Inside these text bubbles you can read some of what residents told us on the online survey. This is just a sample – after all, we heard from over 120 of you! -- but these are just some of the comments that echoed what we heard in the October public meetings and helped shape this design!

# Griggs Street (Summit Avenue to Minnehaha Avenue) Bikeway Project

*Final Design*

*1-10-12*

**General Elements**

- Bicyclists share the road with motor vehicles – Parking to remain except as noted
- Sharrow pavement markings
- Replace Griggs Street name sign with ones which include bicycle symbol
- Install Griggs Bikeway guide/wayfinding signs (a whopping 98% of you were enthusiastic or open about seeing this treatment on Griggs)
- Install destination signing at key locations
- Paint the pavement if community interest

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**Specific Elements**

Summit Avenue (Collector Street) (9,500 ADT) (Bike Lanes)

- Issue
  - Potential conflict with east-bound left-turning vehicles
  - Sight lines
- Solution
  - Install striping/signing to assist eastbound bicyclists to turn northbound on Griggs
  - Trim brush as needed to approve sight lines

Portland Avenue (Local Street)

- Issue
  - 2-way stop sign (bikes and motor vehicles not properly responding)
- Solution
  - Remove stop signs on Griggs and install traffic circle and new pedestrian ramps at corners

"Traffic circles are one of the best ways around to accommodate all modes smoothly while improving awareness of motorists as they drive 4000 pound vehicles. They have to pay attention to the road, their driving and fellow roadway users when encountering a traffic circle. Everybody wins b/c it's easier to see who goes next than at a 4 way stop."

Laurel Avenue (Local Street)

- Issue
  - 2-way stop sign (bikes and motor vehicles not properly responding)
- Solution
  - Remove stop signs on Griggs and install traffic circle and new pedestrian ramps at corners

Selby Avenue (Collector Street) (4,350 ADT)

- Issue
  - Volume and speed of traffic
- Solution
  - Install Bumpouts and Crosswalks at Selby to calm traffic, shorten pedestrian crossing, and improve sightlines. Approximately 2 parking spaces to be eliminated

Dayton Avenue (Local Street)

- Issue
  - 2-way stop sign (bikes and motor vehicles not properly responding)
- Solution
  - Remove stop signs on Griggs and install traffic circle and new pedestrian ramps at corners

Marshall Avenue (Arterial Street) (5,650 ADT) (Future Bikeway)

- Issue
  - Existing traffic signal not always triggered by cars on Griggs
  - Existing traffic signal not responsive to cyclists
- Solution
  - Maintain existing traffic signal and bumpouts at this location
  - Add countdown timers, accessible (audible) pedestrian signal to improve pedestrian crossing
  - Add bicycle detection on Griggs

Dunning Park

"My main concern is better access through Dunning Field. This area needs major improvement."

- Issue
  - Getting through the park, with safety for children on playground
- Solution
  - Reconstruct path as needed. Install signs and pavement markings to separate from pedestrians and park users as much as possible (See preliminary plan still need to work with Parks on details)

Concordia Avenue (One Way Eastbound Collector Street) (5,675 ADT)

"I'd greatly appreciate any improvement to sight lines and reduce traffic speed at the Griggs & Concordia intersection, at the south end of the 94 pedestrian bridge. Traffic is fast there and it can be difficult to see gaps in traffic, especially for slow travelers."

- Issue
  - Visibility, sight lines
  - Speed of car traffic
- Solution
  - Bumpout in place and signed/marked crosswalk in place
  - Concentrate Bicyclists and Pedestrians at one crossing point – path from Dunning Park
  - Install pedestrian flasher with microwave/motion detection flasher activation
  - Install Dynamic Speed Display Sign to the west to bring vehicle speeds closer to 30 mph posted
  - Add street lighting and clear brush as needed

St. Anthony Avenue (One Way Westbound Collector Street) (5,225 ADT)

- Issue
  - Sight lines
  - Speed of traffic
  - Navigation onto existing pedestrian bridge unclear
- Solution
  - Signed/marked crosswalk in place
  - Install bumpouts on north side to narrow street and provide refuge for bicyclists/pedestrians
  - Concentrate bicyclists and pedestrians at one crossing point
  - Install signing and pavement marking to direct southbound bicyclists to crosswalk
  - Install pedestrian flasher with microwave/motion detection flasher activation
  - Install Dynamic Speed Display sign to the east to bring vehicle speeds closer to 30 mph posted
  - Add street lighting and clear brush as needed
  - Coordinate with CIB funded St. Anthony Safety Initiative.

St. Anthony to University

- Issue
  - Driveways and parked trucks
  - Uphill section for south bound bicycles in section south of University
- Solution
  - Add Lantern Style Street Lighting – Assess 30% of cost ($7.87 per assessable) foot as per City Policy
  - Review conflicts with intersecting driveways
  - Install Bike Lane for south bound bicyclists

"I feel very strongly that traffic calming needs to also be placed at the intersection of Griggs and University. As a commuter who takes the bus I feel I take my life into my hands whenever I cross the intersection."

University Avenue (Arterial Street) (24,625 ADT)

- Issue
  - Speed and volume of car traffic
- Solution
  - Traffic signal to be constructed in 2012 under Central Corridor LRT project
  - Explore use of planned video detection for bicycle detection on Griggs

"Anything to slow traffic down.....I am on Sherburne near Dunlap. Unbelievable speeds going East on Sherburne through the intersection at Dunlap."

Sherburne Avenue (Local Street)

- Issue
  - 2-way stop sign (bikes and motor vehicles not properly responding)
- Solution
  - Remove stop signs on Griggs and install traffic circle and new pedestrian ramps at corners

Edmund Avenue (Local Street)

- Issue
  - 2-way stop sign (bikes and motor vehicles not properly responding)
- Solution
  - Remove stop signs on Griggs and install traffic circle and new pedestrian ramps at corners

Thomas Avenue (Collector Street) (2,525 ADT)

- Existing 4 Way Stop at intersection – No proposed improvements

Blair Avenue (Local Street)

- Issue
  - 2-way stop sign (bikes and motor vehicles not properly responding)
- Solution
  - Remove stop signs on Griggs and install traffic circle

Minnehaha Avenue (Collector Street) (4,475 ADT) (Bike Route - connects to Lexington Path N of Minnehaha)

- Issue
  - Volume and speed of traffic
  - Intersecting bikeways
- Solution
  - Maintain existing Stop Signs on Griggs, no Stop Signs on Minnehaha
  - Parking allowed on south side, parking banned on north side
  - Install striping/signing to connect Griggs and Minnehaha Bike Facilities
  - Install bumpouts on south side of Minnehaha to calm traffic, shorten pedestrian crossing, and improve sightlines. Approximately 1 parking space to be eliminated.
  - Also install marked crosswalks.

"It is very exciting to see that Minnehaha will be connected to Summit Avenue. The more visible the route to drivers, pedestrians and bikers, the better."