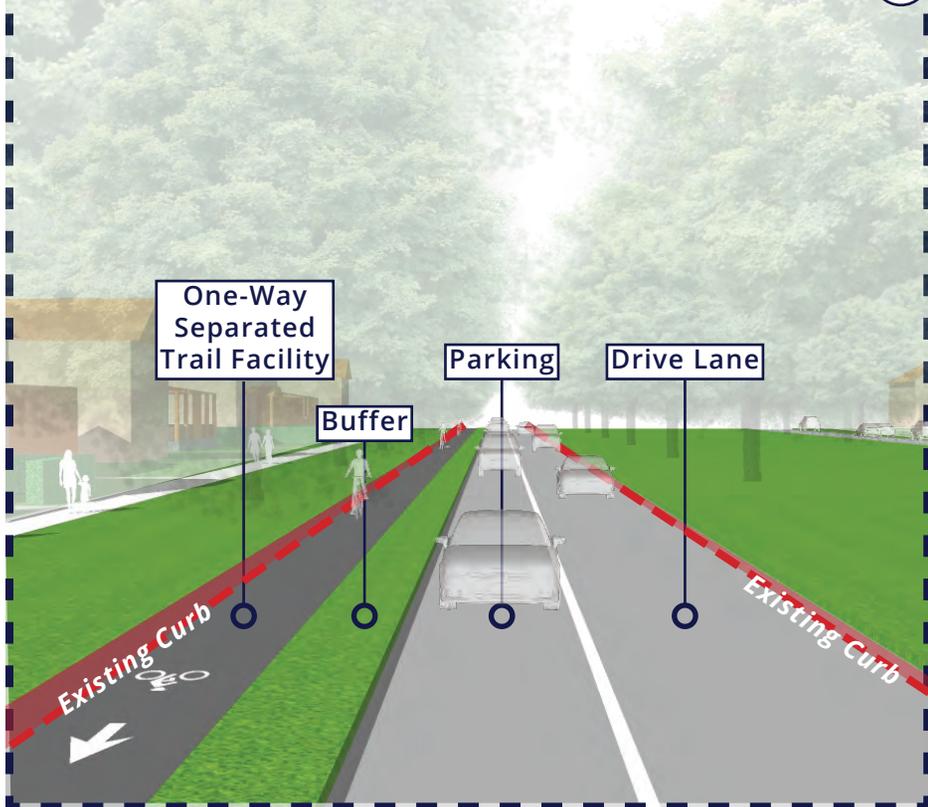
200' Right-of-Way | Segments A and C



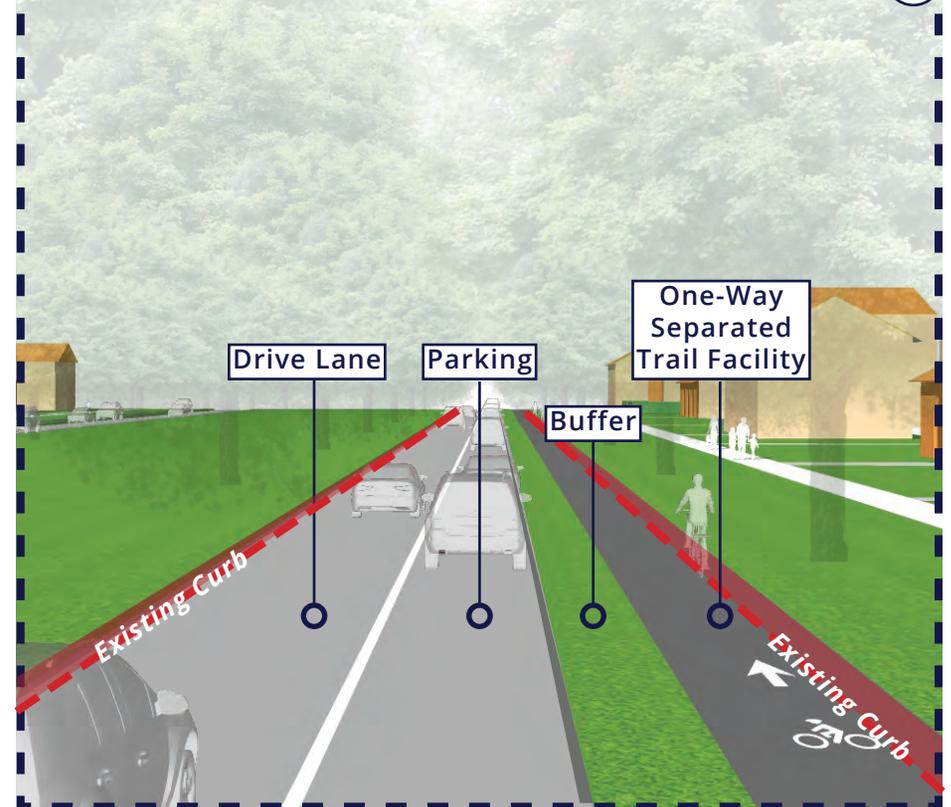
- Existing Curb Line
- █ Potential Impact Zone



