Transportation Committee Staff Report

Committee date: October 17, 2011

Project Name	**City comments on MnDOT's "A Transportation Vision for Generations"**
Geographic Scope	Statewide Planning Document
Ward(s)	
District Council(s)	
Project Description	The Minnesota Department of Transportation has generated a report: "A Transportation Vision for Generations." The project is to review the Vision and make comments back to MnDOT.
Project Contact	Allen Lovejoy
Contact email/phone	651-714-5131
Lead Agency/Department	PED
Purpose of Project/Plan	It is important for the City to review and comment on transportation planning documents. The Committee's comments will be forwarded on to the Mayor for his review. We will ask him to sign a cover transmittal letter to MnDOT
Planning References	
Project stage	MnDOT's Vision is drafted and public comments are requested.
General Timeline	Comments are due to MnDOT by October 21, 2011
District Council position (if applicable)	NA
Level of Committee Involvement	Advise and Consent
Previous Committee action	None
Level of Public Involvement	None by this action. MnDOT has an elaborate citizen participation program.
Public Hearing	No
Public Hearing Location	NA
Primary Funding Source(s)	NA
Cost	NA

Staff recommendation	Review staff comments, amend and adopt for sending on to Mayor. Timeline does not allow for Planning Commission action before the due date. Reporting to the Planning Commission after the fact is optional.
Action item requested of the Committee	Recommend approval of accompanying report.
Committee recommendation	Approval of accompanying report, with committee edits
Committee vote	9-0

City of Saint Paul Comments on:

The Minnesota Department of Transportation's

A Transportation Vision for Generations

City of Saint Paul's Transportation Committee
October 17, 2011

The City of Saint Paul's Transportation Committee has reviewed the document "A Transportation Vision for Generations" and has generated the following comments:

Development of a Vision Vital for Minnesota. Just as the Highway Department became the Department of Transportation, the work on this Vision thrusts the Minnesota Department of Transportation into a new era – anticipating 21st Century challenges and getting out front of trends that impact our transportation systems. We expect that there will be many who are uncomfortable with the Vision. However, deep structural issues require bold action – action that will be painful, but essential for Minnesota to economically compete globally, protect public health and the environment, and foster growth patterns that serve our citizens and our communities. ***We wholeheartedly support the boldness of the Department in developing a Vision for the next 50 years.***

Long-Term Vision Admirable. At a time when Congress seems to be making decisions on a week-to-week basis, it is important that a long-term consideration of accessibility issues and opportunities be considered. Looking at the arc of the last 50 years, profound changes have happened to our demographics, lifestyle choices, economy and fiscal situations. Therefore, it is important to ***hone a program of accessibility that is nimble and continually scans the environment for important shifts in needs and opportunities.***

Recognition of the Places to be Served, the Environmental Settings to be Preserved, and the Economic Environment to be Enhanced. The wide range of issues defined begins to set the context of such scanning, evaluating and adjusting. The Minnesota Department of Transportation is one of the few statewide organizations that has the capacity to plan and program for the future. The Department must evaluate programs in light of impacts on land use patterns, impacts to the natural and human environment and enhance economic prosperity. This is a daunting task indeed.

It is within this context that the Department must embrace accessibility in its full meaning – not just mobility. Existing and future land development patterns have a profound impact on mobility demand. The Department and state must enhance accessibility via better development patterns; seeking short-distance mobility among residential, employment, shopping and leisure activities, as opposed to long-range commuting. This

suggests investments focused on creating greater proximity among activities, and restricting investments in areas where efficient land use patterns are not emerging.

Further, alternative ways of human interaction need to be investigated, and fostered where appropriate. Mobile access to communications, on-line purchasing, remote working options and community-based shopping and leisure activities all suggest a role for the Department that it does not now embrace.

It is clear that land use patterns and changing communication methods are at least as important to accessibility as building roads and expanding transit. The Department, through its Vision must be willing and able to take a major leadership role in reducing dependence on mobility and focus more on accessibility.

In addition, the Vision notes the negative impacts of our current systems of mobility on public health as well as the natural environment. Recent research has suggested public health degradation along highway corridors, particularly with respect to respiratory maladies. The Vision should recognize these impacts through ***focus on "throughput" and not "vehicle capacity"; recognizing that over time, vehicles should and can be reduced along our principal arterial system.***

The Breadth of the Transportation System. The Vision admirably views the elements of mobility in the broad context: Roads and bridges, yes; but also waterways, rail, transitways, airports and pipelines. The Vision is prescient in recognizing freight by rail and ship will become ever more important with the globalization of the economy and the increases in fossil fuel costs. ***We suggest the Department expand its work on freight rail and port analyses, investment programs and investments, not only for Minnesota but within the context of freight systems that serve the Upper Midwest.***

The Vision references transitways, but we believe ***the Vision should focus on a broader notion of transit:*** inter-city passenger rail; bus system investments that reduce the need for automobiles in congested corridors; replacement of some roadway widening with better transit service; and so forth.

