

SUMMIT AVENUE REGIONAL TRAIL PLAN

CITY COUNCIL

MAY 24, 2023



Review Process



SAINT PAUL
MINNESOTA



SAINT PAUL Parks and Recreation

SUMMIT AVENUE REGIONAL TRAIL



EAST - WEST
connection across the city



SAINT PAUL
MINNESOTA



SAINT PAUL
Parks and Recreation



BOLTON
& MENK

SUMMIT AVENUE REGIONAL TRAIL PLAN

Why is the City doing a Regional Trail Plan now?

1

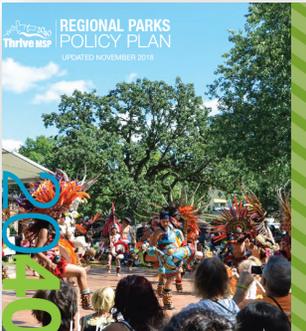
Long-range
planning

2

User
Experience

3

Existing
Infrastructure



BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

Note: the percentages above reflect only adults who have stated an interest in bicycling.

Source: U.S. Department of Transportation - Federal Highway Administration Bikeway Selection Guide, 2019



Long-Range Planning **Project Context**

Mississippi Gorge - Samuel Morgan Regional Trail
 The Regional Parks Policy Plan views both this search corridor and the Summit Avenue search corridor as complementary to one another and serving two separate functions/service areas within the regional trail system.

5.5-mile corridor along Summit Avenue, Kellogg Boulevard, and Eagle Parkway

Connection for Regional Park Units:

- Mississippi Gorge Regional Park
- Samuel H. Morgan Regional Trail

Regional Network Connections

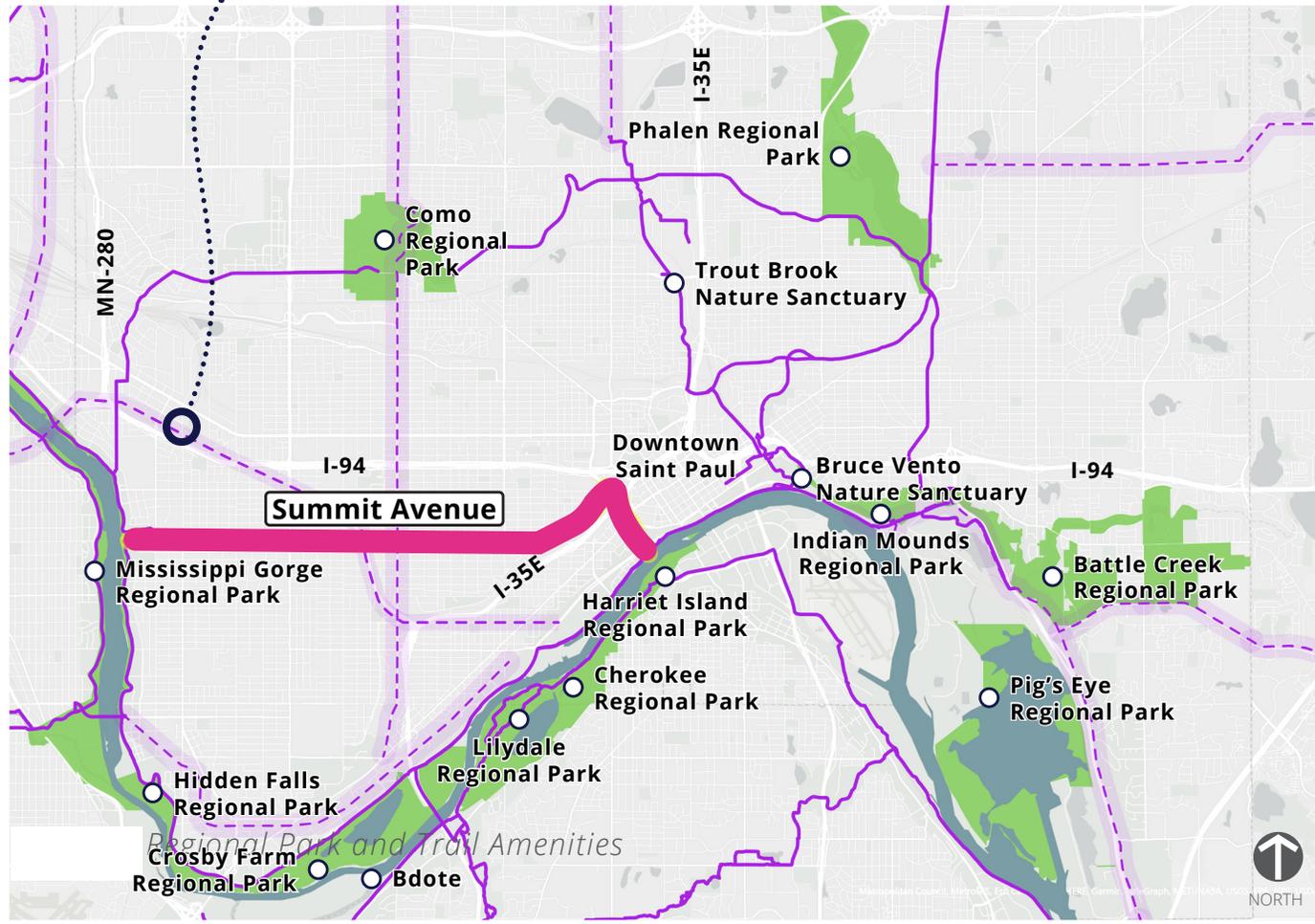
- Ayd Mill Road
- Lexington Parkway

Important east-west connection between Regional Park and Trail facilities. Currently sees high use for transportation and recreation in the City

The trail would be a regional park amenity in Ward 1. Ward 1 does not currently have regional park or trail facilities.