## Proposed Roadway and Bike Trail ①



## Proposed Roadway and Bike Trail ②

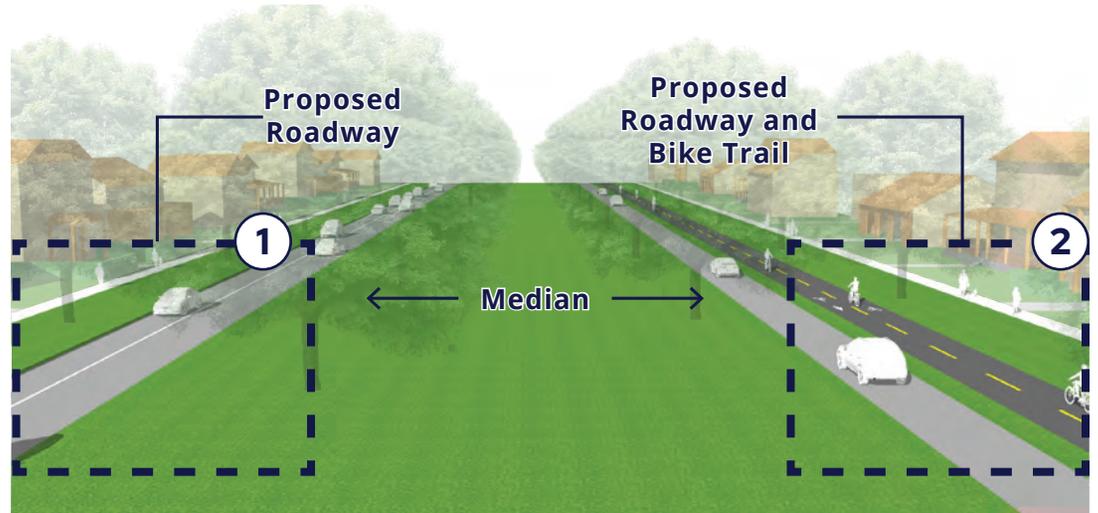


# Two-Way Separated Trail, Parking One Side

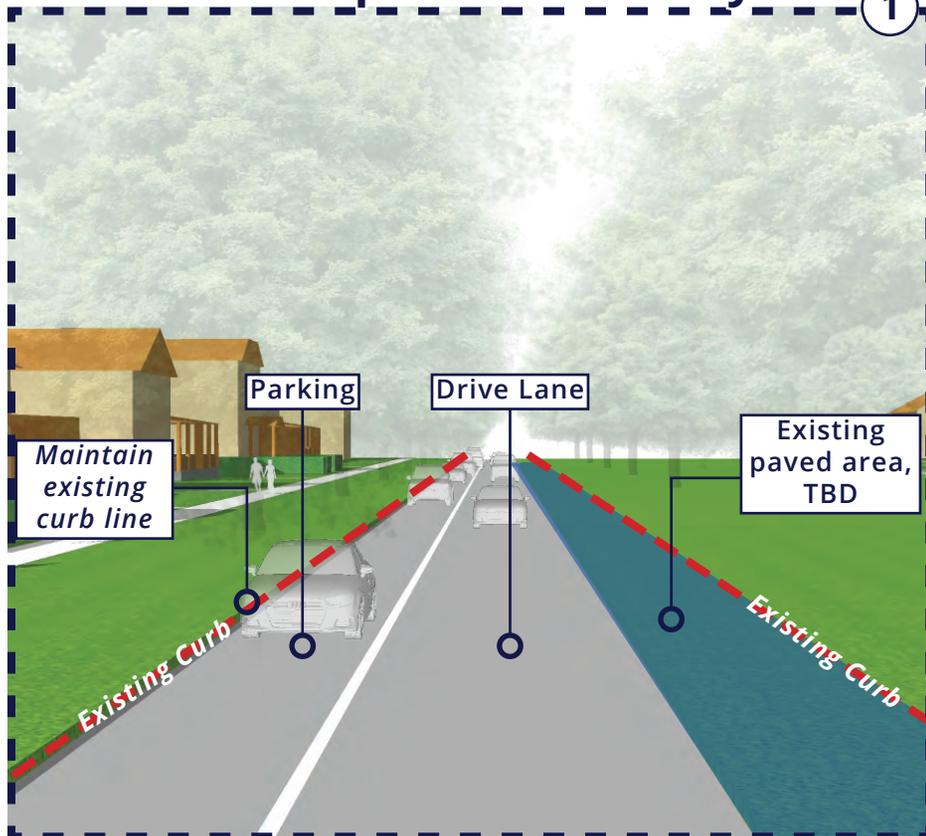
200' Right-of-Way | Segments A and C



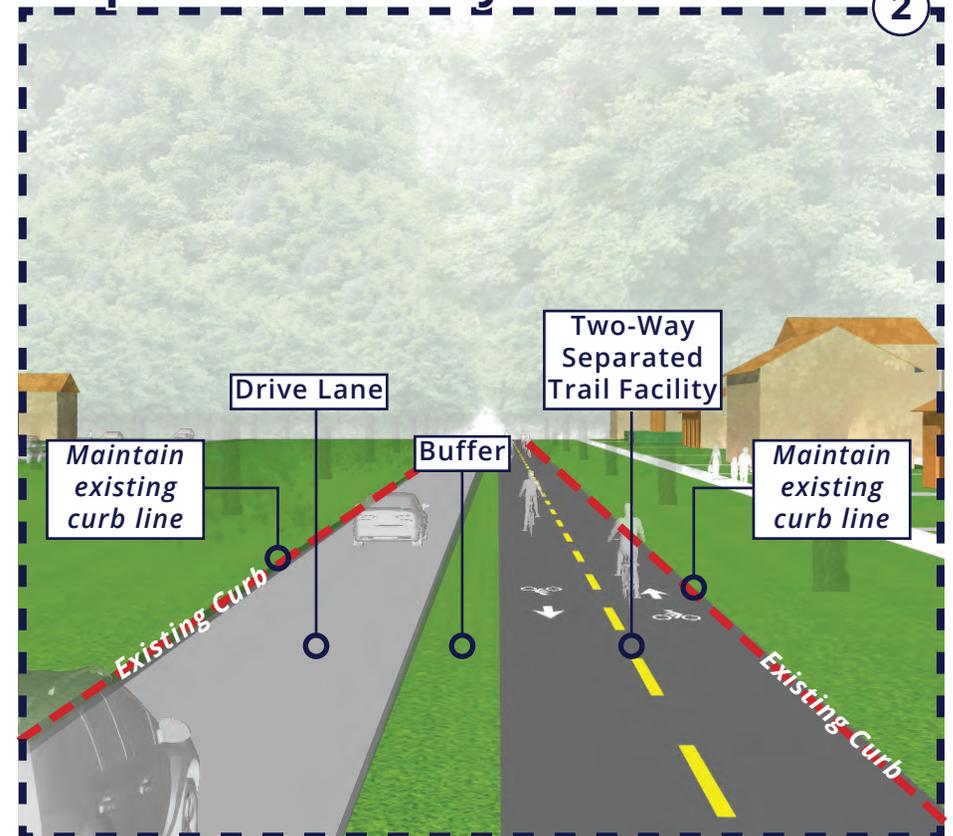
- - - Existing Curb Line
- Potential Impact Zone



## Proposed Roadway ①



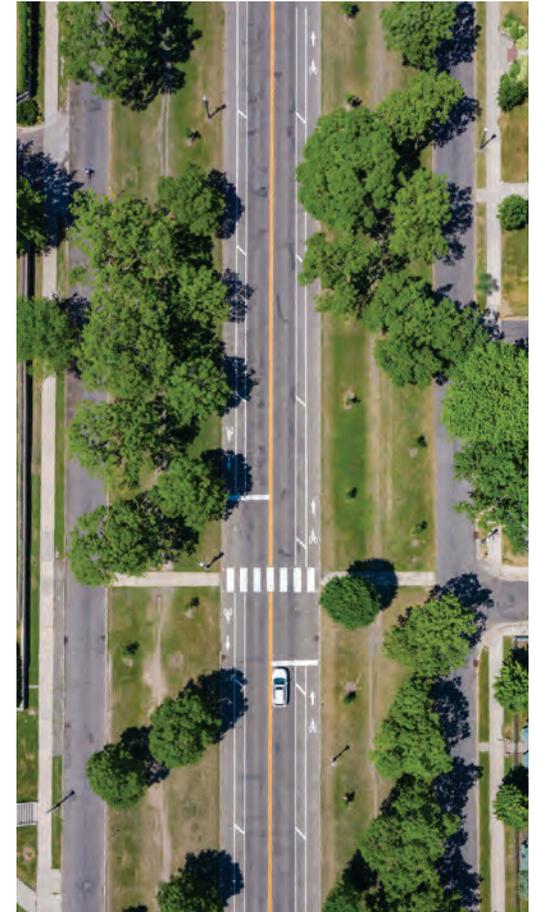
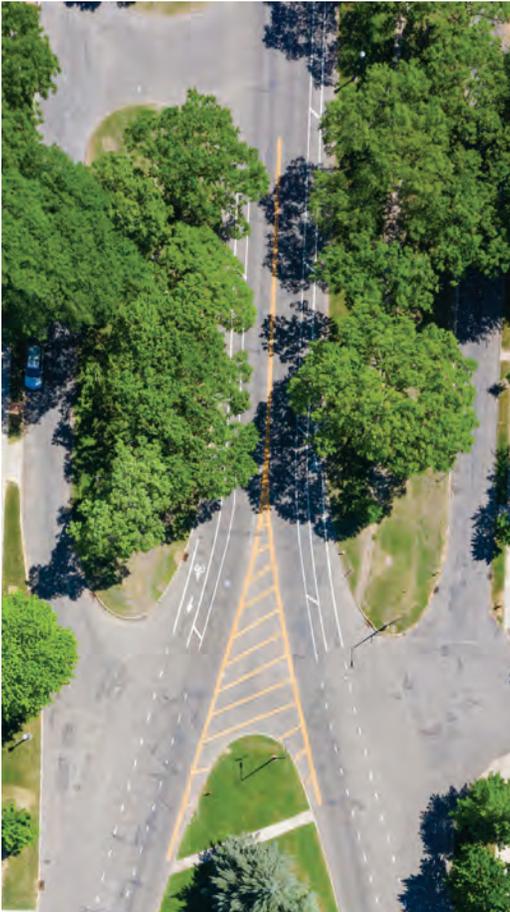
## Proposed Roadway and Bike Trail ②