In addition, if the Department is to take the notion of accessibility seriously, we suggest that ***pedestrian and bicycle accommodations also be foci for enhanced mobility.*** In the core of most cities and many smaller communities, there is marked growth in the use of bicycles for mobility. And if arrangement of activity centers can be more proximate to one-another, walking could and should play a much more significant role in mobility and accessibility, as well as public health.

Building to a Maintainable Scale. This, perhaps, is the greatest challenge in the Vision -- if the Department and the state are to take the notion of "right-sizing" our investments seriously. The possible changes to economic, environmental and social demands of the 21st Century may well suggest a disinvestment of some of the traditional investments in mobility. Such disinvestment is likely to be difficult and painful. However, to have a maintainable/sustainable investment portfolio will require spending

less in certain areas and more in others. The foci on improved safety and maintenance are essential first steps to investment decisions. But investments in maintenance and expansion must recognize a limited ability to pay, and must be done through the lens of overall economic prosperity, social and environmental sustainability.

The Department and the state must, therefore, be willing to pick winners and losers in investments based on future needs and potential, as well as present demand. This is a position that transportation departments have been loath to take in the past, but the current and future issues demand it.

A New World of Infrastructure Finance. A complementary notion to fostering a maintainable scale of investments is to develop financing mechanisms that are adequate and sustainable. Since adequacy of funding is reliant on the vagaries of the political environment, it may be that the current public funding **has** to be adequate. Over the past two decades, public funding has dwindled, as has the construction program. Although there is discussion that infrastructure investments may be a good short-term jobs/employment program, it is unlikely there will be public funding streams we experienced in the 1950s and 1960s.

However, even more important than the dwindling public funds, has been the uncertainty of such funding. Major projects take years to bring on-line, but if funding is dependent solely on general fund appropriations and gas tax rates that seem impossible to raise, then construction of major projects (transitways, river crossing bridges, port reconstruction and rail reconstruction) are at risk. These projects require long-term funding streams and occasionally, major capital infusion. There are two avenues that must be followed in order to undertake essential infrastructure projects: a dedicated and inflation-sensitive public funding stream; and private investments. First, we believe ***the Vision must include the call for a public funding stream that promotes long-term strategic investing in transportation infrastructure***. And second, the ***Department and state must development mechanisms that engender private investments while reducing public risk and increasing total investments***.

Commitment to a Participatory Process. Finally, we applaud the Department for its innovative participatory process. Such a process has enabled a broader spectrum of participants in the planning process. More importantly, such participation engenders a larger constituency for supporting necessary public action in the future.

MinnesotaGO

Crafting a Transportation Vision for Generations

Environment

Economy

Quality of life

DRAFT FOR PUBLIC REVIEW AND COMMENT

The Minnesota Department of Transportation invites public comments on a draft 50-year vision for transportation in the state. Comments will be accepted until 4:30 p.m. on October 21, 2011 and can be submitted:

Online: http://www.minnesotago.org
Email: philip.schaffner@state.mn.us
Fax: 651-366-3790
Phone: 651-366-3743
Mail: Minnesota Department of Transportation
Office of Statewide Multimodal Planning
395 John Ireland Blvd. MS 440
Saint Paul, MN 55155

The Minnesota Department of Transportation launched the Minnesota GO visioning process to better align the transportation system with what Minnesotans expect for their quality of life, economy and natural environment.

The effort is based on an understanding that transportation is a means to other ends, not an end in itself. It also recognizes that infrastructure is only one of many elements necessary to achieving a high quality of life, a competitive economy and a healthy environment.

This 50-year vision for transportation will require consistency and collaboration across jurisdictions and sectors to be fully achieved. Although MnDOT initiated the effort to develop the vision, this is a vision for all forms of transportation, and ownership of the vision is a shared responsibility.

What is a Vision? A vision is a description of a desired future. It answers the question "what are we trying to achieve?" It does not answer the question "how will we do it?" – This will be addressed in subsequent statewide, modal and regional planning efforts.