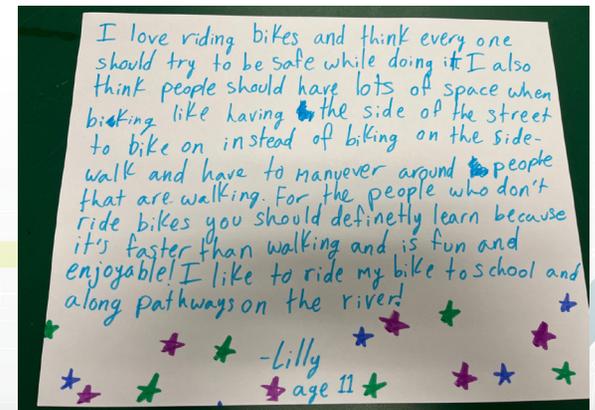
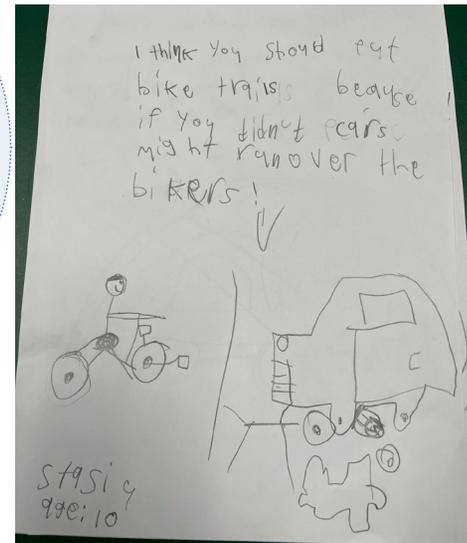
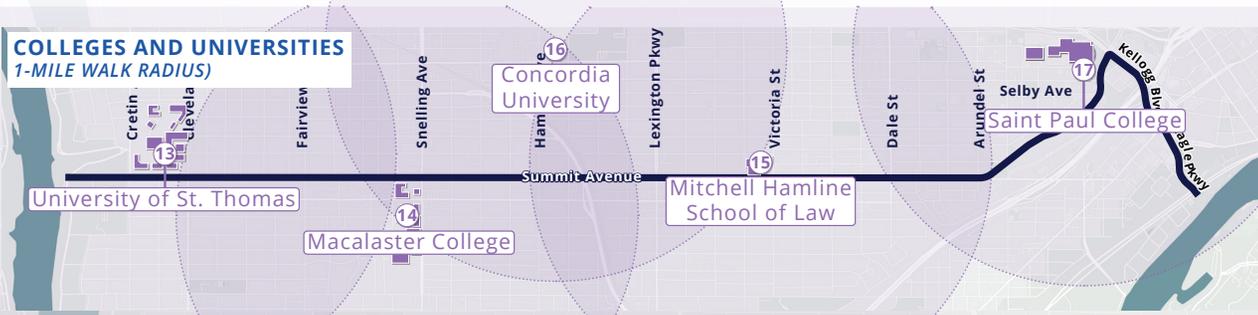
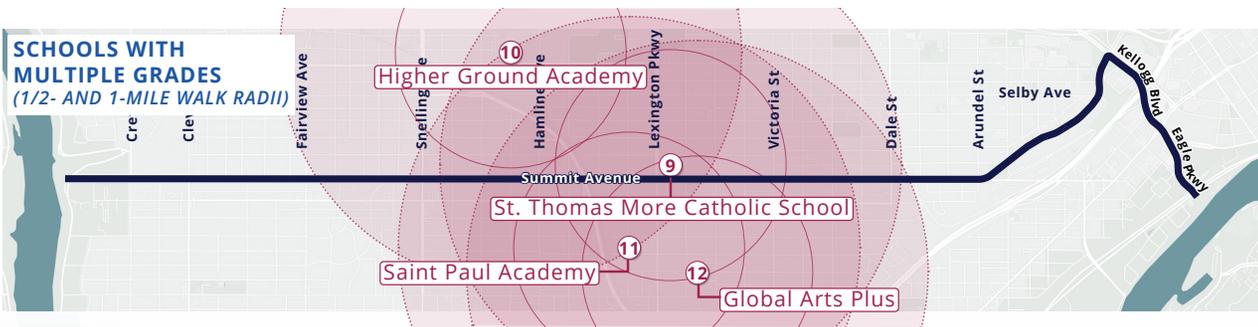
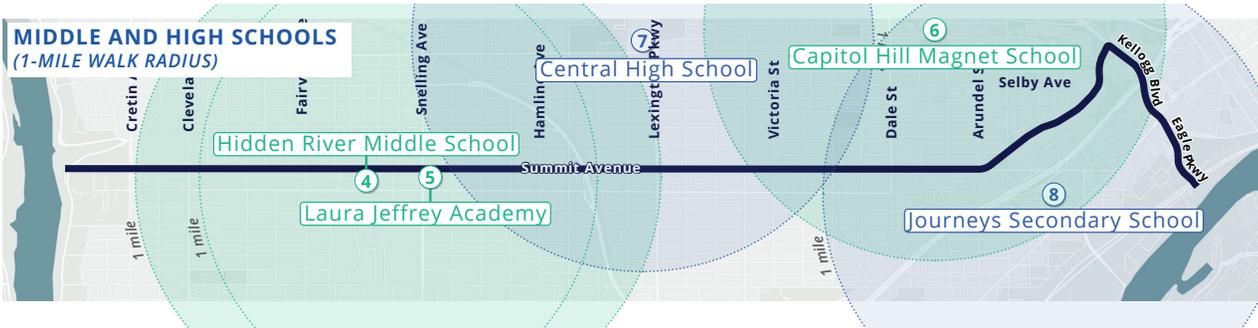
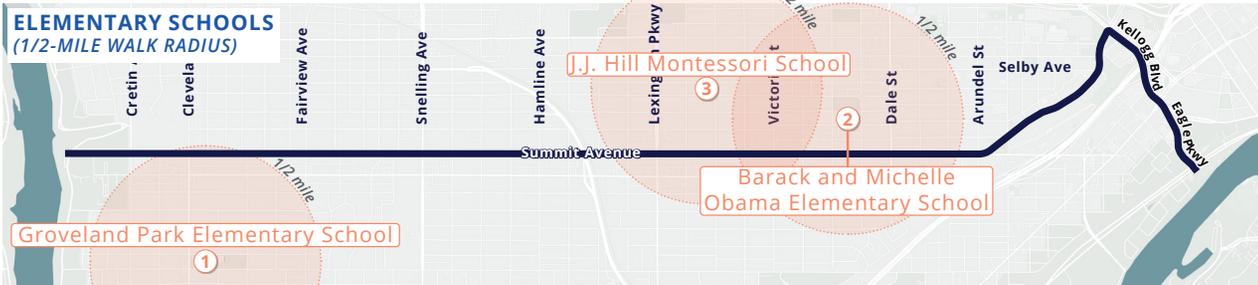
Other Routes:

Other potential routes were evaluated at a high-level. Routes were not preferred to Summit due to various conditions such as indirect connections, lack of parkway characteristics for recreation, and narrow public right-of-way, for example.



Summit Avenue currently has high multi-modal use and its parkway characteristics are important for recreation. Regional trails are placed in regionally desirable settings that can provide high quality opportunities for people to get outdoors.

Long-Range Planning Community Engagement | Youth and Families



Long-Range Planning | Community Engagement | Youth and Families



Independent School District 625
360 Colborne Street
Saint Paul, MN 55102-3299

Office of the Superintendent
Joseph Gothard, Ed.D.
Superintendent of Schools

Telephone: (651) 767-8152 Fax: (651) 767-3441 www.spps.org

May 24, 2023

To: Saint Paul City Council
From: Dr. Joe Gothard, Superintendent
RE: Summit Avenue Regional Trail Plan

Dear City Councilmembers,

I am writing to express Saint Paul Public Schools' support of the Summit Avenue Regional Trail Plan. Saint Paul Public Schools serves over 33,000 students and employs around 6,000 staff across St. Paul, and it is imperative that they are able to get to and from school and work safely.

Our students get to school in a variety of ways, from yellow buses and Metro Transit to personal vehicles, walking and biking. We are fortunate in St. Paul that all of these options exist for our students, and in many cases for our staff as well.

SPPS is part of a network of Minnesota school districts that participate in the Safe Routes to School program. Our district works with several partners on Safe Routes, including St. Paul Public Works, the St. Paul Police Department, the Bicycle Alliance of Minnesota and St. Paul-Ramsey County Public Health, among others. Safe Routes to School is funded by the Minnesota Department of Transportation, SHIP and Allina Health.

Safe Routes programs bring many benefits to our community, including cleaner air, less traffic, and healthier students that arrive at school ready to learn. Research shows that being active helps kids learn and improves academic achievement. More walkers and bikers at a school also means less air pollution, according to the EPA. The City of St. Paul and other road authorities support Safe Routes in St. Paul by making streets near schools calmer and safer for everyone.

The Summit Avenue Regional Trail Plan aligns with many of the goals and benefits of the Safe Routes program. SPPS has several schools located within what is called the "walk zone" of Summit Avenue (half a mile or less for elementary schools and up to a mile for middle and high schools), where students are ineligible for busing. These schools include Hidden River Middle School, Central Senior High School, Obama Elementary, J.J. Hill Montessori, Global Arts Plus Lower Campus, Groveland Park Elementary and Capitol Hill Gifted and Talented Magnet (middle school students). In total, these schools serve approximately 4,500 students, many of whom live within the immediate neighborhood.

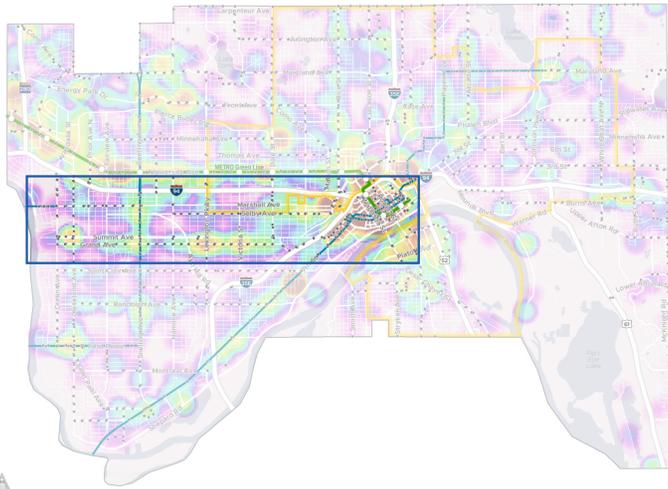
The Summit Avenue Regional Trail Plan will especially benefit these students, staff and area residents in many ways. For one, we know that separated bikeways are safer for bicyclists, pedestrians and drivers alike. This is especially important before and after school, but will also allow more opportunities for walking, biking and outdoor physical education activities during the school day. Safe walking and biking routes also provide an additional transportation option for students who participate in after-school activities or employment.