# Conceptual Bike Trail Alternatives

## 200' ROW Double Median

*Fairview Ave to Snelling Ave*

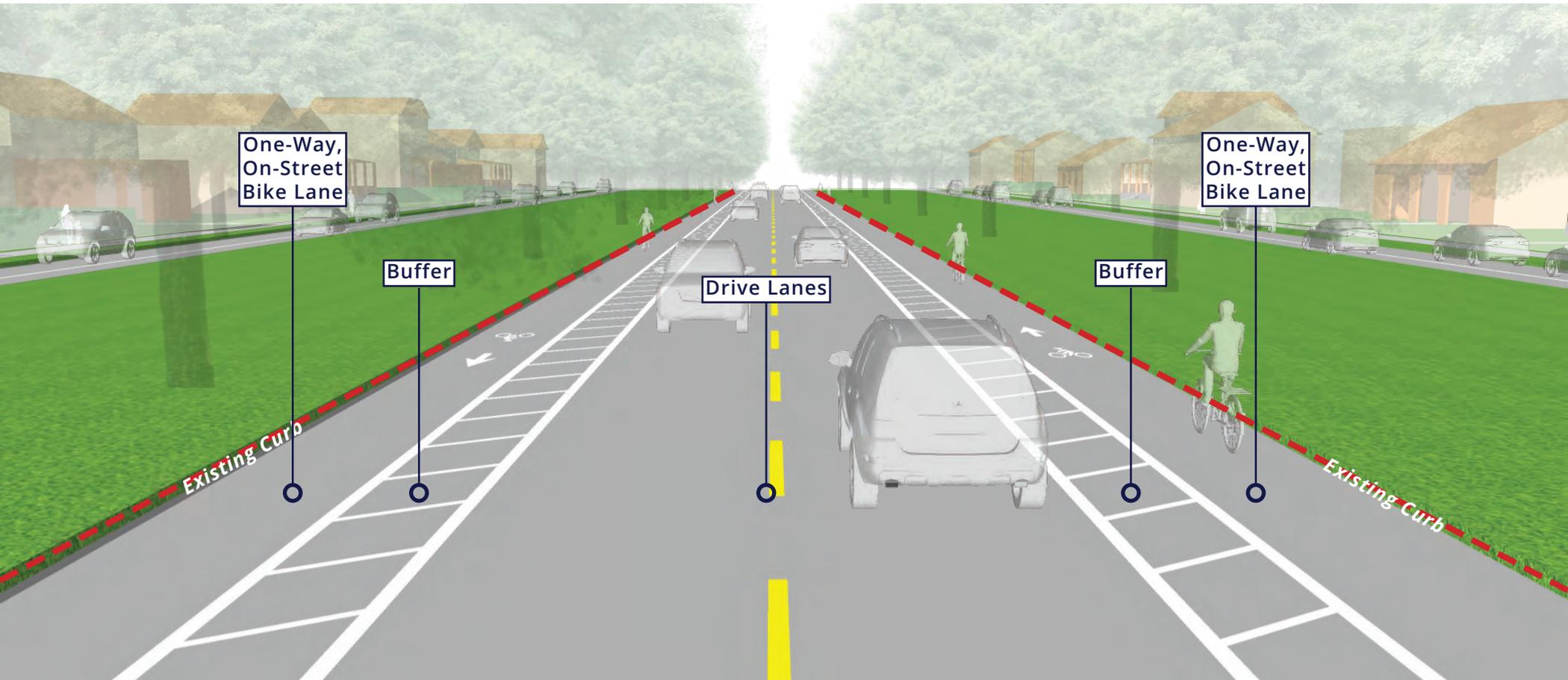
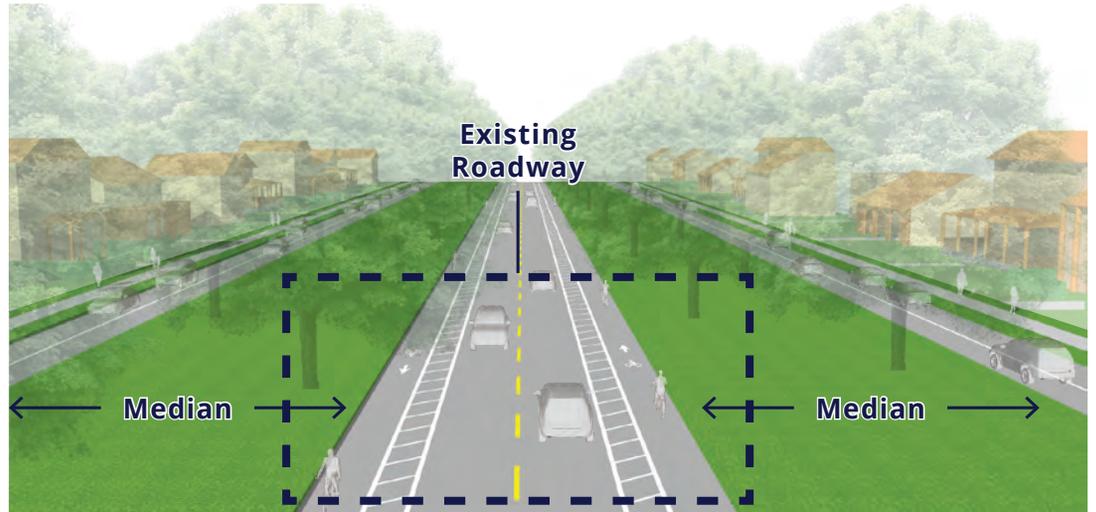