A Transportation Vision for Generations

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy. The system:

- Connects Minnesota's primary assets—the people, natural resources and businesses within the state—to each other and to markets and resources outside the state and country
- Provides safe, convenient and effective movement of goods and people
- Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

Quality of Life

- Recognizes and respects the importance and significance of place – not just as destinations, but also where people live, work, learn, play and access services
- Is accessible regardless of socio-economic status or physical ability

Environmental Health

- Is designed in such a way that it enhances the community around it and minimizes the impact to the environment

Economic Competitiveness

- Enhances and supports Minnesota's role in a globally competitive economy and the international significance and connections of Minnesota's trade centers
- Attracts human and financial capital to the state

What this means

The Minnesota GO vision for transportation has a wide range of implications for different parts of the transportation system. Some examples include but are not limited to:

- Waterways, rail, transitways, roads, airports and pipelines strategically located to enable critical connections for Minnesota's businesses and communities.
- An integrated network of streets, roads and highways collectively support freight, mass transit, personal vehicles and non-motorized transportation.
- Reliable and affordable transit options for people who cannot or choose not to operate a personal vehicle.
- Connected options to walk and bike for everyone choosing active forms of transportation.
- Zero deaths or serious injuries occur in any form of transportation.
- An environment that allows safe travel for both an 8 year old and an 80 year old in every neighborhood and community.
- Technology and innovation improve the safety and productivity of each mode of transportation and may be implemented as an alternative to expanding the physical layout of the system.
- The existing system will change over time to meet future needs and some parts of the current system may no longer be needed in the future.

Guiding Principles

The following principles will guide future policy and investment decisions for all forms of transportation throughout the state. These are listed in no particular order.

Leverage public investments to achieve multiple purposes: The transportation system should support other public purposes, such as environmental stewardship, economic competitiveness, public health, and energy independence.

Ensure accessibility: Transportation must be accessible and safe for users of all abilities and provide access to key resources and amenities.

Build to a maintainable scale: Consider and minimize long-term obligations – don't overbuild. The scale of the system should reflect and respect the surrounding physical and social context of the facility. The transportation system should affordably contribute to the overall quality of life and prosperity of the state.

Ensure regional connections: Key regional centers need to be connected to each other and to the Twin Cities.

Integrate safety: Systematically and holistically improve safety for all forms of transportation. Be pro-active, innovative and strategic in creating safe options.

Emphasize reliable and predictable options: The reliability of the system and predictability of travel time are frequently as important or more important than speed. Prioritize multiple options over reliance on a single option.

Strategically fix the system: Some parts of the system may need to be reduced while other parts are enhanced or expanded to meet changing demand. Strategically maintain and upgrade critical existing infrastructure.

Use partnerships: Coordinate across sectors and/or jurisdictions to make transportation projects and services more efficient.

Challenges and Opportunities

The following challenges and opportunities will impact transportation and the state in the coming decades, and represent the range of issues the Minnesota GO vision and guiding principles was created to address. These are listed in no particular order.

- Aging Population: Minnesota and the United States as a whole are aging. As the baby boomers retire and enter their 70s, 80s and 90s, their transportation patterns are likely to change. Although many will continue to drive personal vehicles well into their elder years, many will adjust the amount, time and destinations of their travel. Nevertheless, many will also seek alternatives to driving their own vehicle. The aging of our population will of course impact many other aspects of society in ways that will also affect transportation.

- Urbanization: There appears to be no end to the nearly century-long trend of population shifts away from rural areas to urban centers. Continuation of this trend will further increase demand for more urban forms of transportation and place strains on maintenance of existing transportation systems in rural areas. The suburbs are likely to see increases in population as well as changes in basic community design as activity nodes or town centers develop and suburbs seek to differentiate from each other.

- Energy Shifts: Energy prices are likely to be higher and more volatile, even for traditionally stable fuels. Unfortunately, the prospect of developing a new wonder fuel still seems remote. Biofuels will help reduce oil dependence—particularly as a replacement for diesel, but are not likely to fully substitute for all fuel needs. What does seem clear is that the passenger vehicle fleet will become increasing electrified, which will require a supporting recharging infrastructure and will place substantial demands on the electricity grid. Electrification of heavy commercial vehicles does not appear to be viable in the short-to-medium term. Wind, geo-thermal, natural gas and solar all will see increases.

- Automation: Vehicle technology has advanced rapidly in recent years and is projected to continue improving in the coming decades. Vehicles are becoming more efficient and cleaner. In addition, sensors and increasing levels of automation are becoming commonplace. Recent tests have demonstrated the viability of fully autonomous vehicles. While experts disagree on whether we will ever see a system of fully autonomous vehicles ("robot cars"), the potential safety and efficiency benefits of automation are enormous. Some experts are even predicting that at some point we won't allow people to operate vehicles for safety reasons. Regardless, we are likely to see a major conflict over the control of vehicles, privacy and freedom.

- Persistent Budget Challenges: For the foreseeable future, governments at all levels will experience ongoing budget challenges. This will put nearly continuous constraints on investment in infrastructure (of all kinds). If unaddressed, reduction, elimination and consolidation of services are all possible.

- Health Care Costs: The increased frequency of several chronic diseases related to obesity--heart disease, diabetes, and cancer–coupled with an aging population places enormous strains on the ability to pay for health care. Unless significant measures are taken, the deaths, diseases, and health care expenditures attributable to physically inactive lifestyles will only increase. Regular and sustained physical activity can help Minnesotans lead healthier lives. Health advocates will continue to push and recommend more active lifestyles and higher levels of daily physical activity, including through transportation choices such as biking and walking.