Thank you for the extensive planning and engagement efforts that have gone into this plan. The residents of our city, including our students, will greatly benefit from these improvements to the safety and usability of Summit Avenue.

Thank you,

Dr. Joe Gothard, Superintendent

Long-Range Planning *Job Concentrations*

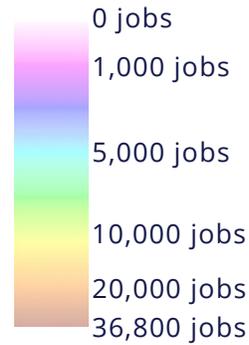


Legend

● School Location

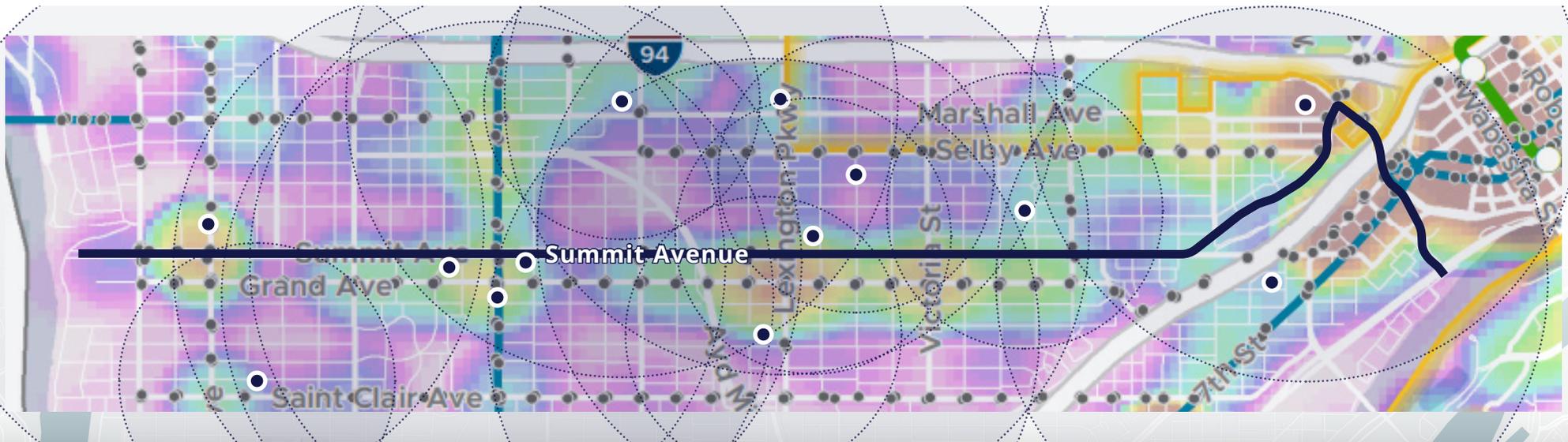
○ School Walk Radius

Job Concentration



Job Concentrations and Transit Map from Saint Paul's 2040 Comprehensive Plan

Job Concentrations, Transit, Schools, and School Walk-radii near Summit Avenue

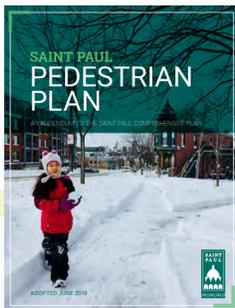




Plan Chapter Highlights



Plan Addenda



Values, Goals, & Policies

Celebrating Parks

Community/Public Health

Respecting our History and Culture

Land Use

- Institutional campuses and safe pedestrian and bicycle access
- Off-street parking efficiency
- Stand-alone parking use is limited

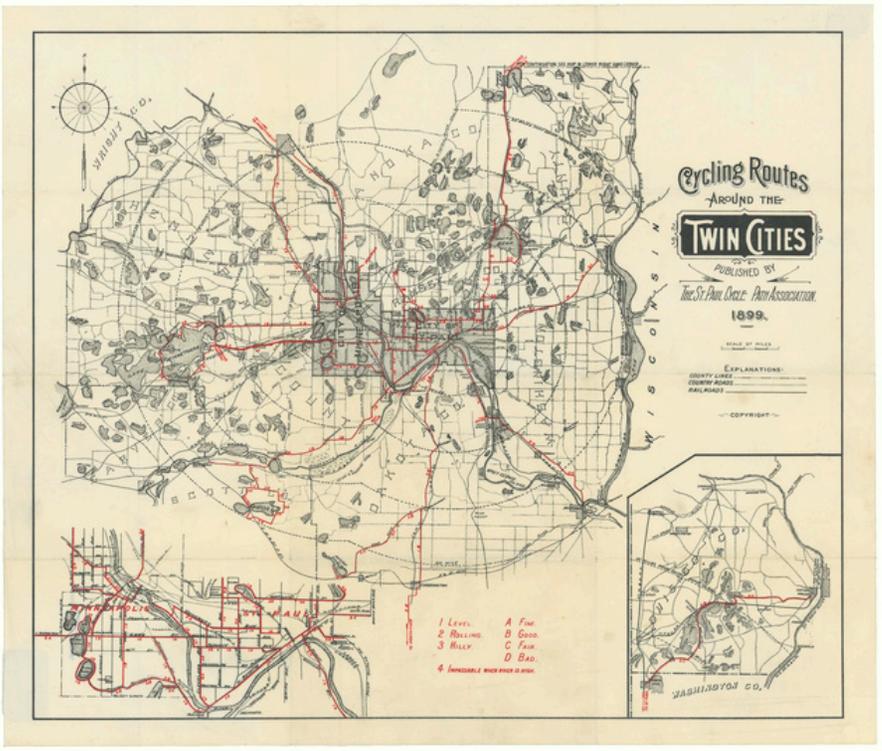
Transportation

- Priority Hierarchy: Pedestrians, Bicyclists, Transit, other vehicles
- Safety and accessibility for all users
- Access to employment and Economic opportunity
- True Transportation choice
- Functional and attractive parkways

Parks, Recreation, and Open Space

- Equitable programs, resources & amenities
- People, responsive to changing needs
- Healthy network of community partnerships
- Strong and accessible connections:
Integrate parkways into City's broader transportation network

Long-Range Planning *Recreational Planning*



recreational path:

No additional signs or walls will be installed on the residential side of MRB. A continuous hard surface path will be installed on the bluff side of the boulevard.

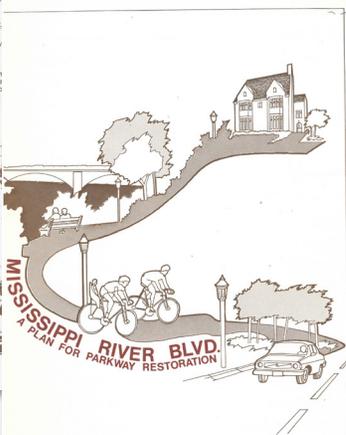
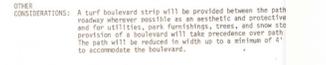
TYPE: Combined pedestrian/bike casual recreational path.

LOCATIONS: The path will be continuous the length of the parkway on the bluff side to take advantage of the river corridor quality.

WIDTH: Typically 6' 0" but narrower where limited space exists; pedestrian/bike paths where space permits adjacent the F

MATERIAL: Bituminous pavement with an earthen color crushed gravel (seal coat).

OTHER CONSIDERATIONS: A turf boulevard strip will be provided between the path and roadway wherever possible as an aesthetic and protective area for utilities, plant furnishings, trees, and snow storage. A boulevard strip will take precedence over path. The path will be reduced in width up to a minimum of 4' to accommodate the boulevard.