# Existing Condition

## 200' Right-of-Way | Segment B



- Existing Curb Line
- Potential Impact Zone

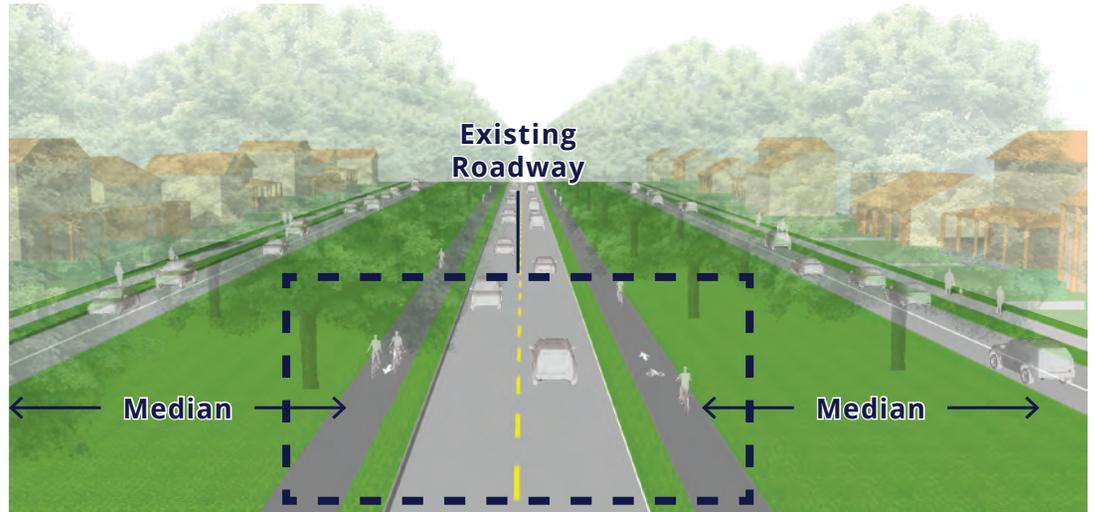


# One-Way Separated Trail

200' Right-of-Way | Segment B

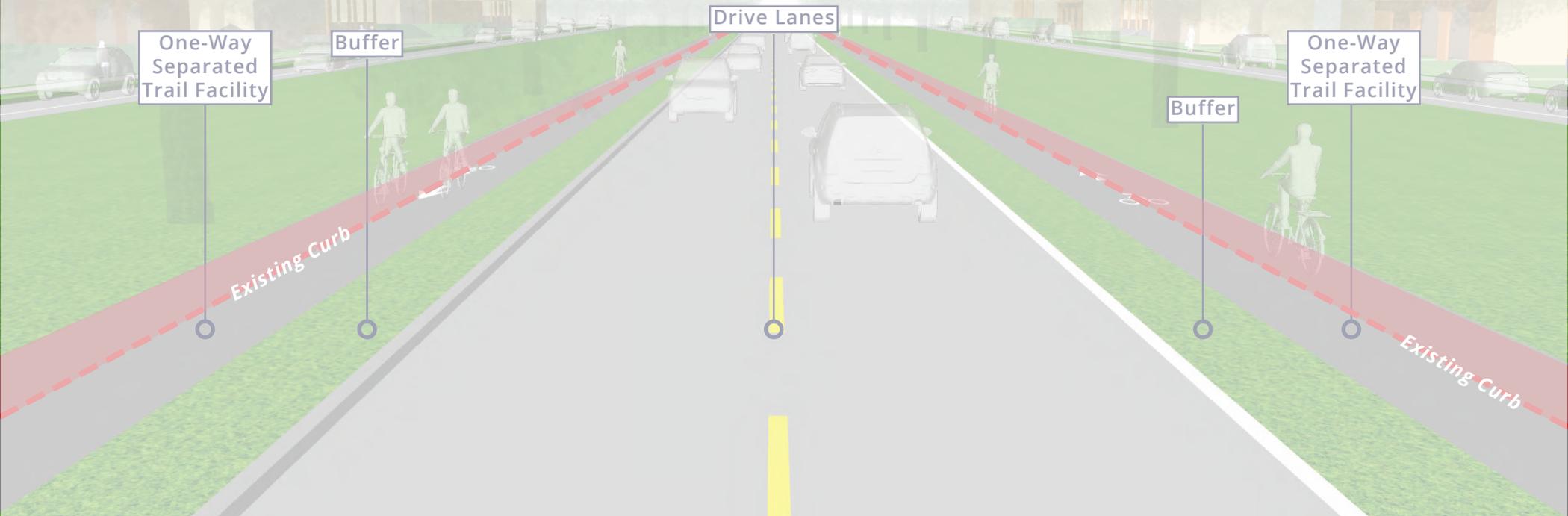


- Existing Curb Line
- Potential Impact Zone



# NOT RECOMMENDED

## DUE TO POTENTIAL BOULEVARD IMPACTS

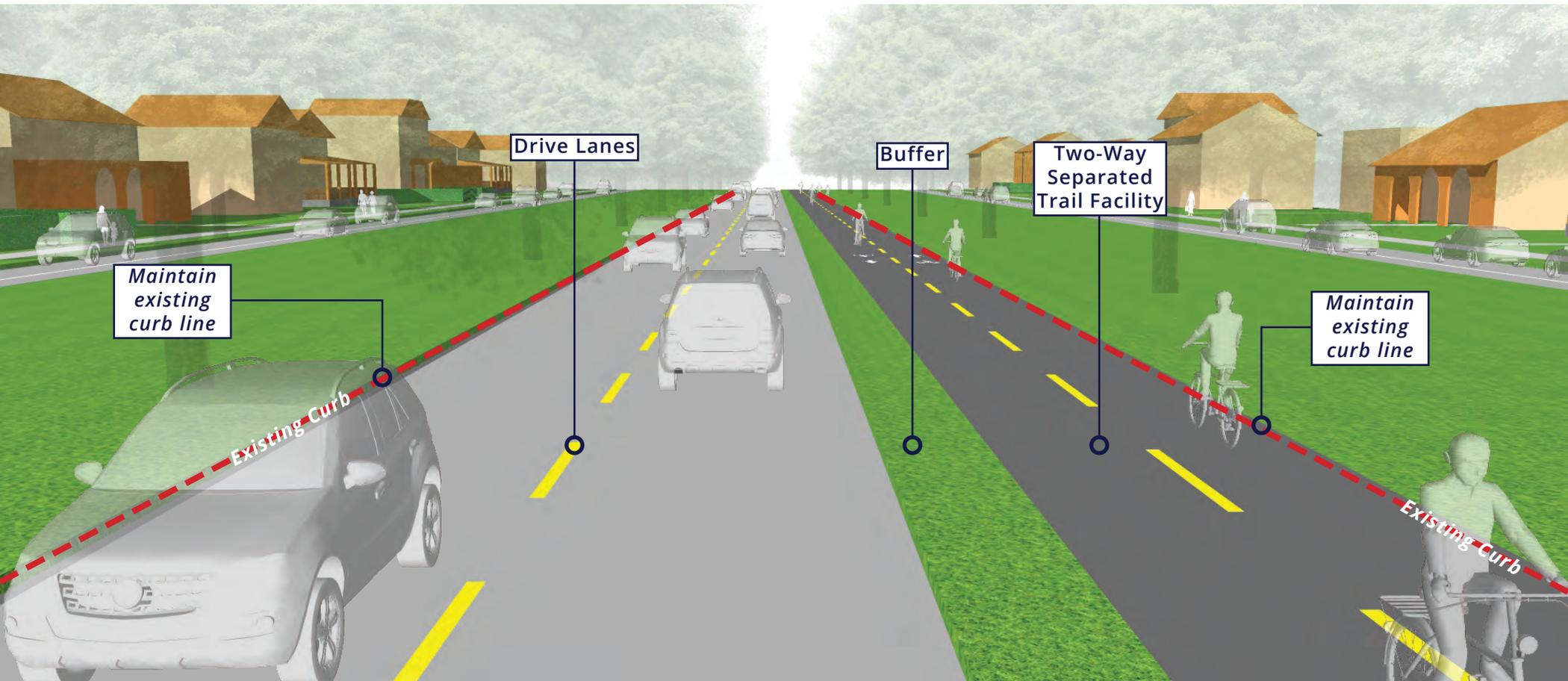
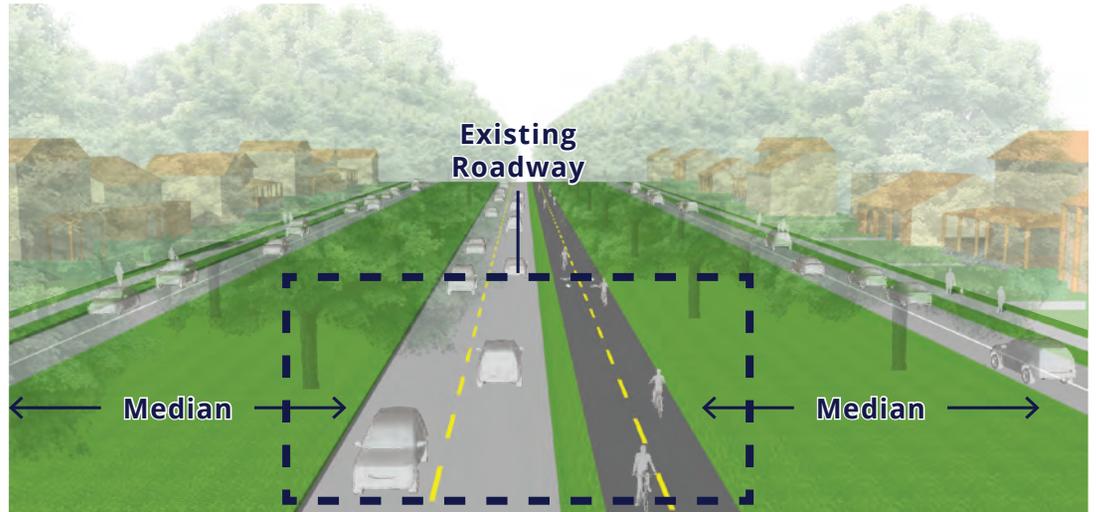