- Increased Global Competition: The global economy is likely to become even more competitive as countries like China, India and Brazil expand and invest in their economies. In addition, global population growth will put enormous pressure on basic resources like water, food, energy and metals. Many economists are suggesting that Minnesota and the US need to shift away from a consumption-based economy toward a production/export-based economy. Minnesota's diversified economy, natural resources, food production systems and increasingly diverse population offer the potential to compete globally, but Minnesota will also need to compete with the rest of the world for talent and other human capital to maintain innovation and competitiveness.

- Changing Work Environments, Telecommunications and Access to Services: While not all jobs will adjust and adapt, many jobs and businesses will increasingly deploy telecommuting and flexibility in work. This may not impact overall travel, but it has the potential to impact the patterns of travel and could ease pressure on congested urban areas. Remote access to health care and other services are also likely to increase. Expanding virtual access will improve smaller communities' abilities to participate in the global economy.

- Floods/Water Quality: Minnesota is likely to experience more flooding, particularly flash floods, in the future. As the climate changes, precipitation patterns are projected to shift from large fronts of precipitation to more thunderstorm-like events. This could lead to regular incidence of simultaneous drought and flood conditions. This is an issue that affects infrastructure design and runoff management strategies. More frequent and more severe flooding also will further exacerbate water quality issues in the state.

Process Used to Develop the Vision

The Minnesota Department of Transportation partnered with the University of Minnesota and the Citizens League to engage Minnesotans from all walks of life in the visioning process. The effort began in the spring of 2011 and included:

- **Steering Committee:** Minnesota GO was guided by a 31-member steering committee that advised the Commissioner of Transportation on what should be included in the vision. The committee members represented a range of public and private sector groups.
- **Quality of Life Research:** The visioning effort was informed by focus group and survey-based research sponsored by MnDOT on the connection between transportation and quality of life.
- **Expert Interviews:** Fourteen experts in engineering, science, public policy, health, business, demographics, community design, and technology were interviewed to understand current trends and to identify the potential for major changes in the future.
- **Advisory Groups:** In April 2011, MnDOT hosted three advisory group meetings to discuss the critical factors to Minnesota's future environmental health, economic competitiveness and quality of life. Participants represented a diverse cross-section of organizations, including government, private sector, and nonprofit.
- **Interactive Website:** Videos of the expert interviews, surveys and opportunities to review and comment on themes were available on an interactive website hosted by the Citizens League. Additional opportunities to track the project and provide comments were available through several social media channels.
- **Student Perspectives:** Through the Citizens League's Students Speak Out initiative, youth throughout the state were able to share their perspectives both online and through a series of workshops.
- **Public Workshops:** During May and June 2011, ten public workshops were held throughout the state. The workshop format used a scenario exercise to engage participants in a range of possible futures to identify robust options that make sense under many different assumptions about the future.
- **MnDOT Online Customer Community:** Input from "MnDOT Talk," an online customer community of 600 residents statewide, was gathered at key points throughout the process.
- **Briefings:** MnDOT staff gave approximately 100 presentations to groups throughout the state during the entire process.
- **Public Hearing:** A public hearing is scheduled for October 4, 2011 4:00 p.m. – 5:30 p.m. Details are available at http://www.minnesotago.org

Next Steps

The Minnesota GO vision presents a set of long-range objectives for transportation in the state that may take up to 50 years to be fully realized. This vision and guiding principles are intended to be used by all agencies responsible for transportation planning, construction and delivery in Minnesota to inform their investment and service decisions.

With its partners, MnDOT will begin updating the 20-year Statewide Multimodal Transportation Plan in the fall of 2011, which will articulate policies, strategies and performance measures necessary to support the vision over the next two decades. Updates to MnDOT's plans for highways, rail, aviation, transit, freight and non-motorized transportation will also follow, so that MnDOT's entire "family of plans" fully reflects the Minnesota GO vision.

city of saint paul
planning commission resolution
file number _____
date _____

REVIEW OF "A TRANSPORTATION VISION FOR GENERATIONS"

WHEREAS, the Minnesota Department of Transportation, in cooperation with the Citizens League and the University of Minnesota, has developed a long-range visioning document entitled "A Transportation Vision for Generations"; and

WHEREAS, the Transportation Committee of the Planning Commission is charged with the review and comment on transportation planning efforts affecting the City of Saint Paul; and

WHEREAS, the short timeline for public review available to the Transportation Committee does not allow for Planning Commission action before the public comment deadline; and

WHEREAS, the Transportation Committee has reviewed "A Transportation Vision for Generations" and made comments to both the Mayor and Planning Commission;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission adopt the comments recommended by the Transportation Committee; and