RESOLUTION CITY OF SAINT PAUL, MINNESOTA

Council File # 43-793 Green Sheet # 23114

Committee: Date

the quality of our urban environment requires that the City address the problems of carbon dioxide and carbon monoxide emissions can be reduced by using alternative on; and

bicycling emits no undesirable emissions as well as being a popular commuting and for many residents of the City of Saint Paul; and

Summit Avenue is a popular bicycling route due to its continuity between Mississippi Capitol/Downtown area as well as its aesthetic appeal; and

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

two neighborhood meetings and hundreds of calls to the Citizen Service office have acceptance to the concept; and

Public Works has observed no operational problems and an early indication of



SAINT PAUL MINNESOTA



Parks and Recreation



BOLTON & MENK

SUMMIT AVENUE REGIONAL TRAIL PLAN

User Experience

Existing Bicycle Lanes



BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

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Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

Note: the percentages above reflect only adults who have stated an interest in bicycling.





Many segments of Summit Avenue have not been reconstructed for more than 100 years.

Over time, roadways need to be reconstructed to replace aging infrastructure, this includes underground utilities, roadway base structure and surface, lighting, curb & gutter and sidewalks.

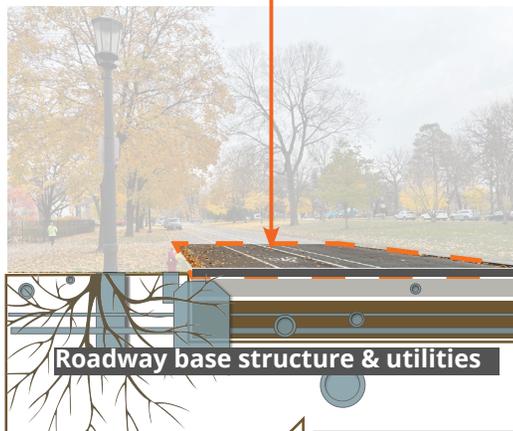
Improvements

Near-Term (2-3 yr.)

- Surface treatments
 - Lexington to Victoria
 - Portions west of Snelling
- Maintains existing bike lanes
- Funded for construction

Long-Term (Phased process, ~10-15+ yr)

- Roadway Reconstruction
- Regional Trail Facility
- NOT funded for construction



ROADWAY Composition & Construction

SURFACE IMPROVEMENTS
Occurs every 8-10 years*



STREET RECONSTRUCTION
Occurs every 50-100 years*

*Specific scope and timing of roadway construction projects vary depending on existing conditions and funding availability

How does this relate to a trail facility?



The most cost-effective opportunities to add pedestrian and bicycle improvements come when roads are being fully redesigned.



Industry Best-Practices, Recommended Facility

This table outlines current best practices for bicycle facilities based on traffic volumes. Based on the existing annual average daily traffic counts on Summit Avenue, the majority of the corridor falls into the >6,500 vehicles per day category. The segment from Ramsey St to John Ireland Blvd is 3,900 vehicles per day.

Roadway Traffic Volume <i>(vehicles per day)</i>	Posted Roadway Speed	Recommended Facility Type		
		FHWA Bikeway Selection Guide	MnDOT Bicycle Facility Design Manual	NACTO Designing for All Ages and Abilities
< 3,000	25-30 mph	Shared Roadway or Bike Boulevard	Shared Roadway or Bike Boulevard	Bike Boulevard (<25 mph)
3,000-6,500	25-30 mph	Bike Lane (buffer preferred)	Bike Lane (buffer preferred)	Bike Lane (<6,000 AADT and <25 mph)
>6,500	25-30 mph	Separated Bike Lane or Sidepath	Separated Bike Lane or Sidepath	Separated Bike Lane or Sidepath

Fig. 4-33 | Recommended Facility Types



What have we heard?

Community Engagement



1,316 Survey Participants
Engage Saint Paul Site
10/01/2021-10/17/2022



119 Public Information Session*
June 2022 - 30% design update
* Figure reflects registered participants



289 Community Open House*
October 2022
* Figure reflects registered participants

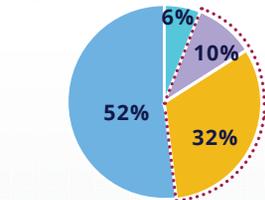
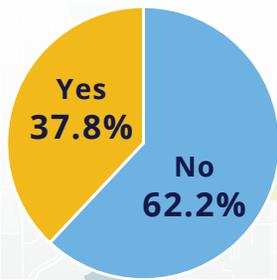
593 Comments received
60% Draft Document - Engage Saint Paul

720 Comments received
90% Draft Document - Engage Saint Paul

Focused Engagement Surveys

Do you currently use the on-street bikeways on Summit Avenue?

If you answered no, why not?



42% of those who do not currently use the bikeways on Summit, indicated either accessibility or the on-street bikeway experience as a barrier to their use.

- Location/Proximity** - I don't travel or connect to places near Summit Avenue
- Safety/Comfort/Experience** - Biking on-street does not feel safe to me
- Accessibility** - Bikeway is not ADA accessible or I do not have a bicycle
- Interest** - I am not interested in biking



How has engagement informed the Regional Trail Plan?



• Tree preservation

- Disturbance utilizes roadway footprint
- Framework for constrained conditions when needed

• Safety & User Experience

- Physical separation
- Removes two-way trail & contra-flow
- Intersection toolkit
- Youth and Families

• Historical Significance

- Roadway footprint reflects travelway
- Patterns and symmetry
- Future formal SHPO and HPC reviews

Plan Development (current process) Design and Engineering (future phases)

April 13, 2023 - Parks and Recreation Commission Meeting Recap

The information below summarizes feedback heard at the April 13th, 2023 Parks and Recreation Commission Meeting. City staff gave a presentation to Commissioners on the Summit Avenue Regional Trail Plan. A representative from both SOS (Save Our Streets) and the Saint Paul Bicycle Coalition gave 4 minute remarks to the Commission, followed by a comment period where over 60 individuals provided comments.

1 Safety

- *Priority for Safety*
- *Engineering & Safety*
- *Vehicle Conflicts*
- *More Vulnerable Users*

3 History

- *Historic Preservation*
- *Historic Destination*

5 Process and Community Engagement

- *Frustration*
- *More Time*
- *Inclusion*
- *Process Clarity*
- *Priorities*

2 Tree Canopy

- *Data Discrepancies*
- *Value of Trees*
- *Balance of Needs*
- *Priority for Preservation*

4 Parking

- *Economic Impacts*
- *Safety and Accessibility*
- *Land-use Priorities*

6 Climate Change and Future Planning

- *Investment in Climate Resilience*
- *Future Infrastructure Planning*
- *Youth and Future Generations*

What is being proposed?

Corridor Layout

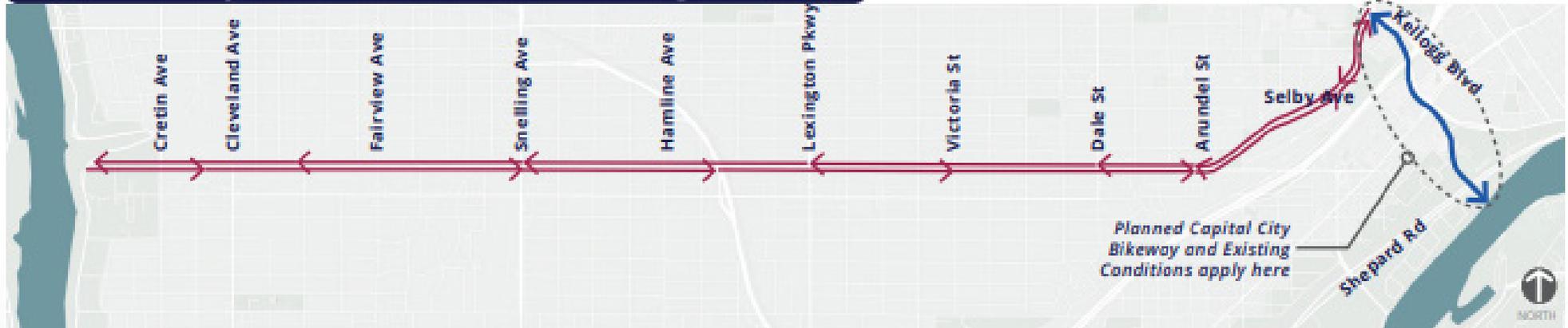
Summit Avenue Corridor Segments



Guiding Principles

-  Improve connectivity and public access to open space
-  Create a safe and equitable recreation experience for all users
-  Balance historic quality of corridor while modernizing infrastructure
-  Preserve greenspace and tree canopy
-  Anticipate evolving needs of users to create a more resilient, people-oriented corridor

