

Project Timeline



Project Overview

The City of Saint Paul Parks and Recreation Department, with input from other City departments, technical professionals, and community members, is in the process of developing a Master Plan for a regional trail on Summit Avenue. The proposed trail corridor is approximately 5.4 miles long along Summit Avenue, Kellogg Boulevard, and Eagle Parkway from Mississippi Gorge Regional Park to the Samuel H. Morgan Regional Trail. The master plan will evaluate opportunities, constraints, and feasibility of a regional trail facility within the corridor and will serve as a guide to future transportation, pedestrian, and parkway improvements. Project goals include:

- Evaluate and identify a regional trail alignment on Summit Avenue to improve recreation experience and safety for all users.
- Identify ways to balance the character of Summit Avenue when modernizing infrastructures including but not limited to trees, greenspace, parking, vehicles, recreation, and historical designation.
- Improve connectivity and public access to parkland.
- Support the evolving needs of users to create a more resilient, people-oriented corridor

Frequently Asked Questions

- What is a Regional Trail?**

 - Regional Trails provide recreational opportunities along linear pathways in the metropolitan area.
 - “Linking Trails” pass through or provide connections to other regional amenities or significant natural resource areas.
 - These trails intersect with local trail networks to serve as commuting routes for bicyclists in addition to recreational purposes.
- Why Summit Avenue?**

 - Parallel routes such as Grand Avenue and Portland Avenue have been explored as regional trail facilities, but have similar and additional drawbacks including a narrower public right-of-way and similar historic and cultural guidelines.
 - Summit Avenue currently has high multi-modal use and parkway characteristics that make it a desirable setting for a regional trail facility.
 - Much of the roadway has not been improved since the 1910s and is in need of reconstruction. This provides an opportunity to include improved bicycle infrastructure with a roadway reconstruction project.
- Why a Separated Facility?**

 - High traffic volume and industry standards
 - Aligns with City and Regional policy
 - Comfort and safety for all modes and abilities

Project Partners



Larger City and Regional Policy Goals

- Saint Paul 2040 Comprehensive Plan (2020)**

 - Safety and accessibility for all
 - True transportation choice throughout the City, with a shift from single-occupant vehicles toward other modes
 - Strong and accessible connections
 - Equitable public access/strong connections to the Mississippi River
- Saint Paul Pedestrian Plan (2019)**

 - Safety for all modes particularly at intersections and crosswalks
 - Improved winter maintenance for all facility types
- Saint Paul Climate Action Resilience Plan**

 - Emphasis on walkable and bike-friendly neighborhoods
 - Enhance transportation infrastructure not solely focused on single-occupant vehicles
 - Prioritize increasing safe and reliable access to city destinations without the use of a private automobile
- Saint Paul Bicycle Plan (2015)**

 - Increase the mode share of bicycling and establish and expand the city-wide bicycle networks
 - Develop bikeways that allow all Saint Paul residents and visitors to safely and comfortably ride bicycles