BE IT FURTHER RESOLVED, that if the Planning Commission amends or appends the original comments of the Transportation Committee that such changes be forwarded to the Mayor for his consideration.

moved by_____
seconded by_____
vote_____
signed by chair_____

Transportation Committee Staff Report
Committee date: 10/17/11

Project Name	**Raymond Avenue Pedestrian Streetscape**
Geographic Scope	On Raymond Avenue from University Avenue to Hampden Avenue
Ward(s)	4
District Council(s)	12
Project Description	This project consists of reconstructing Raymond Avenue from University Avenue to Hampden Avenue. Project elements include: bump-outs, medians, intersection re-alignments, new sidewalk, sidewalk repair/replacement, new pedestrian ramps, countdown pedestrian timers, lantern style street lighting, mill & overlay (University to Territorial), new curb & gutter and pavement (Territorial to Hampden), bike lanes and trees/landscaping.
Project Contact	Paul St. Martin
Contact email/phone	paul.st.martin@ci.stpaul.mn.us; 651.266.6118
Lead Agency/Department	City of St. Paul Department of Public Works
Purpose of Project/Plan	This project seeks to provide a more Complete Street on Raymond Avenue from University Avenue to Hampden Avenue by improving how motorized and non-motorized users accesses and use the corridor. This will be accomplished by installing bump-outs, medians, new pedestrian crossing locations of Raymond, countdown pedestrian timers, lantern style street lighting, ADA compliant pedestrian ramps, bike lanes and trees/landscaping as well as re-aligning intersections,
Planning References	Improving Raymond is in keeping with numerous sections of the Transportation chapter of the City's Comprehensive plan, specifically Sections 1.1, 1.4, 1.6, 2.11, 3.1, 3.3, 3.4, 3.7, 3.10, and 4.4. The project is in keeping with the Parks and Recreation chapter of the City's Comprehensive plan, more specifically page 6 of the chapter. The project is in keeping with Section 1.15 and 1.18 of the Land Use chapter of the City's Comprehensive Plan. The project is in keeping with the District 12 Small Area Plan. That plan specifically states "Evaluate opportunities to create parkways with emphasis on trees, interconnections with parks, bike lanes and boulevard plantings where possible. Parkways should create new transportation and pedestrian connections, calm traffic, and create neighborhood identity. The St. Anthony Park Community Council's top priority for a new parkway is Raymond Avenue." The project in keeping with several policies as outlined in Chapter 2 of the Met Council Regional 2030 Transportation Policy Plan. More specifically, Strategies 2d, 2e, 3c, 3f, 4b, 4f, 8a, 8d, 8e, 9e, 9h, 18a, 18b 18c, 18d and18e.
Project stage	Preliminary engineering
General Timeline	Council Approval: 2011 Design/Engineering: 2011/2012

	Construction: 2013
District Council position (if applicable)	District 12 voted in support of the project layout as shown in the attached exhibit.
Level of Committee Involvement	Advise & Consent
Previous Committee action	None
Level of Public Involvement	This project has been developed over the course of several years. The public has been involved from the beginning. They have helped provide direction relative to project elements as well as providing information to the City relative to the needs of the residents along Raymond.
Public Hearing	November 2, 2011
Public Hearing Location	City Council Chambers
Primary Funding Source(s)	Federal, MSA, CIB, Assessments
Cost	$2,100,000.00

Staff recommendation	Support project as submitted in attached exhibit and as supported by District Council.
Action item requested of the Committee	Recommend approval of the project as submitted by Public Works and supported by District Council.
Committee recommendation	Approval
Committee vote	9-0

SUMMARY OF ENGINEERING RECOMMENDATIONS
Raymond Avenue Paving Project
City Project No. 12-T-1319
State Aid Project No. 164-020-109

Report Prepared – 8/19/11
Public Hearing – 11/02/11

PROJECT

The project seeks to provide a more complete street on **Raymond Avenue from University Avenue to Hampden Avenue** by installing bicycle infrastructure and traffic calming devices. The traffic calming devices include bump-outs, medians and intersection re-alignments resulting in a safer environment for drivers, bicyclists and pedestrians.

EXISTING CONDITIONS

Raymond Avenue was originally paved in 1923. It has milled and overlaid 3 times since 1923. The pavement is in fair to poor condition, Pavement Condition Index ranges from 13 to 57. The existing street width is 50'.

PROPOSED IMPROVEMENTS

It is proposed to replace the existing roadway surface. The intersections at Bayless Avenue, Long Avenue and Ellis Avenue will be re-aligned. The project also includes the installation of lantern style street lighting, bike lanes and minor sidewalk replacement. In addition, appropriate sanitary sewer repairs will be made, lead water services in the right of way will be replaced, and storm sewer and sanitary sewer connections will be made at the request of property owners.