# Two-Way Separated Trail

## 200' Right-of-Way | Segment B



- Existing Curb Line
- █ Potential Impact Zone

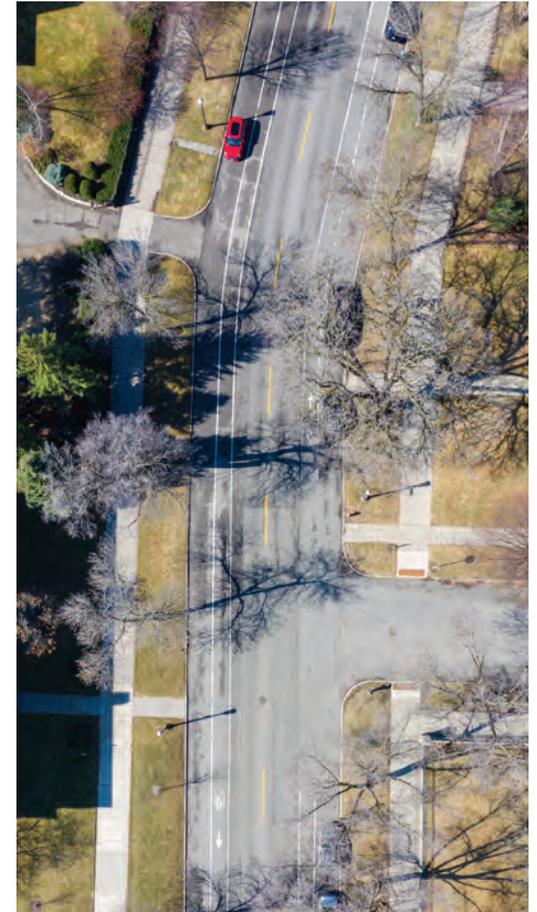
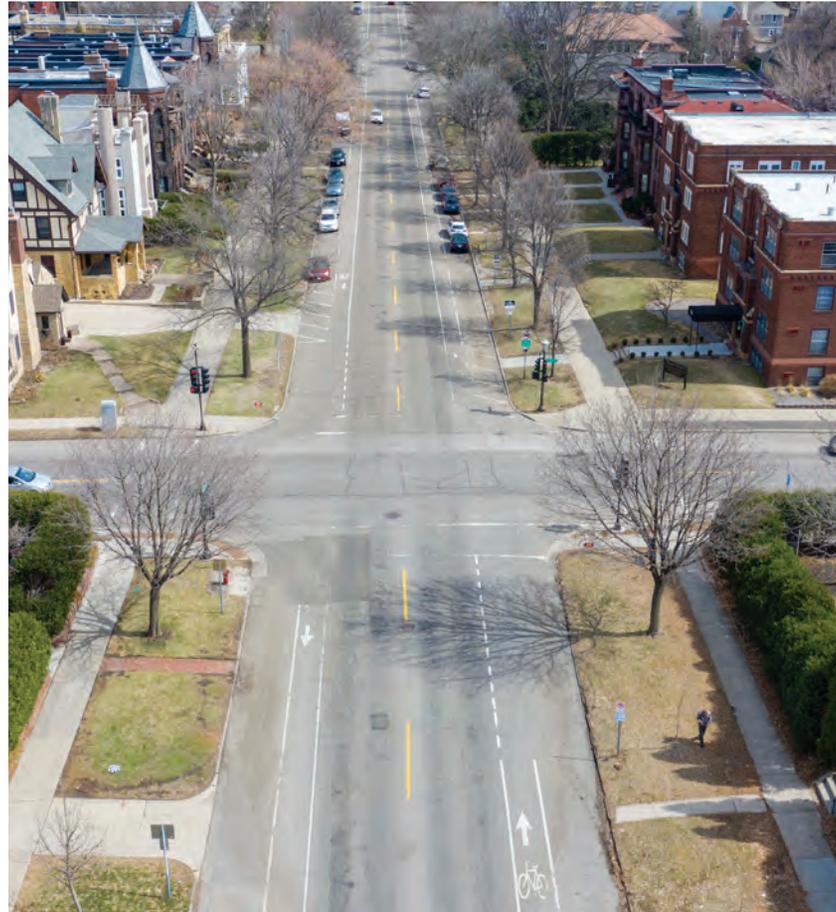
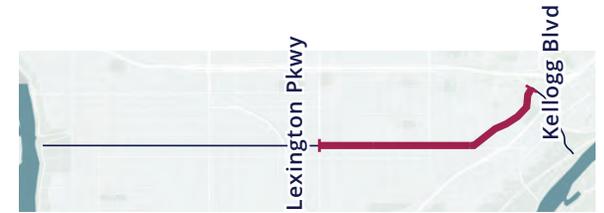