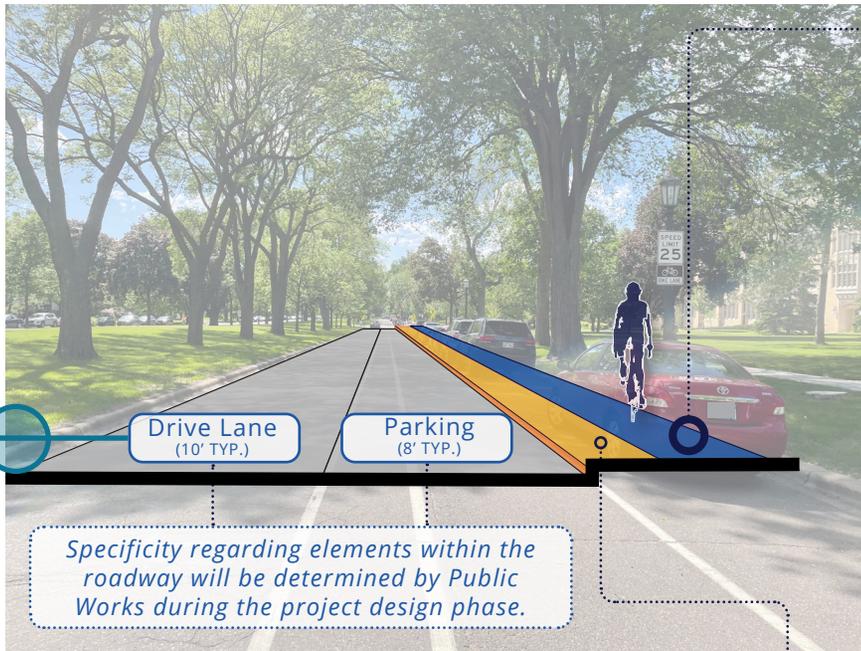
Preferred Proposed Corridor-wide Trail Alignment



Legend

-  Proposed Bike Facility - Two One-Way Facilities
 -  Proposed Bike Facility - One Two-Way Facility
- (Kelllogg & Eagle Parkway)

Proposed Components of the Transportation Envelope



Drive Lane
(10' TYP.)

Parking
(8' TYP.)

Specificity regarding elements within the roadway will be determined by Public Works during the project design phase.

Example | Paved Buffer:



Example | Vegetated Buffer:



Buffer

recommended width: **4'**
minimum width: **2' clear**

One-Way Trail Facility

OR

Two-Way Trail Facility

recommended width: **8'**
minimum width: **7'**
constrained condition: **6'**

Kellogg and Eagle Pkwy only

recommended width: **14'**
minimum width: **12'**

- Familiar to drivers and current users of the Summit Avenue bike lanes
- Easier to maintain consistent facility through project implementation
- Predictable movement between modes at intersections and transition points
- Easier and less costly to maintain
- Smaller overall facility - easier to implement in existing roadway with limited impact
- Align with City and other policy recommendations



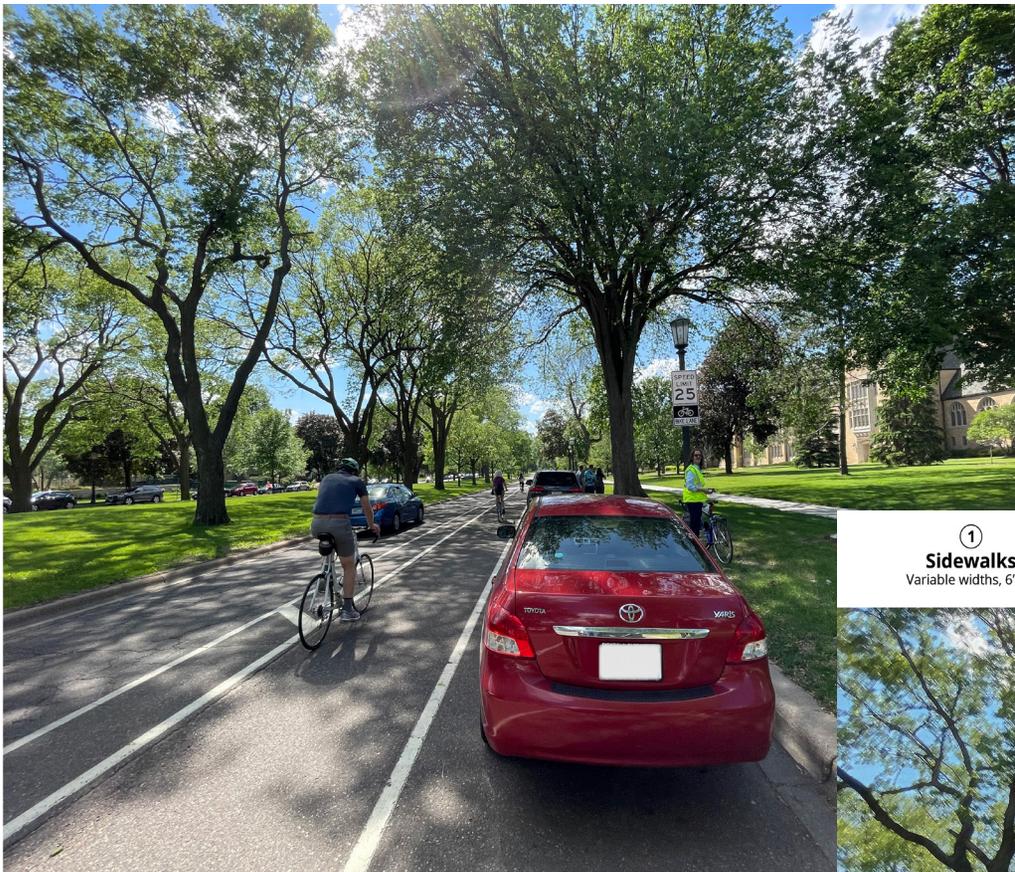
Note: all facility dimensions to be verified at the time of design and implementation

Drive Lane Widths & Design Minimums



10' recommended for traffic calming
(Requires 1'-2' curb reactions, i.e. 11'-12')