ALTERNATES

To do nothing would not fulfill the neighborhood's desire for a calmer, safer environment for bicyclists and pedestrians.

POSITIVE BENEFITS

General improvement of the public right-of-way will enhance and add quality to the neighborhood. The newly rebuilt roadway will improve drivability of the neighborhood while re-aligned intersections will improve safety for bicyclists and pedestrians. Increased green space and lantern style street lighting will enhance neighborhood safety and esthetics.

ADVERSE EFFECTS
Normal problems associated with construction such as noise, dust, reduced access to the neighborhood, and general disruption will be present.

EFFECTS ON TREES
Ash trees and stumps will be removed. New trees will be planted as part of the boulevard restoration.

TIME SCHEDULE
The project will begin in the spring of 2013 and will be completed by the fall of 2013.

COST ESTIMATE

Construction	$	1,600,000
Engineering	$	400,000
Miscellaneous	$	100,000
PROJECT TOTAL	**$**	**2,100,000**

ESTIMATED FINANCING

CIB (Capital Improvement Bonds)	$	225,000
MSA (Municipal State Aid)	$	647,000
ISTE (transportation funding)	$	1,075,000
Assessments	$	153,000
PROJECT TOTAL	**$**	**2,100,000**

The estimated 2011 assessment rates for residential street paving and lighting are:

$44.45 per ASSESSABLE FOOT for street paving

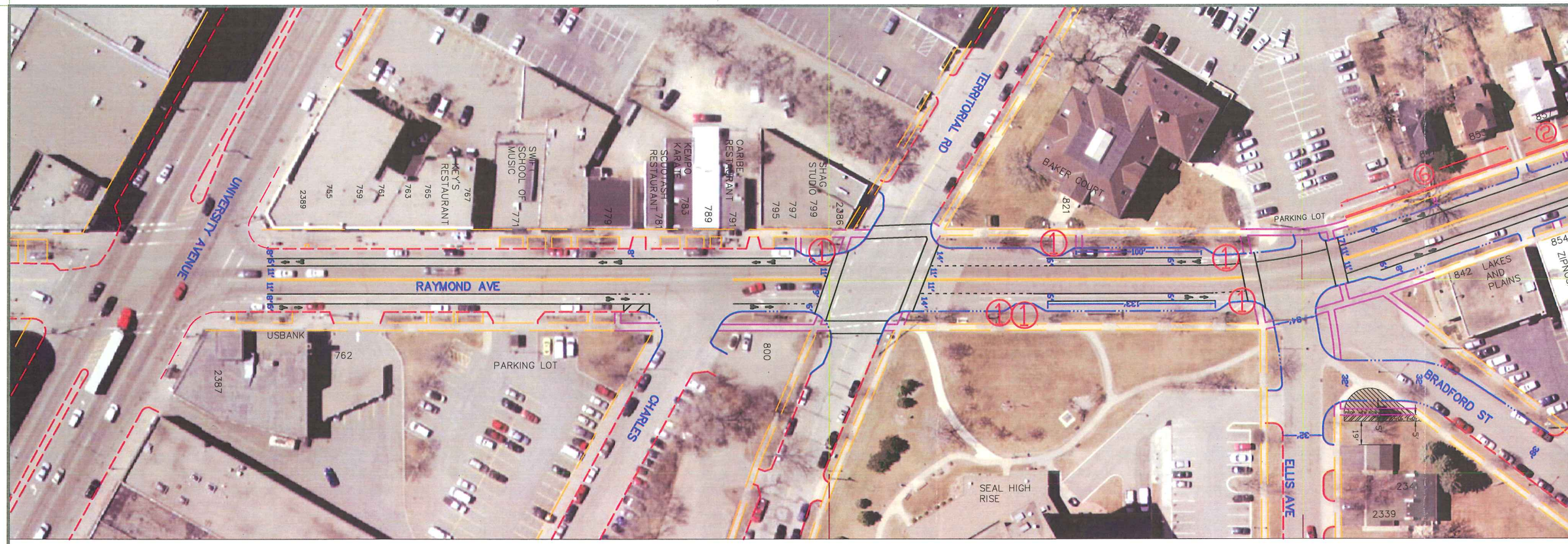
$7.87 per ASSESSABLE FOOT for twin-arm lantern style street lighting.