# Conceptual Bike Trail Alternatives

## 100' ROW

No Median

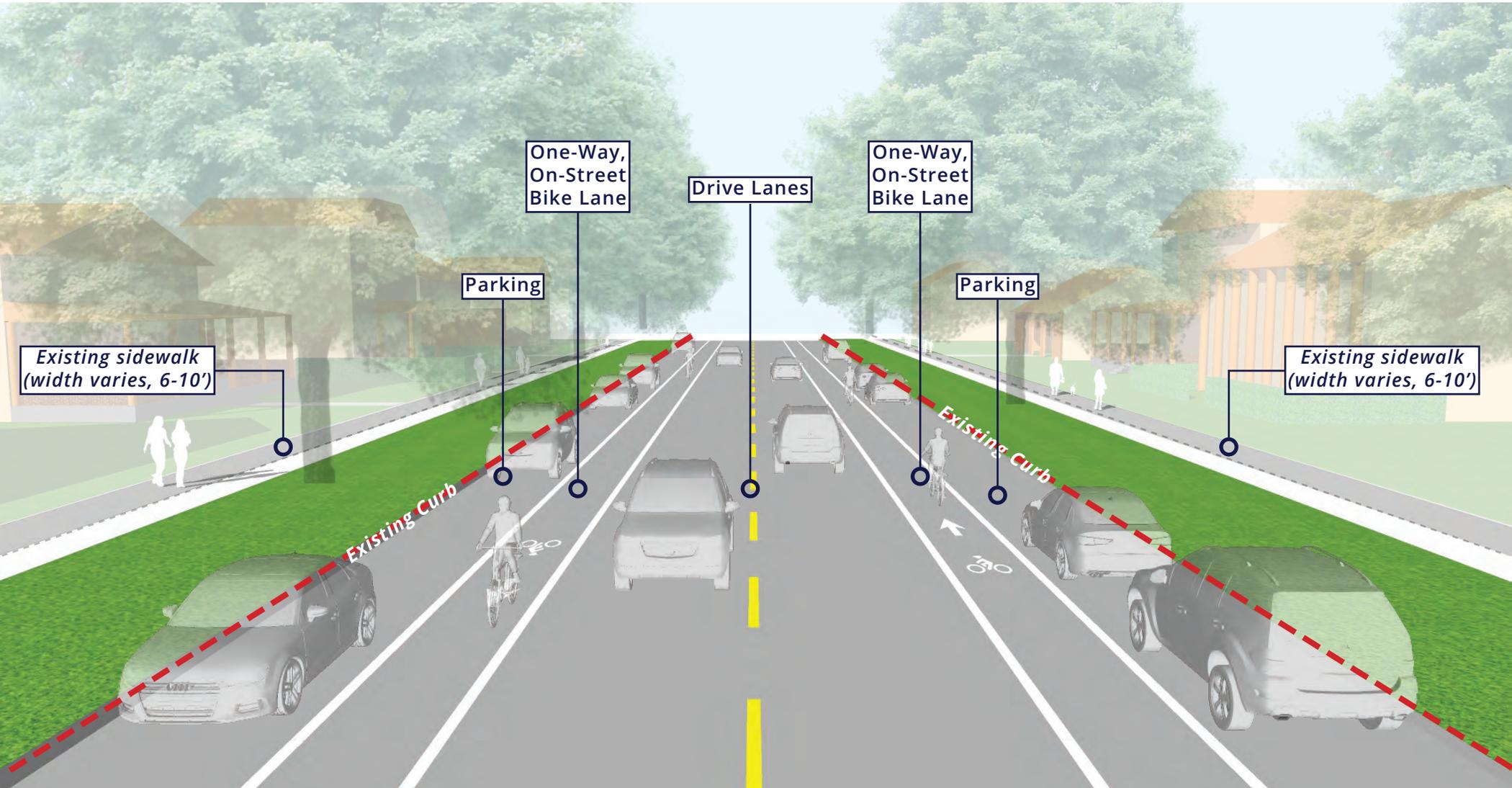
*Lexington Pkwy to Kellogg Blvd*



# Existing Condition

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

-  Existing Curb Line
-  Potential Impact Zone



# One-Way Separated Trail, Parking Both Sides

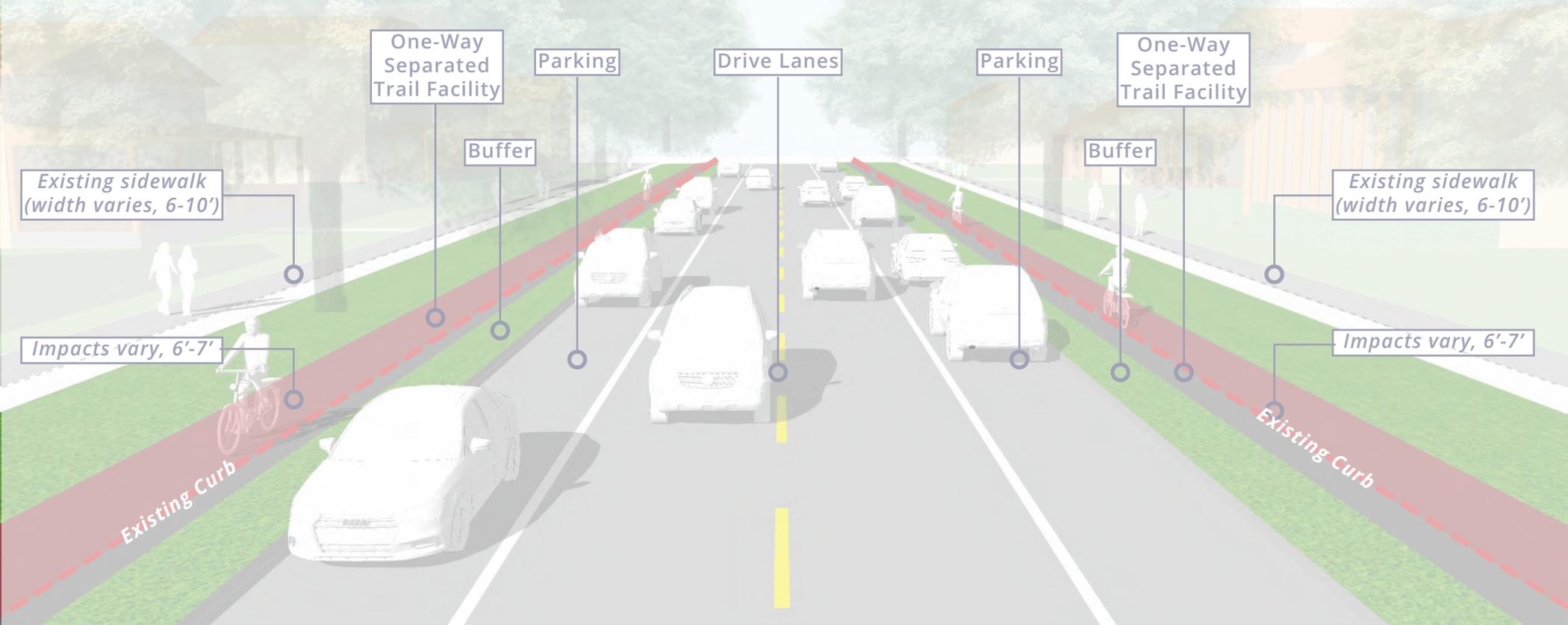
100' Right-of-Way | Segments D, E, and F



