

Attachment A

City of Minneapolis

Pedestrian Safety Framework

Citywide School Pedestrian Safety Program

Introduction

Safety is a primary and integral part of traffic management. However, Public Works is not the sole caretaker of safety. It is a shared responsibility with many other departments, other agencies, neighborhood groups, outside organizations and individual citizens.

Citywide Pedestrian Framework

1. Pedestrian Safety Projects in Capital Budget

Capital budgets for transportation projects traditionally have been focused on roadway infrastructure. Pedestrian safety projects have rarely been given the priority required to get them developed and built. This initiative will identify projects targeted at improving pedestrian safety and mobility and then move them through the capital budget process. Some capital funding may be used to provide a matching share when utilizing Federal or other funds. Public Works has requested CIP pedestrian safety funds through the CLIC process. Public Works has proposed \$10,000 in 2006, \$20,000 in 2007, \$30,000 in 2008, \$40,000 in 2009 and \$50,000 in 2010.

2. Crash Priority Analysis

The City's traffic crash database provides very basic information on pedestrian accidents. Pedestrian accident tracking and analysis will be improved by modification of the current system and process. Additional data elements and software enhancements will be utilized to improve this tool. For example, the age of the pedestrians involved in traffic accidents and specific accident location information are two elements that are expected to be tracked. Currently, fatal accidents are given high priority review and analysis. Public Works is working on a similar priority action for all pedestrian accidents (fatalities and injuries).

3. Sidewalk Standards

A program to develop detailed sidewalk width criteria could be developed and used as a tool for future roadway project designs as well as for day-to-day right-of-way management. Sidewalk cafes, newspaper boxes, sandwich signs, plantings, and plowed snow are all challenges that are faced when considering what really the appropriate sidewalk width really is. Public Works and Regulatory Services have been working together to improve the sidewalk café impacts to pedestrians. Further recommendations on sidewalk standards are expected from the Transportation Action Plan.

4. Enhance Multi-Modal Connections

Ensure adequate multi-modal connections through roadway and development plan reviews. Work with transit providers and other agencies to provide safe and convenient pedestrian infrastructure to/from transit.

5. Pedestrian Master Plan/Public Works Pedestrian Coordinator

Pedestrian Safety in Minneapolis will take on a higher profile by the designation of a Public Works pedestrian coordinator. Responsibilities assigned to this person will include:

- Acting as a point person for all Public Works pedestrian issues and concerns
- Keep abreast of pedestrian safety best practices and incorporate them into City of Minneapolis guidelines and standards
- Identify and pursue available outside funding for pedestrian safety initiatives
- Review of infrastructure and development designs (public and private) to assure pedestrian safety needs are satisfied
- Develop a pedestrian master plan

6. Pedestrian Safety Awareness Campaign

This effort is intended to increase pedestrian safety by building awareness, offering tips and reminders, and educating the public on the benefits of a pedestrian friendly and safe city.

Public Works will work with City Communications on news releases, brochures, media events, bumper stickers, and public service announcements to increase safety awareness, build confidence that the City considers pedestrian safety to be important and motivate the public to positively modify their behavior as either pedestrians or motorists.

7. Improve Citizen Input

- Continue with Public Works participation at the City's People with Disabilities Committee.
- Initially work of neighborhoods and citizens directly
- Provide opportunities for citizen participation to address pedestrian safety issues through task forces or committees
- Collaborate in developing a safety awareness campaign
- Possible city-wide pedestrian advisory committee

8. School Pedestrian Safety Program

This Program represents the department's efforts to implement new strategies to maximize efficiency and effectiveness in all matters associated with school pedestrian safety in Minneapolis. School pedestrian safety is an important part of citywide pedestrian safety framework.

"It is important to stress that regardless of the school location, the best way to achieve safe and effective traffic control is through the uniform application of realistic policies, practices, and standards developed through engineering judgment... A school traffic control plan permits the orderly review of school area traffic control needs, and the coordination of school/pedestrian safety education and engineering activities. (Minnesota Manual of Uniform Traffic Control Devices, 2001)"

The Public Works Department has conducted a systematic review of its past school pedestrian safety efforts. In doing so, we evaluated our policies and procedures, and compared them to the programs in other cities. We also inventoried the traffic control devices that we use and we researched other devices in use. Finally, we evaluated our relationship to the other jurisdictions involved.

The key aspects regarding the updated School Pedestrian Safety Program include:

- a. Public Works has already begun working closely with police and school representatives so that signs and pavement markings at each school are consistently applied and are in compliance with State and Federal requirements.
- b. Public Works will conduct priority analysis of all crashes involving pedestrians and the adjacent blocks surrounding schools.
- c. Public Works will systematically review each school location, beginning with elementary schools, in order to evaluate the “school safety environment”. (See Attachment B).
- d. The current operating budget does not allow for the annual repainting of all crosswalks in the City. The crosswalks that are done are painted throughout the summer on a rotational geographical basis. A revised scheduling strategy will be implemented ensuring that all of the school crosswalks will be painted each year by August 15. This will provide the maximum benefit to school children during the school year. In addition, existing and future funds will be used to install crosswalks using “durable marking” material at the higher priority school locations. This material is visible year round, lasts for several years, and does not require annual painting maintenance.
- e. Public Works will expand its safety tool box to include pedestrian crossing signs (in-street or curb-side) and zebra crosswalk markings at school locations that meet the high priority criteria.
- f. Public Works will work with others to implement Safe Routes to School projects and initiatives and to promote walking to school.
- g. Public education of pedestrian laws and initiatives through a website and other communication opportunities.

Citywide Pedestrian Safety Framework Timeline