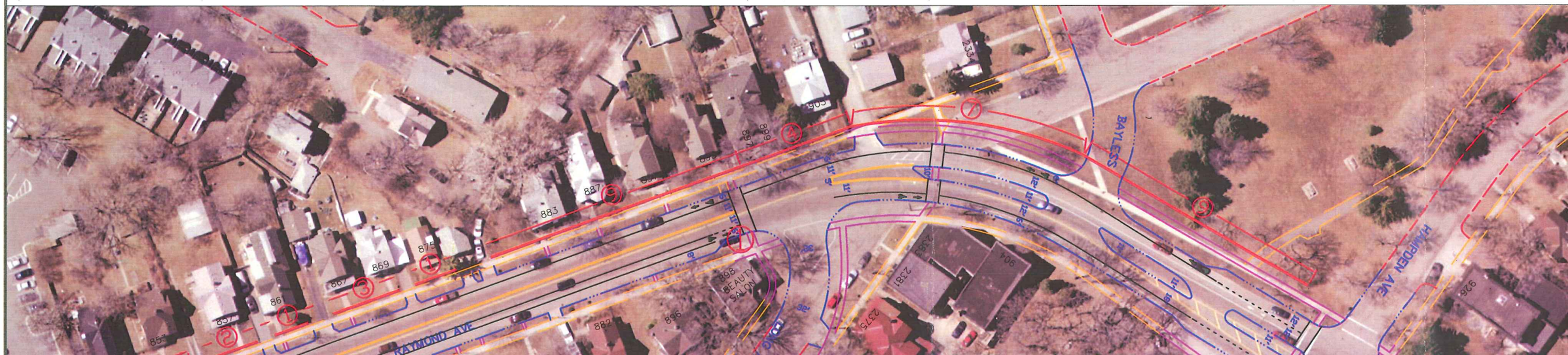
SOURCE OF ADDITIONAL INFORMATION
For additional information, contact the Project Engineer, Barb Mundahl, at 266-6112.

SUMMARY AND RECOMMENDATION
The Department of Public Works feels that this is a worthwhile project, and the Engineering Recommendation is for approval of the project and financing.

Respectfully submitted,

Barbara Mundahl
Public Works





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city of saint paul
planning commission resolution
file number _____
date _____

Resolution for Raymond Avenue Traffic Calming

WHEREAS, the City seeks to improve the pedestrian and bicycle environment on Raymond Avenue between University Avenue and Hampden Avenue; and

WHEREAS, the funding sources for the Project titled "Raymond Avenue Traffic Calming" include federal, county, and local sources; and

WHEREAS, the current Project is phase one of a proposed three phase improvement project for Raymond Avenue between University Avenue and Como Avenue; and

WHERAS, the Project is in keeping with numerous sections of the City's Comprehensive Plan, the District 12 Small Area Plan, the City's Complete Streets initiative and the Metropolitan Council's 2030 Plan; and

WHEREAS, project elements include intersection realignments, bump outs, medians, bike lanes, new pedestrian crossings, improved existing pedestrian crossings, countdown pedestrian timers, bicycle specific signs, and lantern style street lighting; and

WHEREAS, the project requires elimination of on-street parking in order to implement bike lanes and medians; and

WHEREAS, the City seeks to implement the improvements proposed for Raymond Avenue in 2013; and

WHEREAS, the Saint Anthony Park District Council voted on September 8, 2011 to approve the project as presented to the District Council; and

moved by _____

seconded by _____

in favor _____

against _____

WHEREAS, the Transportation Committee voted on October 17, 2011 to approve the project as presented to the Committee;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends the Raymond Avenue Traffic Calming project to the Mayor and City Council as presented.

Transportation Committee Staff Report
Committee date: 10/17/11

Project Name	**Griggs Street Bikeway**
Geographic Scope	On Griggs Street from Summit Avenue to Minnehaha Avenue
Ward(s)	4, 5
District Council(s)	11, 13
Project Description	This project consists of modifying infrastructure elements on Griggs Street from Summit Avenue to Minnehaha Avenue. Project elements include: bump-outs, traffic circles, 12' wide shared use path through Dunning Recreation Center, new sidewalk, countdown pedestrian timers, dynamic speed display signs, advanced technology pedestrian & bicycle detection, lantern style street lighting, sharrow pavement markings and destination, directional and route marker signs.
Project Contact	Paul St. Martin
Contact email/phone	paul.st.martin@ci.stpaul.mn.us; 651.266.6118
Lead Agency/Department	City of St. Paul Department of Public Works
Purpose of Project/Plan	This project seeks to provide a more Complete Street on Griggs Street between Summit Avenue and Minnehaha Avenue by improving how motorized and non-motorized users accesses and use the corridor. This will be accomplished by installing: • Bump-outs at approximately two (2) intersections, • Traffic circles at approximately six (6) intersections, • A new 12' shared use path through the Dunning Recreation Center, • Countdown pedestrian timers and bicycle detection at Marshall Avenue, • Lantern style street lighting between St. Anthony and University, • Sharrow pavement markings along the entire corridor, • Advanced pedestrian and bicycle detection technology at Concordia, St. Anthony and University, • Destination, direction and route marker signs along the entire corridor.
Planning References	Improving Griggs Street is in keeping with numerous sections of the Transportation chapter of the City's Comprehensive plan, specifically Sections 1.1, 1.4, 1.6, 2.11, 3.1, 3.3, 3.4, 3.7, 3.10, and 4.4. Improving Griggs Street is in keeping with the Bike/Walk Central Corridor Action Plan. The project is in keeping with the Parks and Recreation chapter of the City's Comprehensive plan, more specifically page 6 of the chapter. The project is in keeping with Section 1.15 and 1.18 of the Land Use chapter of the City's Comprehensive Plan. The project is in keeping with the District 12 Small Area Plan. That plan specifically states "Evaluate opportunities to create parkways with emphasis on trees, interconnections with parks, bike lanes and