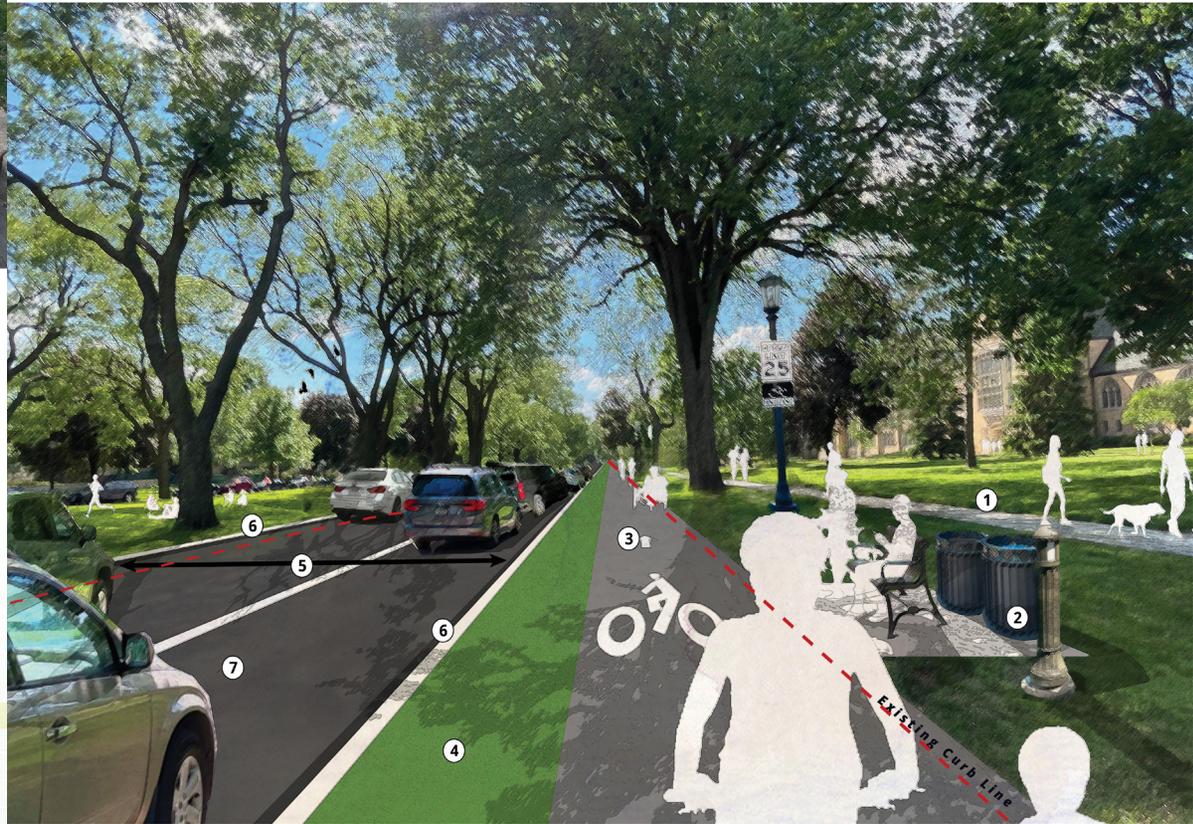




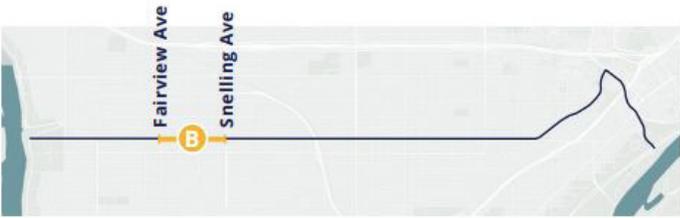
EXISTING



- ① **Sidewalks**
Variable widths, 6'-10'
- ② **Amenity Areas**
Space for rest, furnishings
- ③ **One-Way Trail**
Grade Separated
- ④ **Buffer**
Grass
- ⑤ **Vehicle Corridor**
- ⑥ **Curb**
6" Height
- ⑦ **Parking**
On-Street



PROPOSED



① **Sidewalks**
Variable widths, 6'-10'

② **One-Way Trail**
Grade Separated

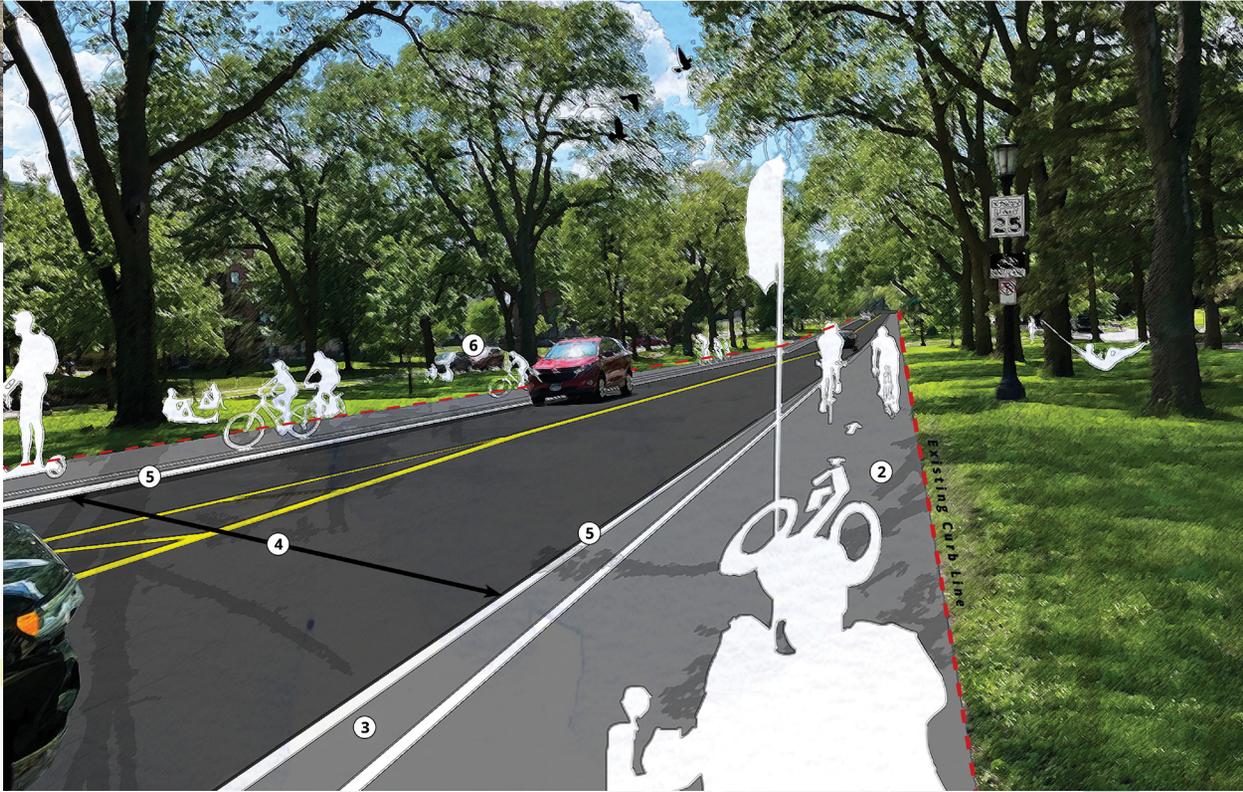
③ **Buffer**
Paved

④ **Vehicle Corridor**

⑤ **Curb**
6" Height

⑥ **Parking**
Frontage Roads

EXISTING



PROPOSED



①
Sidewalks
Variable widths, 6'-10'