- Existing Curb Line
- █ Potential Impact Zone

# NOT RECOMMENDED

## DUE TO POTENTIAL BOULEVARD IMPACTS



# One-Way Separated Trail, Parking One Side

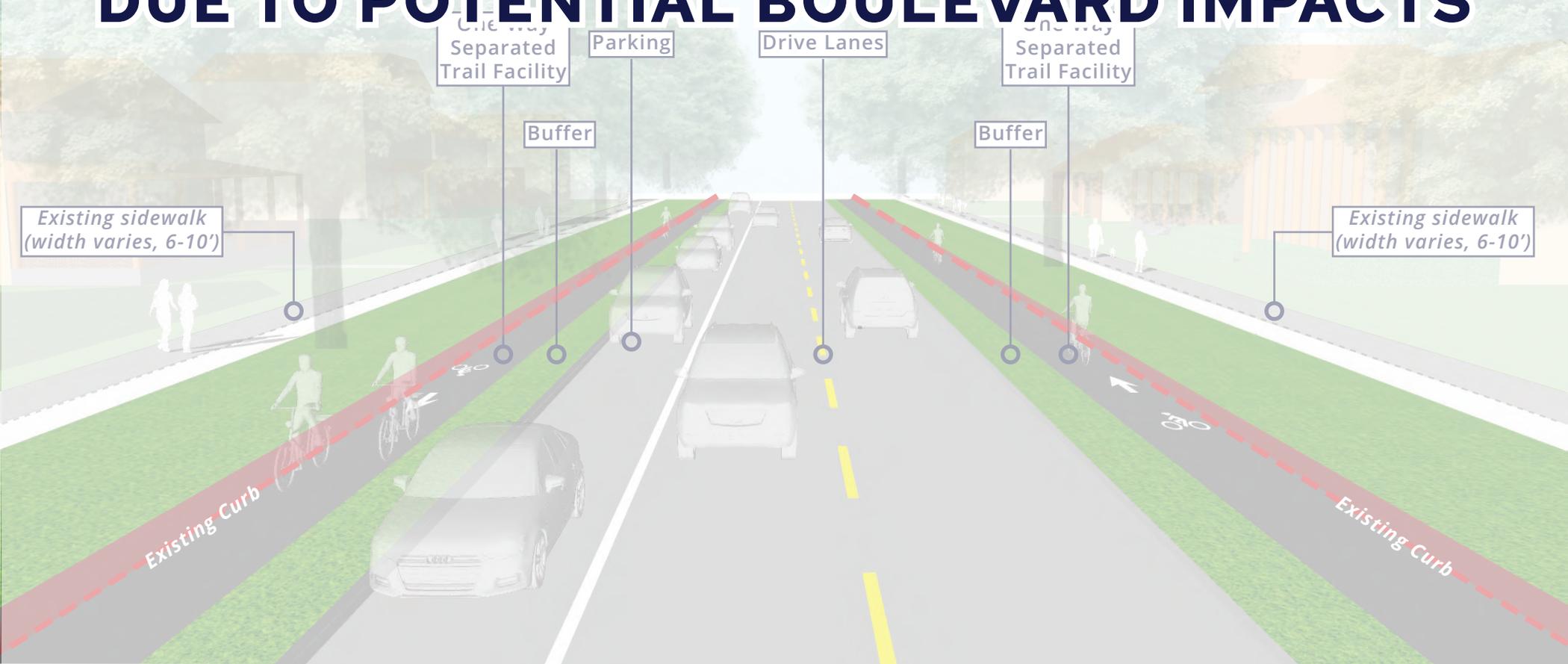
## 100' Right-of-Way | Segments D, E, and F



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- █ Potential Impact Zone

# NOT RECOMMENDED

## DUE TO POTENTIAL BOULEVARD IMPACTS



# Two-Way Separated Trail, Parking Both Sides

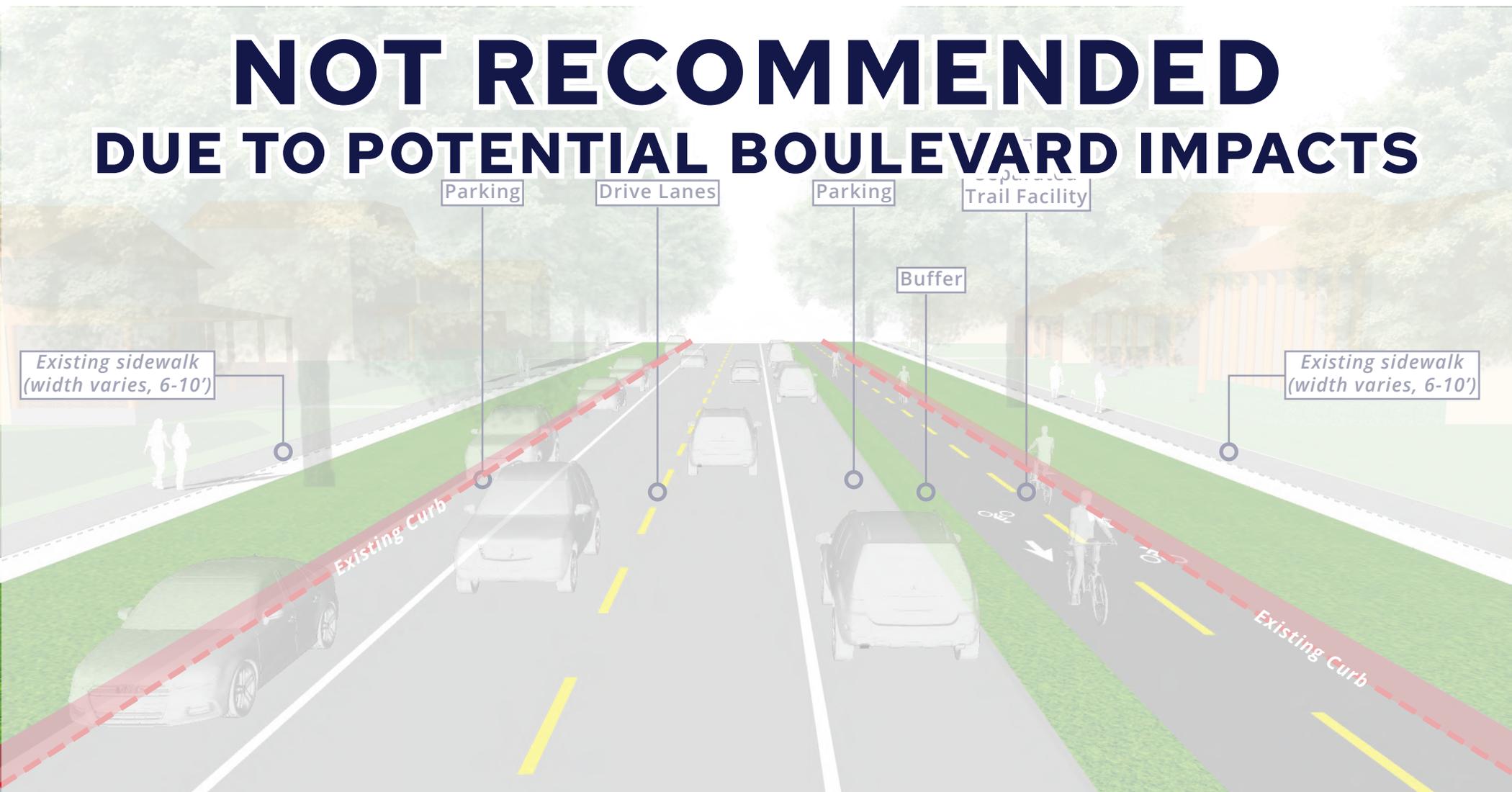
100' Right-of-Way | Segments D, E, and F