	boulevard plantings where possible. Parkways should create new transportation and pedestrian connections, calm traffic, and create neighborhood identity. The St. Anthony Park Community Council's top priority for a new parkway is Raymond Avenue." The project in keeping with several policies as outlined in Chapter 2 of the Met Council Regional 2030 Transportation Policy Plan. More specifically, Strategies 2d, 2e, 3c, 3f, 4b, 4f, 8a, 8d, 8e, 9e, 9h, 18a, 18b 18c, 18d and18e.
Project stage	Preliminary engineering
General Timeline	Council Approval: 2011 Design/Engineering: 2011/2012 Construction: 2012
District Council position (if applicable)	Neighborhood meetings have taken place in advance of taking the project to the District Councils.
Level of Committee Involvement	Advise & Consent
Previous Committee action	None
Level of Public Involvement	Neighborhood meetings have taken place on 10/3, 10/9 and 10/11. Project information has been available via the City's web site. Information is, and has been, gathered via online surveys as well as comments received at meetings and via email.
Public Hearing	To Be Determined
Public Hearing Location	City Council Chambers
Primary Funding Source(s)	Federal, CIB, Assessments
Cost	$520,000.00

Staff recommendation	Support project as submitted in attached exhibit.
Action item requested of the Committee	Recommend approval of the project as submitted by Public Works.
Committee recommendation	Approval
Committee vote	8-0 (Thoman abstained)

Griggs Street (Summit Avenue to Minnehaha Avenue) Bikeway Project

Preliminary Design

10-11-11

General Elements

- Bicyclists share the road with motor vehicles – Parking to remain except as noted below
- Sharrow pavement markings
- Replace Griggs Street name sign with ones which include bicycle symbol
- Install Griggs Bikeway guide/wayfinding signs
- Install destination signing at key locations
- Paint the pavement if community interest

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

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

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

- Issue
  - Volume and speed of traffic
- Solution
  - Option 1 – Install Bumpouts and Crosswalks at Selby to calm traffic, shorten pedestrian crossing, and improve sightlines. Approximately 2 parking spaces to be eliminated
  - Option 2 – Install 8' wide median island/pedestrian refuge to allow pedestrians/bicyclists to cross Selby one half at time and improve sightlines. Approximately 6parking spaces to

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

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

- Issue
    - Getting through the park, with safety for children on playground
- Solution
    - Construct separate path for bicyclists 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)

- 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 bush button pedestrian flasher and also explore microwave or motion detection
    - 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
    - Investigate bumpout or street narrowing on south side to provide wider transition at end of ped bridge
    - Concentrate bicyclists and pedestrians at one crossing point
    - Install signing/marking/colored pavement to direct southbound bicyclists to crosswalk
    - Install bush button pedestrian flasher and also explore microwave or motion detection
    - 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

- Solution
    - Add Lantern Style Street Lighting – Assess 30% of cost ($7.87 per assessable) foot as per City Policy
    - Review conflicts with intersecting driveways

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

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

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

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.

city of saint paul
planning commission resolution
file number _____
date _____

Resolution for Griggs Street Bikeway

WHEREAS, the City seeks to improve the pedestrian and bicycle environment on Griggs Street between Summit Avenue and Minnehaha Avenue; and

WHEREAS, the Project titled "Griggs Street Bikeway" is funded out of the Nonmotorized Transportation Pilot program grant administered by Transit for Livable Communities; and

WHERAS, the Project is in keeping with numerous sections of the City's Comprehensive Plan, the City's Complete Streets initiative and the Metropolitan Council's 2030 Plan; and

WHEREAS, project elements include traffic circles, bump outs, pavement marking, improved pedestrian crossings, countdown pedestrian timers, advanced technology for pedestrian and bicycle detection, a shared use trail through Dunning Recreation Center, bicycle specific signs; dynamic speed display signs on Concordia Avenue and St. Anthony Avenue, and lantern style street lighting between St. Anthony and University; and

WHEREAS, the City seeks to implement the improvements proposed for Griggs Street in 2012; and

WHEREAS, the Transportation Committee voted on October 17, 2011 to approve the project as presented to the Committee;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends the Griggs Street Bikeway project to the Mayor and City Council as presented.

moved by_____
seconded by_____
vote_____
signed by chair_____