②
Tabled Crossing
Trail and sidewalk raised
6" above street level

③
One-Way Trail
Grade Separated

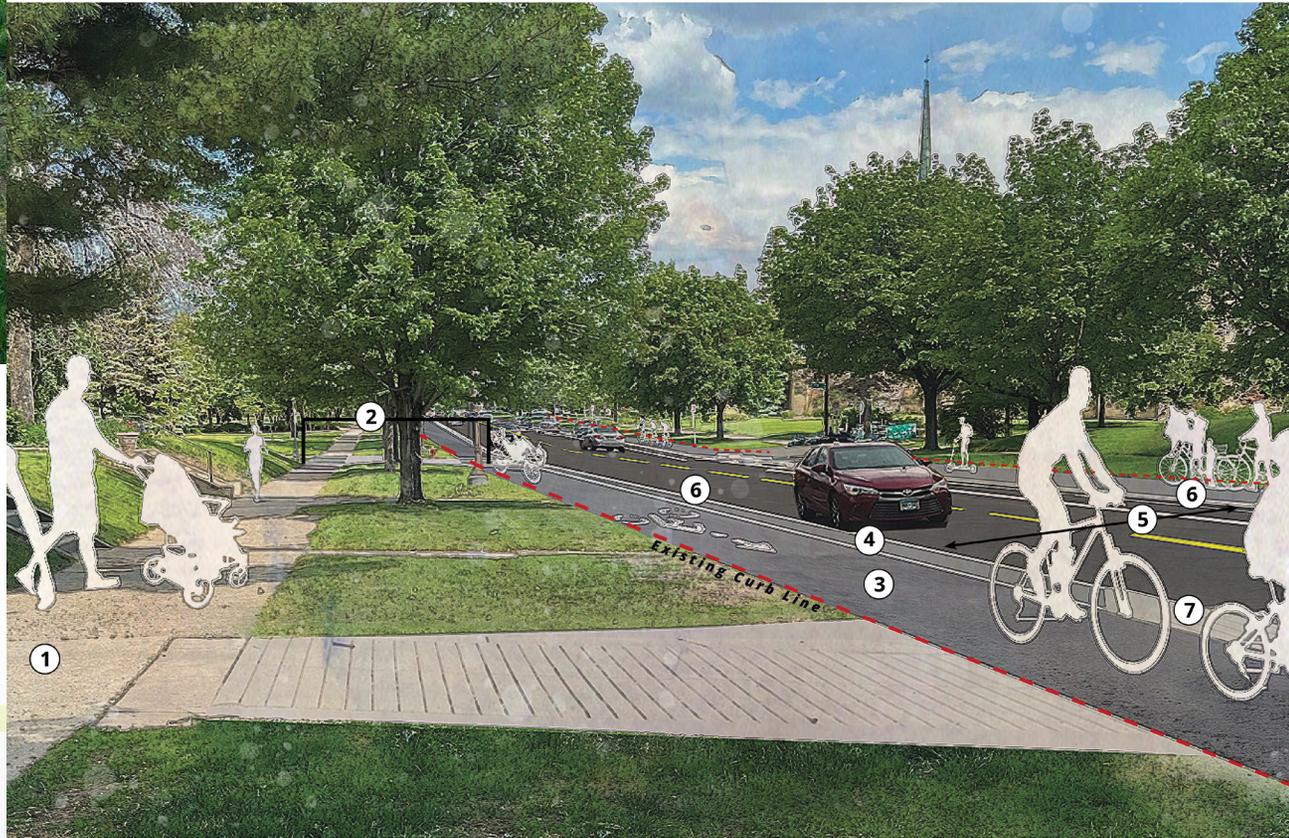
④
Buffer
Paved

⑤
**Vehicle
Corridor**

⑥
Curb
6" Height

⑦
Driveway Apron

EXISTING



How are concerns addressed?

Historic Lens

Engagement & Review Processes

• Plan Development

Technical Advisory Committee (TAC)
Staff from Heritage Preservation Commission (HPC) and State Historic Preservation Office (SHPO) are invited to participate in TAC meetings to provide guidance and initial feedback

BEYOND THE PLAN PROJECT UNDERTAKING | SECTION 106

• Design & Engineering

Formal Review
Depending on funding sources, Local, State, and Federal Review Processes Apply

Any undertaking identified in the National Historic Preservation Act (NHPA) as a project, activity, or program that is funded in whole or in part with federal financial assistance requires that affects to designated or potentially eligible structures are identified and assessed

PLAN
(CURRENT PROCESS)

PROJECT
(FUTURE PHASES)

Departure from the typical section would be determined during design and engineering, constrained conditions could remove parking or reduce paved surface dimensions as a way to adapt to site conditions within the roadway.

- PARKING
- PAVED TREADWAY

- ① Sidewalks
Variable widths, 6'-10'
- ② Amenity Areas
Space for rest, furnishings
- ③ One-Way Trail
Grade Separated
- ④ Buffer
Grass
- ⑤ Vehicle Corridor
- ⑥ Curb
6" Height
- ⑦ Parking
On-Street



Driveways

Drivers should yield to cyclists on the trail similar to yielding to pedestrians on a sidewalk. Different treatments of driveway crossings may be necessary depending on their use classification (high, medium, low). Many of the driveways in the corridor are for residential properties and would potentially have a lower use frequency

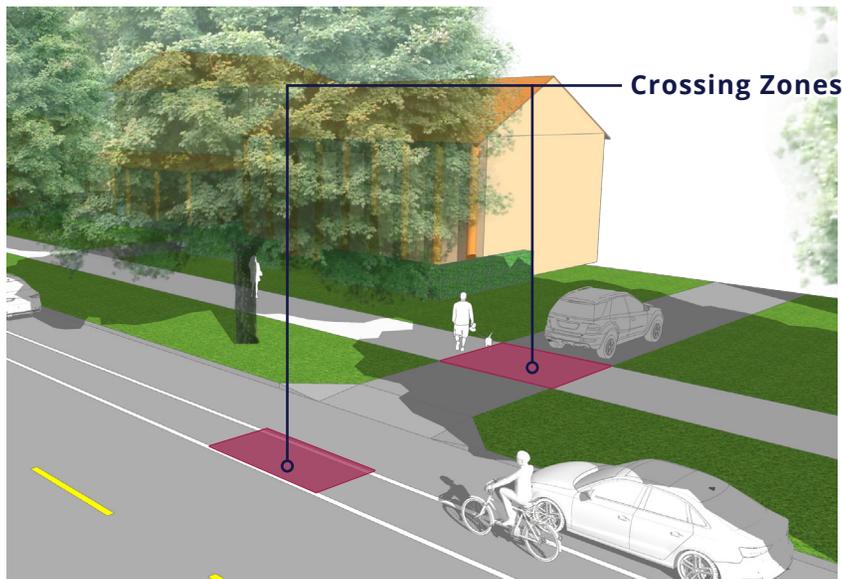


Fig. 4-3 | Typical Driveway Condition - Existing

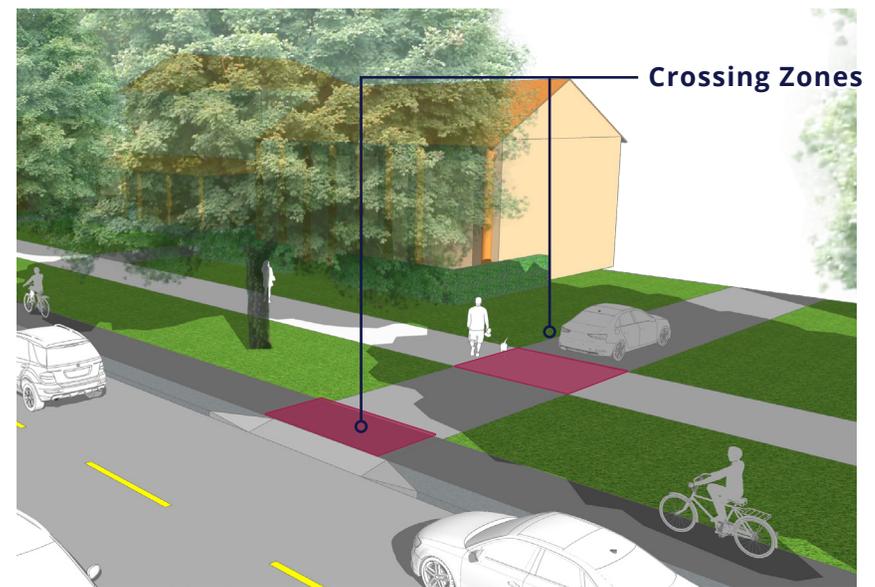


Fig. 4-4 | Typical Driveway Condition - Proposed

Driveways in the public right-of-way will be rebuilt as a part of future street reconstruction. Consider solutions during engineering that maintain usability for residents and keep sight lines open for all modes in crossing zones.

Parking



Citywide planning and policies in general do not prioritize on-street parking for single-occupancy vehicles.

Parking counts conducted as a part of the Plan analysis phase reflect on-street parking is under-utilized corridor-wide which supports a strategy of reducing on-street parking options to reallocate space for a regional trail facility.

