

**Pedestrian Advisory Committee Meeting
Summary Meeting Notes**

July 12, 2007
3:00 – 4:30 pm
Room 333, City Hall

Agenda

- 3:00 pm** **Introductions**
Approval of Meeting Notes
Announcements
- 3:10 pm** **Committee Guiding Principles and 2007 Priorities** – The Committee will review the revised guiding principles and priorities.
- 3:20 pm** **Pedestrian Master Plan** – Anna Flintoft will update the Committee on the status of the Pedestrian Master Plan.
- 3:40 pm** **Accessible Pedestrian Signals** – Nick Van Gunst from Public Works will discuss the City’s current effort to fund, prioritize and implement accessible pedestrian signals in Minneapolis.
- 4:00 pm** **Pedestrian Traffic Safety Trends** – Anna Flintoft and Shaun Murphy will present a preliminary summary of pedestrian traffic safety trends in Minneapolis.
- 4:25 pm** **Review of Action Items**

Attendees

PAC Member	Attendees	Representing	Present
X	Jim Adams	Senior Citizens Advisory Committee	X
X	James Andrew	Metropolitan Council	
X	Deborah Boyd	Minneapolis Park & Recreation Board	
X	Theresa Cain	Metro Transit	
X	Anna Flintoft	Minneapolis Public Works, PAC Chair	X
X	Anna Gillette	7 th Ward Citizen – North Loop	X
X	Loretta Grewe	Advisory Committee on People with Disabilities	X
X	Stephanie Gruver	4 th Ward Citizen	
X	Diane Hansen	12 th Ward Citizen	X
X	Sarah Harris	Walking Minneapolis Foundation	
X	Janee Harteau	Minneapolis Police Department	
X	Elizabeth Haugen	Minneapolis Communications Department	X

X	Diana Hawkins	City of Lakes Chamber	
X	Steven Hay	Minneapolis CPED	
X	Robin Hennessy	City of Minneapolis Attorney's Office	
X	Mary Jackson	Minnesota Department of Transportation	X
X	Karen Nikolai	Hennepin County	X
X	David Rak	Minneapolis Dept of Health & Family Support	
X	Mike Rumppe	Minneapolis Fire Department	
X	Jan Sandberg	7 th Ward Citizen – Loring Park	X
X	Steve Sanders	University of Minnesota	X
X	David Smith	Minneapolis Public Schools	
X	Mackenzie Turner	Bicycle Advisory Committee	
X	Mary Watson	6 th Ward Citizen	X
	Shaun Murphy	Mpls Bicycle & Pedestrian Programs Intern	X
	Patty Bowler	Minneapolis Dept of Health & Family Support	
	Martha Hage	Advisory Committee on People with Disabilities	X
	Teigen Leonard	Hennepin County	X
	Kathy Waite	Minneapolis Police Dept.	X
	Alice Tibbetts	Minneapolis Dept of Health & Family Support	X

Summary of Items Discussed

Introductions/Approval of Meeting Notes/Announcements

There will not be a PAC meeting in August, due to the pedestrian safety training workshop. Anna Gillette found several locations downtown where trash receptacles were missing. Anna Flintoft will follow up with Angela Brenny from the City's Solid Waste & Recycling Division.

Committee Guiding Principles and 2007 Priorities

The Committee reviewed the Guiding Principles and 2007 Priorities which were revised based upon the committee's review at the May meeting. Two additional edits were made:

- The second bullet was edited as follows: Walking and walkable environments support the local economy. Vibrant public spaces are attractive to both employers and employees when choosing where to locate, and pedestrians support local businesses while en-route to other destinations.
- The fourth bullet should reference people of all ages.

Pedestrian Master Plan

Anna updated the Committee on the status of the Pedestrian Master Plan. Funding has been approved and she is hoping to send the RFP out on Friday, July 13th. A consultant should be in place by late October. Anna will forward the RFP on to all Committee members.

The plan will take 12 months to develop, and the PAC will be responsible for guiding the overall direction of the work. Anna requested that interested members of the PAC meet to help plan for

outreach to the public, sometime in late July or August. Alice Tibbetts explained that there will be a parallel public process for the City's Safe Routes to School initiative.

Committee questions and answers included:

Can the Disabilities Committee review the RFP before it goes out?

There is not time to do so, since it is going out tomorrow. However, that committee should be involved as the plan is developed.

Are accessibility needs part of the RFP?

Yes, the design guidelines will take that issue into consideration. We probably will not be doing an assessment of the accessibility of the entire system though. However, it will look at the best "design" with respect to accessibility.

Accessible Pedestrian Signals

Nick Van Gunst from Public Works discussed the City's current effort to fund, prioritize, and implement accessible pedestrian signals for visually and hearing impaired people in Minneapolis. In addition, he demonstrated the use of one of the signals. Nick explained that a committee is being formed to come to some agreement about where to implement pedestrian accessible signals. Factors being considered include bus service, numbers of legs of an intersection, street crossing distance, angle of the crosswalks, and curb ramp locations. Public Works is using a scoring system developed elsewhere to evaluate potential intersections for use. This scoring system has been used on 10 intersections in the city, to test the usefulness of this method of evaluation.