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# NOT RECOMMENDED

## DUE TO POTENTIAL BOULEVARD IMPACTS

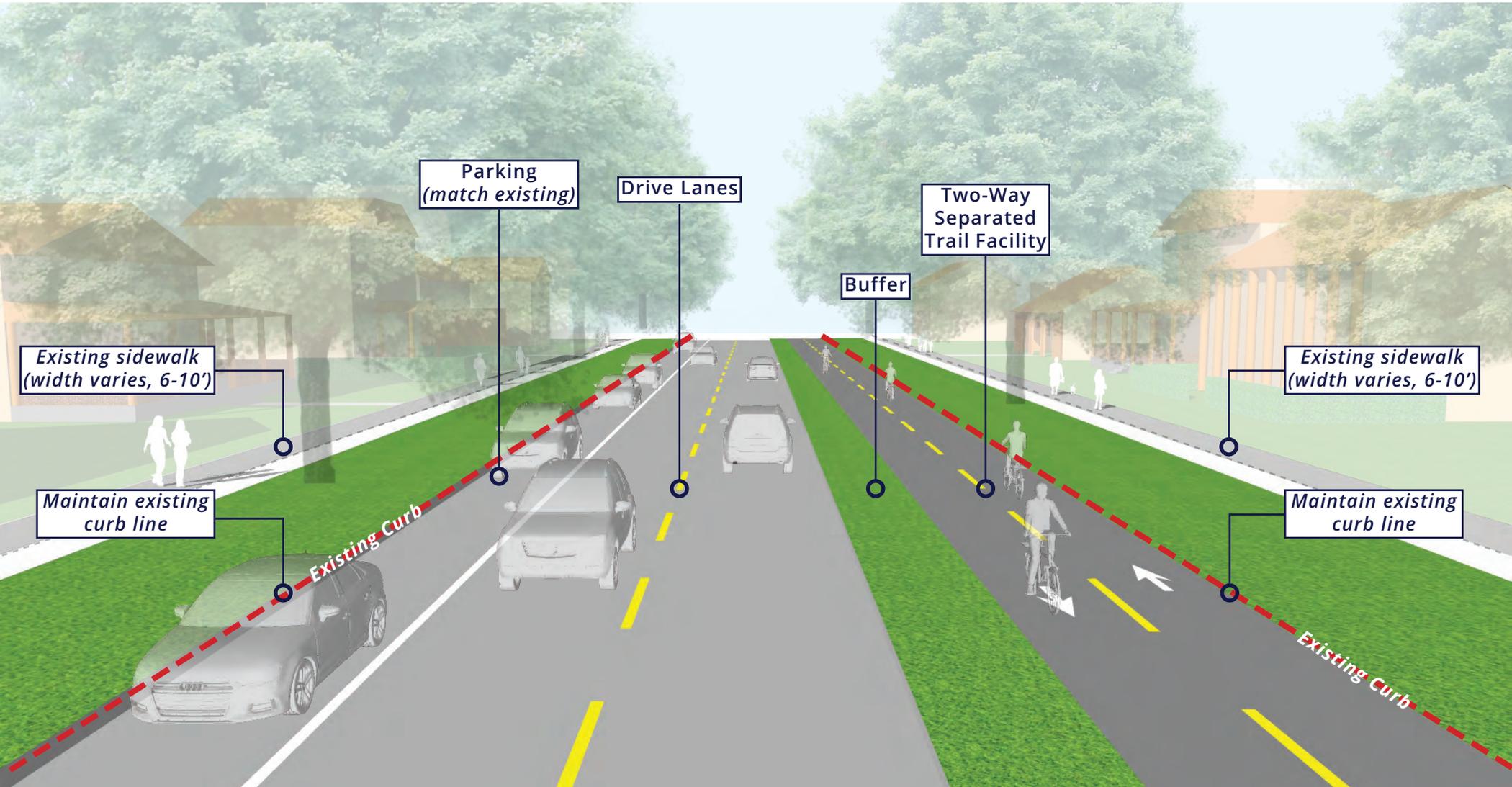


# Two-Way Separated Trail, Parking One Side

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



- Existing Curb Line
- Potential Impact Zone

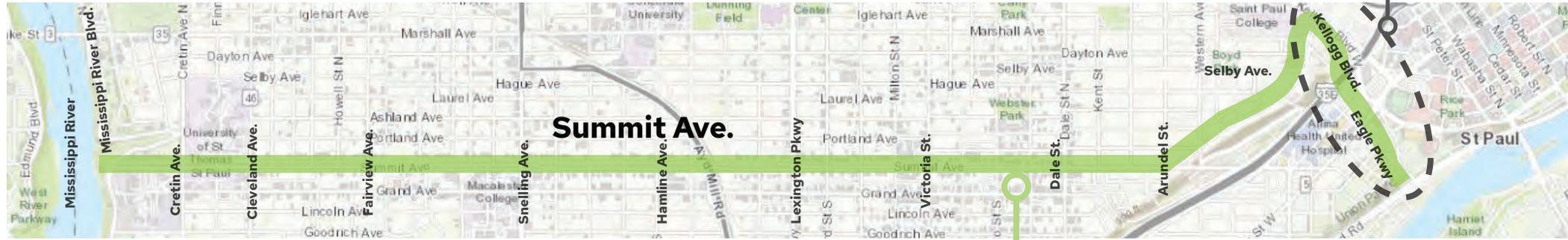


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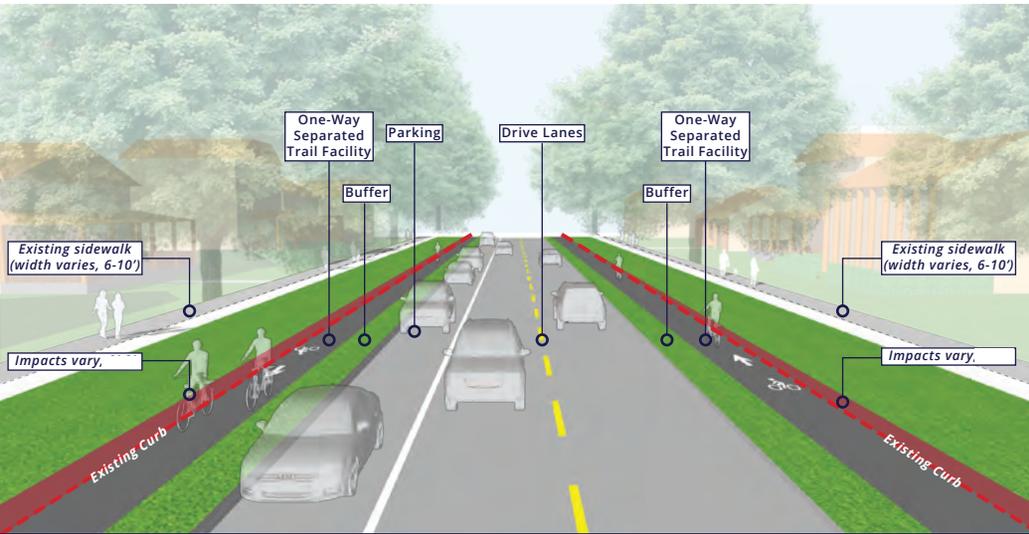
Planned Capital City  
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Conditions Apply here



~5.4 miles

--- Existing Curb Line  
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One-Way Trails



Two-Way Trail