

SUMMARY OF ENGINEERING RECOMMENDATIONS  
**Griggs Street Bikeway**  
City Project No. T-1339

Report Prepared – 10/18/2011  
Public Hearing – 1/4/12

**Project**

Improve Griggs Street between Summit Avenue and Minnehaha Avenue such that it is a more Complete Street by improving the pedestrian and bicycle environment along the corridor. These would be accomplished by improving the pedestrian and bicycle environment on Griggs Street by employing techniques of traffic calming such as traffic circles and bumpouts, as well as increasing the amount/type of information available to the nonmotorized user. That information would be provided by implementing bicycle specific pavement markings and destination/directional signs. The safety along the corridor would be improved not only by implementing the traffic calming techniques but also by advanced technologies such as dynamic speed display signs, bike/ped signal detection technology and improved street lighting.

**Purpose**

The purpose of this project is to provide an improved north/south pedestrian and bicycle corridor on Griggs Street between Summit Avenue and Minnehaha Avenue. The corridor would improve the current pedestrian environment at various locations on Griggs Street by adding street lighting and bump outs as well as improving the crossings at St. Anthony Avenue and Concordia Avenue.

The current bicycle environment would be improved by implementing traffic circles, bicycle related pavement markings, bicycle related destination/directional signs, bicycle related route marker signs, advanced signal detection technologies, dynamic speed display signs and improved lighting.

**I. INITIATING ACTION**

As part of the federal SAFETEA-LU transportation bill, in 2007 Minneapolis and adjoining communities were allocated approximately \$25 million for a Nonmotorized Transportation Pilot (NTP) program that would be administered by Transit for Livable Communities (TLC).

In 2009 the City worked to develop the proposed Griggs Street Bikeway project as contained herein. The intent of the project is to provide an improved north/south pedestrian and bicycle facility on Griggs Street from Summit Avenue to Minnehaha Avenue. The project has been awarded a \$400,000 NTP grant.

## **II. PROPOSED IMPROVEMENTS**

Based on feedback from the neighborhood involvement process, the following improvements are being proposed for Griggs.

- Traffic Circles at the intersections of Griggs with Portland, Laurel, Dayton, Sherburne, Edmund and Blair.
- Bump outs on Selby at Griggs and on the south side of Minnehaha at Griggs.
- Sharrow pavement markings from Summit to Marshall and from St. Anthony to Minnehaha.
- Improved pedestrian crossing at Concordia and St. Anthony by implementing advanced pedestrian detection technology at those locations and modifying the crosswalk locations and improving the lighting.
- A twelve foot wide shared use trail between Marshall and Concordia through Dunning Recreation Center.
- Countdown pedestrian timers and in-pavement bicycle detection at Marshall.
- Destination, directional, and route marker signs along entire corridor.
- Dynamic speed display signs on Concordia west of Griggs and on St. Anthony east of Griggs.
- Lantern style street lighting on Griggs between St. Anthony and University.

## **III. ALTERNATIVES**

Griggs Street is identified in the Bike/Walk Central Corridor Action Plan as being a viable north/south route between Summit and Minnehaha and as such no other alternatives were examined.

## **IV. POSITIVE BENEFITS**

There would be many benefits of implementing the proposed project. The project would provide an improved continuous north/south pedestrian and bicycle facility between existing facilities on Summit Avenue and Minnehaha Avenue. The project will improve access to recreation centers, parks, schools and the LRT and it will provide an incentive to those who seldom walk or bike to do so more often, helping to improve the health of the City. The project is in keeping with the Complete Streets initiative, the Bike/Walk Central Corridor Action plan, the Transportation Chapter of the Comprehensive Plan and the Mayor's goal of making Saint Paul the Most Livable City in America.

On various sections of the corridor pedestrian safety will be improved, traffic calming will be introduced, the aesthetics of the corridor will be improved and a version of the Complete Streets concept will be implemented.

## **V. ADVERSE EFFECTS**

Normal issues relative to implementing infrastructure improvement projects will be present. Those issues include, but may not necessarily be limited to, noise, dust and general disruption to vehicle traffic.

**VI. TIME SCHEDULE**

It is anticipated that the project will be let in spring 2012 and constructed in the summer of that same year.

**VII. COST ESTIMATE**

|                      |                      |
|----------------------|----------------------|
| Construction         | \$ 420,000.00        |
| Engineering          | <u>\$ 100,000.00</u> |
| <b>PROJECT TOTAL</b> | <b>\$ 520,000.00</b> |

**VIII. ESTIMATED FINANCING**

|                      |                      |
|----------------------|----------------------|
| TLC NTP Grant        | \$ 400,000.00        |
| City Match           | \$ 100,000.00        |
| Assessments          | <u>\$ 20,000.00</u>  |
| <b>PROJECT TOTAL</b> | <b>\$ 520,000.00</b> |

**IX. PROPOSED ASSESSMENT RATES**

Proposed lighting Assessment \$7.87 per assessable foot

Note that only the properties abutting Griggs Street between St. Anthony Avenue and University Avenue will be assessed for Street Lighting. The \$7.87 per foot is the proposed standard 2012 rate for street lighting.

**X. SOURCE OF ADDITIONAL INFORMATION**

For additional information please contact David Kuebler at 266-6217.

**XI. SUMMARY AND RECOMMENDATIONS**

The Department of Public Works believes the project submitted herein to be necessary and feasible. The Department's Engineering Recommendation is for approval of the project.