West of Lexington Parkway

- 200' Public Right of Way
- Parking generally to remain

East of Lexington Parkway

- 100' R.O.W.
- Parking reduced by 50%



one-way, separated trail
(6" above roadway, behind curb)

PROPOSED CONDITIONS - East of Lexington Parkway

2

User Experience

- Proximity of modes
- Safety & accessibility
- Perceived comfort
- Seasonal conditions

Evaluating Potential Tree Impacts

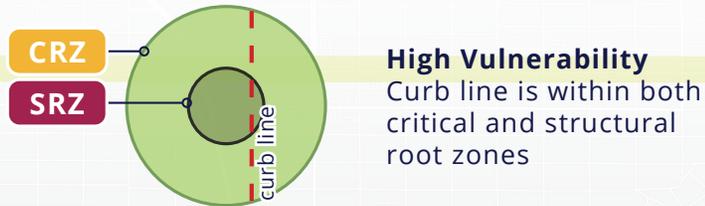
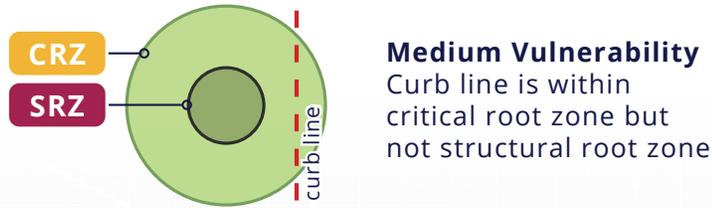
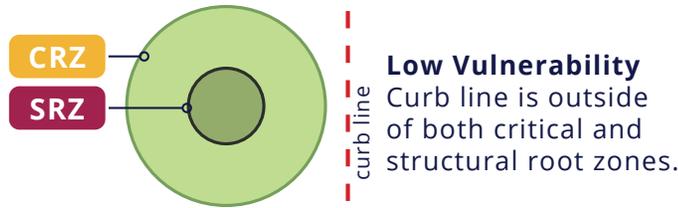
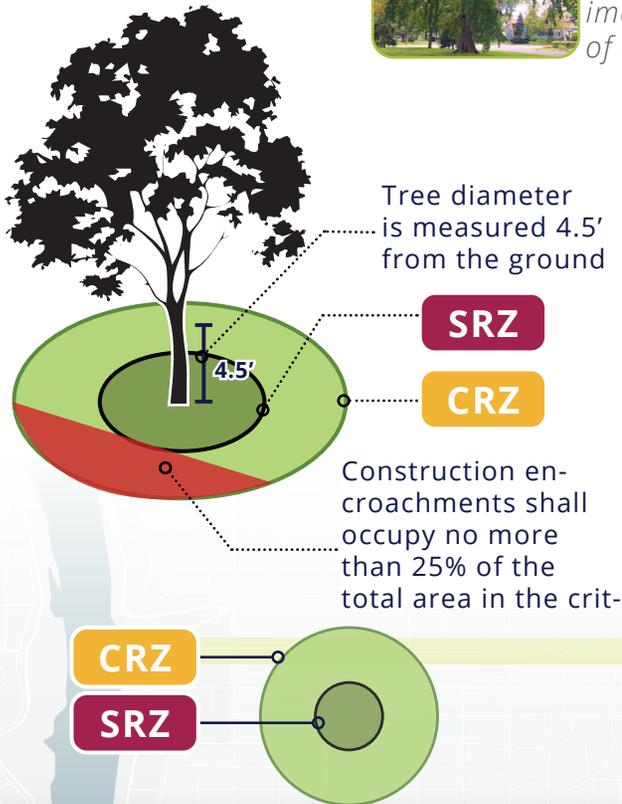
Risk to trees is highly variable depending on specific site conditions, health of tree, and tree species.

Segment B and C



image provided by City of Saint Paul Forestry

Segments B and C Mature Canopy and Greenspace



Evaluating Potential Tree Impacts

Existing Condition - Baseline for street reconstruction



Existing Condition

- 1,561 Tree Corridor-Wide
- 132 High Vulnerability Trees (8% of total)



Proposed Trail Concepts

Preferred Alignment

(one-way trail: corridor-wide)

- 221 High Vulnerability Trees (14% of total)



Legend



Urban Forestry | Context

- 448** Trees removed along Summit Avenue from 2009 - 2022
- 15%** Average percentage of trees impacted after street reconstruction
*Derived from three case studies of City of Saint Paul street reconstruction projects from 2011, 2014, 2015
- 1:1** Tree Replacement practice. Importance of diversity, both age and species

URBAN FORESTRY | Boulevard Width Context

- 21'** Existing (Segments A&C)
- 19.5'** Proposed (Segments A&C)
- 16'** East of Lexington (Segments D,E,F)
- 6'** Average in the City

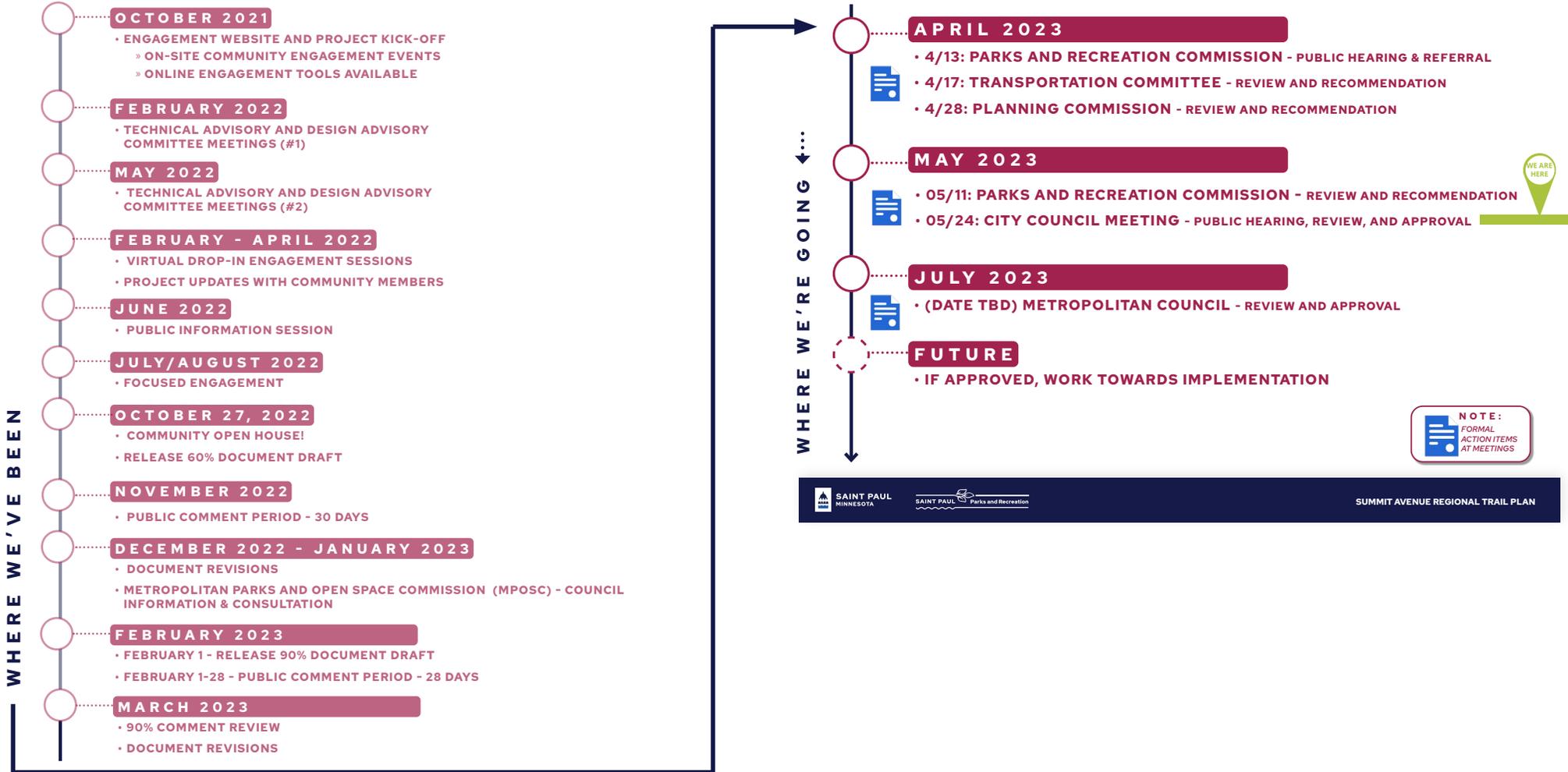


What is next?

Process

Project Timeline

UPDATED 05/11/2023



Updated DRAFT Summit Avenue Regional Trail Plan is available online at www.engagestpaul.org/summit

SUMMIT AVENUE REGIONAL TRAIL PLAN



SAINT PAUL
MINNESOTA

