

WE ARE LISTENING!

200 survey responses and counting...

Bikeway Improvements

- "Focus on wider sidewalks and safer (buffered or protected) bike lanes."
- "Great opportunity to fine tune an already great avenue with improved bike safety!"
- "Don't buffer the concrete median, buffer the bike lane."
- "Add protected bike lanes and traffic calming improvements."

Walkability

- "Widen sidewalks to improve shared use by different types of pedestrians."
- "Currently the safest place to cross Summit is in the middle of the bridge!"
- "The crossings at Griggs and Syndicate are atrocious."

Roadway Design

- "The car lanes are far too wide."
- "The bridge is too wide."
- "Make this bridge accommodating to cyclists, pedestrians, and drivers alike."
- "Make this bridge bike and ped friendly at the expense of traffic, please!"
- "The bike left turn on the east side of the bridge doesn't work and confuses drivers."
- "Make a clearer left turn lane for eastbound Summit bikes turning onto Griggs Bikeway."

Informal Median Use

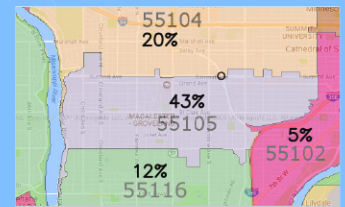
- "Keep the center median as a pedestrian trail."
- "Preserve the median."

Head THIS WAY for more detail on these topics

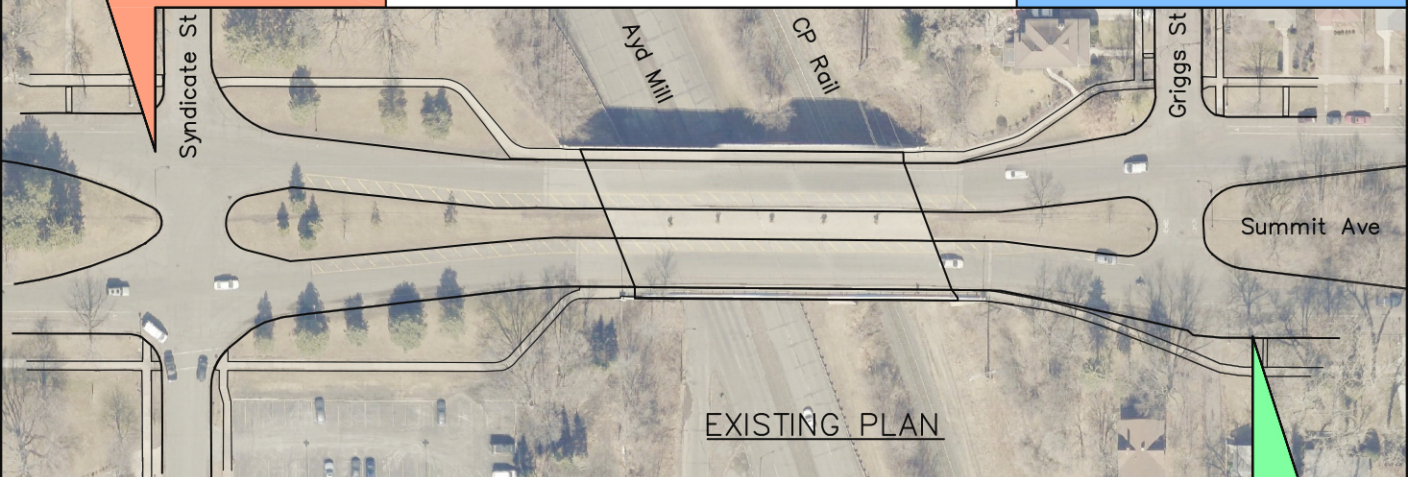
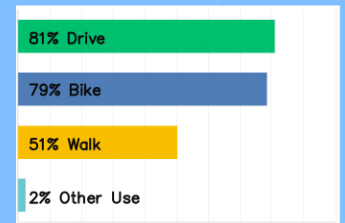
Those surveyed:

- Are your neighbors
- Represent different modes of travel

% Respondents by Zip Code



How survey respondents use the Bridge



Ayd Mill

- "Design should accommodate a future connection between I-35E and I-94."
- "Consider the bridge's impact on expanding Ayd Mill connection to I-94."

Head THIS WAY for more detail on these topics

Bridge Joints

- "Gaps in the bridge concrete are unpleasant on a bike."
- "Provide a smooth surface for biking."
- "Biking on the bridge is not great — the joints jar my handlebars."
- "Use new or better technology to make expansion joints less jarring to bikers."

Bridge Railing

- "I don't like how low the barrier is."

Greenspace and Environment

- "I enjoyed the planters and hope the new bridge has some green on it as well."
- "Add greenspace and other environmentally protective attributes."