He says that the City is applying for \$100,000 of federal funding for these devices through the SAFETEA-LU New Freedom Program. The application is due on August 20th, and notification of awards will occur in October. The units cost \$700, plus the expense of possible modifications to signal timing. The device emits a beeping sound when there is a flashing or solid "Don't Walk" signal. An automated voice also says "Wait," and "Walk sign is on." Additionally, an arrow vibrates at hand level for the hard of hearing. The sound adjusts, depending on the noise on the street.

Committee questions and answers included:

What if the device was under your apartment window beeping like that all the time?

The noise can be adjusted to the point where you could not hear it outside of 10 feet from the signal post.

Will these be installed on a case-by-case basis or throughout the city?

This is under debate, but at the moment they are installed by request. The City has had numerous requests in the past.

How important is the curb cut orientation in relation to these devices?

It is important, and there are a few examined intersections where this is a problem. Sometimes there will be a separate pole installed if the signal post is too close to the road.

How would we teach people how to use these?

One possible resource is the Vision Loss Resource Center. There are also individuals who will teach others, who have an involvement in certain organizations. People who are blind have a very good network, but there will have to be a lot of publicity about these in the neighborhoods in which they are installed. Also, they are relatively simple to use, and folks should be able to use them on a self-taught basis.

Nick also shared with the group that there have been two court cases in the country which have mandated the use of these devices. In Maryland, there was an ADA complaint filed, and the state is now required to put these at every state highway intersection within 10 years. In San Francisco, there was a settlement reached where the City will install accessible signals at 80 intersections for \$1.6 million. They are working on establishing guidelines, in order to choose the intersections.

Pedestrian Safety Traffic Trends

Mary Jackson from Mn/DOT presented recent analysis which has been done on traffic crashes involving pedestrians on trunk highways. She says that they agency is looking at the top 150 locations per mile of highway. At this point, Mn/DOT has not looked into the reasons for the high rates. Of the top 20 locations, 13 are in the metropolitan area.

Are there more crashes in St. Paul than Minneapolis?

Yes there are, and that could be due to the attributes of the roads in St. Paul versus Minneapolis. There are fewer trunk highways in Minneapolis.

Mary shared with the group that Mn/DOT is beginning to look at crash data when construction projects occur. Cities currently provide little data about pedestrian crashes. This data would better situate their agency to set up safe detours. She works in the Bike and Pedestrian Section in the Office of Transit. Their office offers technical service and support to other districts in Minnesota, as well as on a project-by-project basis. 6 staff members work at the office.

Is there any expectation that cities will do more crash analysis themselves?

The Metropolitan Council has an upcoming requirement. There is also data already available through the Department of Public Safety.

Anna Flintoft and Shaun Murphy presented a Minneapolis pedestrian crash analysis. The general trend in the past 15 years has been downward, with 300-400 pedestrians involved in crashes annually for the past 5 years, and 400-500 involved in crashes 5-15 years ago. These numbers were determined from Department of Public Safety data, which tabulates police crash reports. Pedestrians are much more likely to be killed or seriously injured than bicyclists or vehicular occupants who are involved in traffic accidents. Pedestrians made up 32% of traffic fatalities in Minneapolis during this time period, compared to 8% statewide.

According to Minnesota Department of Health data over the past 8 years, those age 20-24 are most likely to be involved in a pedestrian accident, followed equally by the following age categories: 5-9, 15-19, and 40-44.

According to data from the past 4 years, crashes occur most often between 4:00 and 6:00 pm. They are most prevalent during the p.m. hours, although there are notable spikes in the a.m. hours, between 2:00 and 3:00 a.m., and 8:00 and 9:00 a.m. They also occur fairly equally during each month of the year.

Based on an analysis of the narratives of 123 City of Minneapolis police crash reports from the first half of 2007, 62% of pedestrian crashes occurred at intersections, and 38% occurred mid-block. 56% were determined to be the fault of the motorist, 39% were the fault of the pedestrian, and 5% were undetermined. 29% of pedestrian crashes were primarily caused by a pedestrian crossing mid-block (thus failing to yield the right-of-way to motorists), 25% were caused by motorists making a left turn on a green phase at a stoplight, and 11% were caused by motorists making a right turn on a green phase. 14% of accidents involved intoxication, with pedestrians making up the majority of this percentage. An analysis of the pre-crash maneuvers of City of Minneapolis police crash reports from 2002-2006 generally confirms the 2007 analysis.

Based on 5-year data, the intersection with the most pedestrian crashes is Cedar & Riverside (15), followed by Franklin & Nicollet (12), Hennepin & 7th St S (12), and 1st Ave N & 7th St N (12). The corridors with the most crashes were Lake St E (77), Cedar Ave (67), Nicollet Ave S (62), Franklin Ave E (58), and Lyndale Ave S (56). These figures were not weighted per mile. The highest overall density of crashes is in the Downtown West neighborhood.

Further investigation is needed to determine if UM police crash reports were included in the different sets of data. Anna would also like to investigate the possibility of locating age data by location.

Next Meeting

Thursday, September 6th, 3:00 pm, City Hall Room 333