Bridge Aesthetics

- "Make it cool!"
- "Make it beautiful?"
- "The bridge should visually fit into the historic aspect of Summit Ave."
- "Doesn't need to look "historic," but should look good, not generic."

Detours

- "A well thought out detour is necessary."
- "Find a good bike detour during construction."
- "Short term impact on traffic is understood for a long-term solution."
- "It's going to be a huge traffic detour, so be as quick and efficient as possible."

* Some comments have been edited for clarity.

* To take the survey go to stpaul.gov/summit-bridge by September 10 *

BRIDGE DESIGN AND CONSTRUCTION

Engineering a balanced solution

Features that will respect the History and Environment of Summit Avenue:

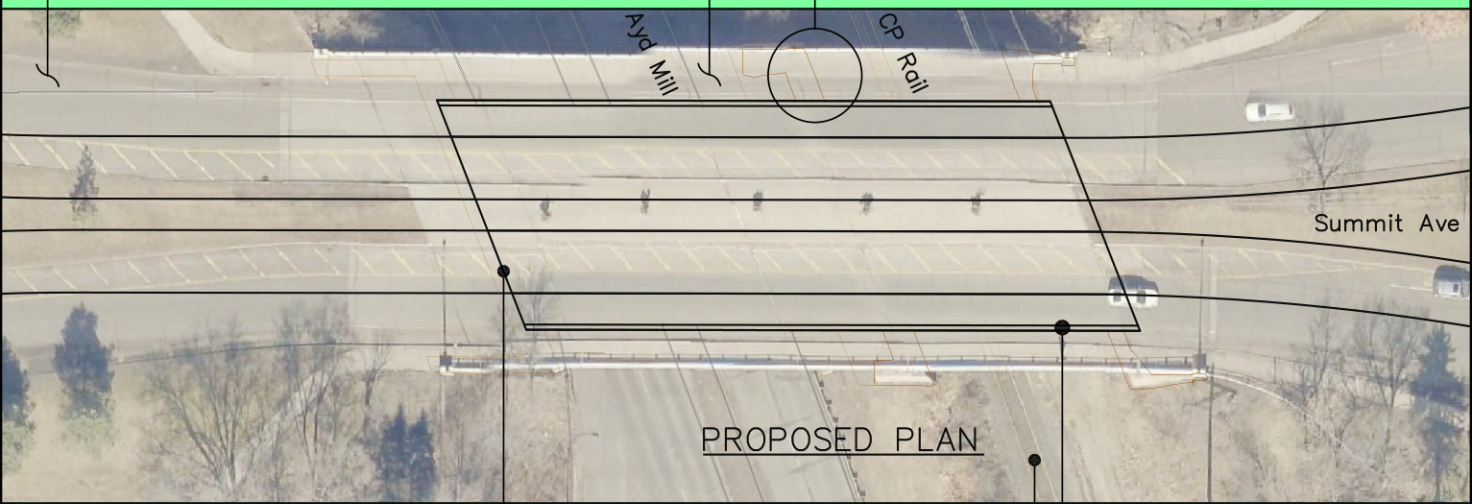
- Preserve and re-purpose the existing limestone abutments.
- Use simple details, and textures, that complement the historic district.
- Maintain the open, parkland character of the Summit corridor.

Narrowing the approach roadway restores a large area to parkland greenspace.

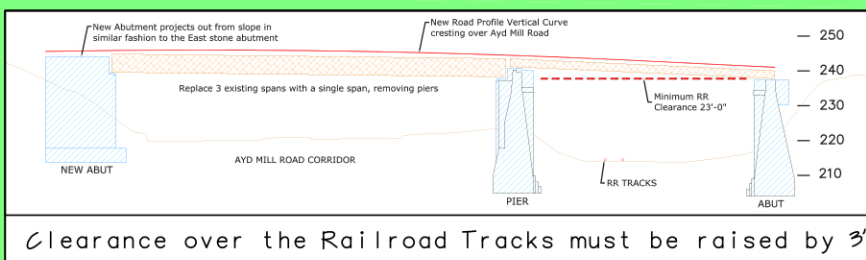


Ayd Mill is outside the project scope. The new bridge will neither prevent nor promote future Ayd Mill options.

Abutment stones were placed with the railroad bridge built in 1897.

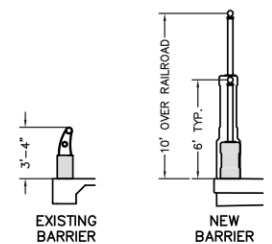


The number of bridge joints will be reduced, and design will improve rideability.



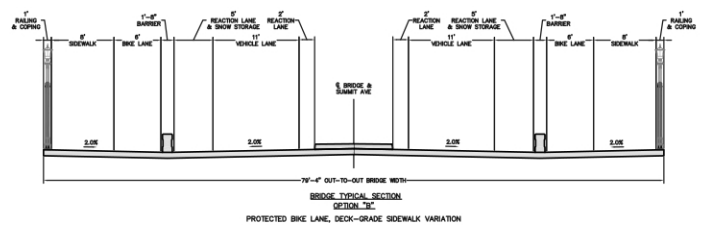
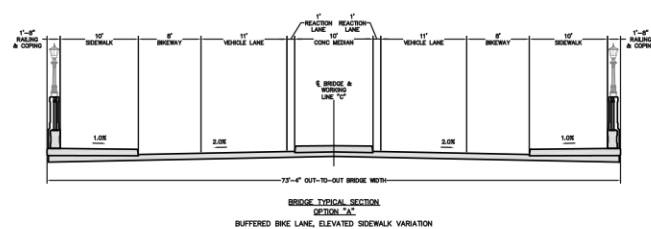
Clearance over the Railroad Tracks must be raised by 3'.

Present-day codes require higher railings



The Bridge Deck will be Narrowed and Reconfigured to better serve all Travel Modes

- New width will be 75' to 80', compared to 102' existing.



Construction will start in 2019

- Phased construction will maintain bike and ped thru-travel during most of the project, but will add cost and increase the duration of vehicle lane closures.
- Noise-generating operations, like pile driving, will be avoided by analyzing alternate foundation designs like spread footings, or drilled piles.

TRANSPORTATION PLANNING AND TRAFFIC

Accommodating multi-modal travel

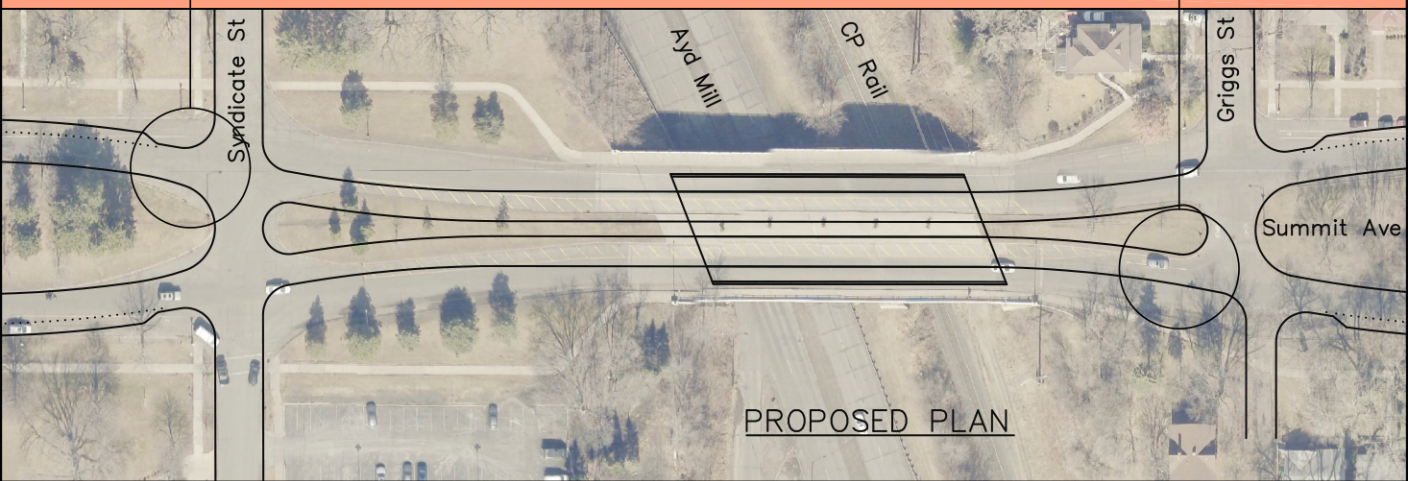
Strategies that will Calm Traffic & improve Intersection Safety

- Reduce roadway width
- Reduce pedestrian crossing distances
- Improve sightlines and increase pedestrian visibility

Adding bump-outs can reduce pedestrian crossing distances from 60' to 22'.



Narrowing the roadway will promote lower speeds and adjusting the curves will improve visibility.



Strategies that will improve Usability and Comfort on Summit Avenue Bikeway:

- Calm vehicle traffic
- Widen and improve bikeway geometry and riding surface

"Buffered" and "Protected" options are being considered:

Buffered (Option "A")

Advantages include:

- Marked separation from vehicles
- Continuity with the extension of buffered bike lanes on Summit Avenue, if pursued.

Disadvantages include:

- No physical barrier
- May be prone to hard-pack or slush spray in winter months.

Protected (Option "B")

Advantages include:

- Physical separation from vehicles
- May provide more reliable riding surface after snowfalls

Disadvantages include:

- Introduces interactions with peds, dogs, etc.
- Transitions are prone to drainage and freeze issues, and create blunt ends
- Adds about 6' of bridge width and barrier
- "Branching" of bikers on and off the road may be unpredictable to other users.

