



The focus of the Safe Routes To School program in Minneapolis is on enhancing bicycle and pedestrian facilities to **connect schools, parks and other neighborhood destinations** throughout the city and make it safer for students to walk, bike, and roll to school.

Safe Routes To School projects typically include **bikeway improvements, traffic calming elements** (physical infrastructure that helps slow traffic down), and **pedestrian crossing improvements** that help students and community members cross the street more safely.

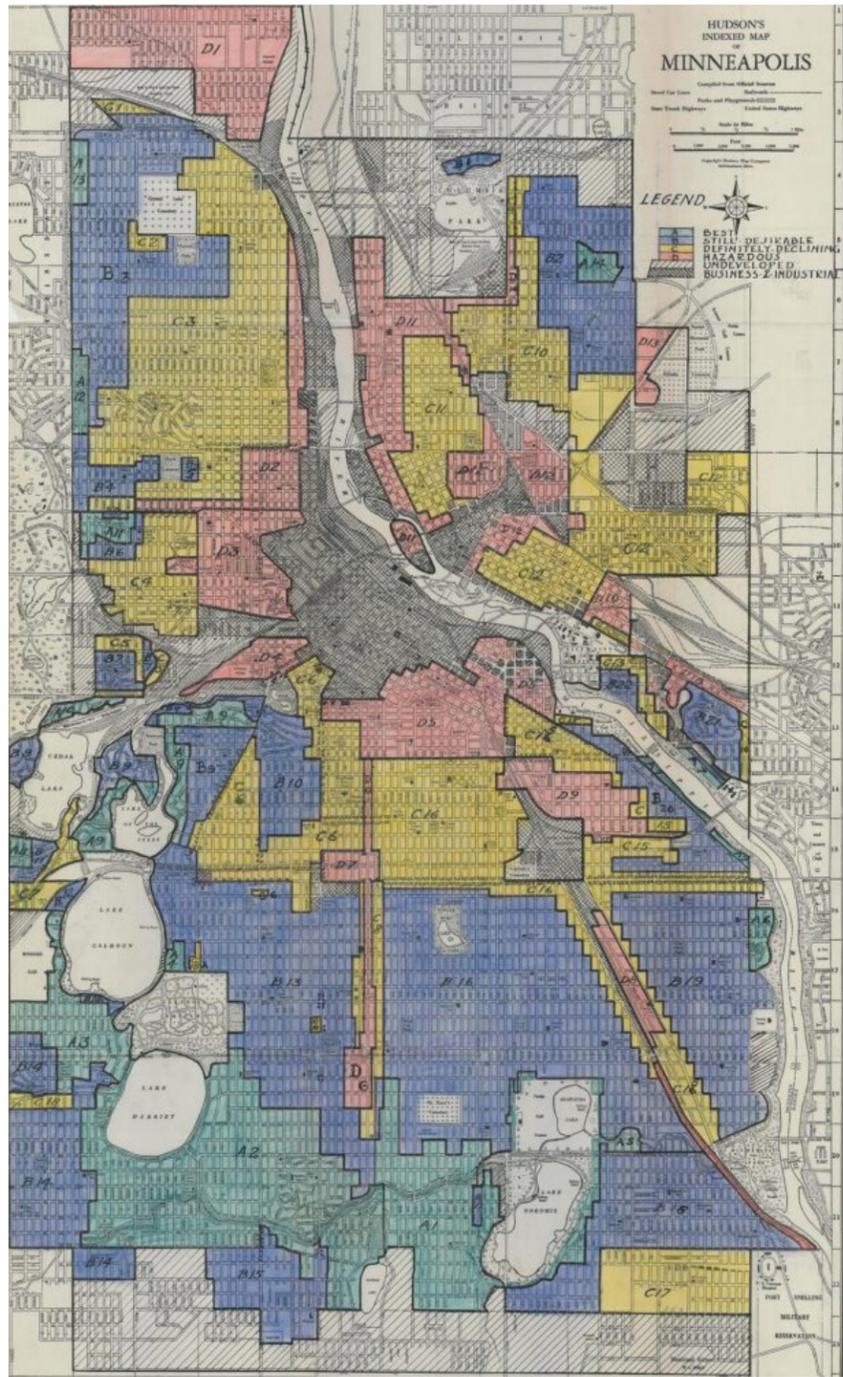
- OCTOBER-DECEMBER 2021**  
Public Outreach and Engagement
- WINTER 2022**  
Initial Design
- SPRING 2022**  
Public Discussion on Design
- SPRING/EARLY SUMMER 2022**  
Revise Design
- SUMMER/FALL 2022**  
Public Discussion on Design
- JANUARY 2023\***  
Final Design - 30%
- SPRING-FALL 2023**  
Project Construction

\* Originally August, changed to allow for additional public outreach and stakeholder feedback

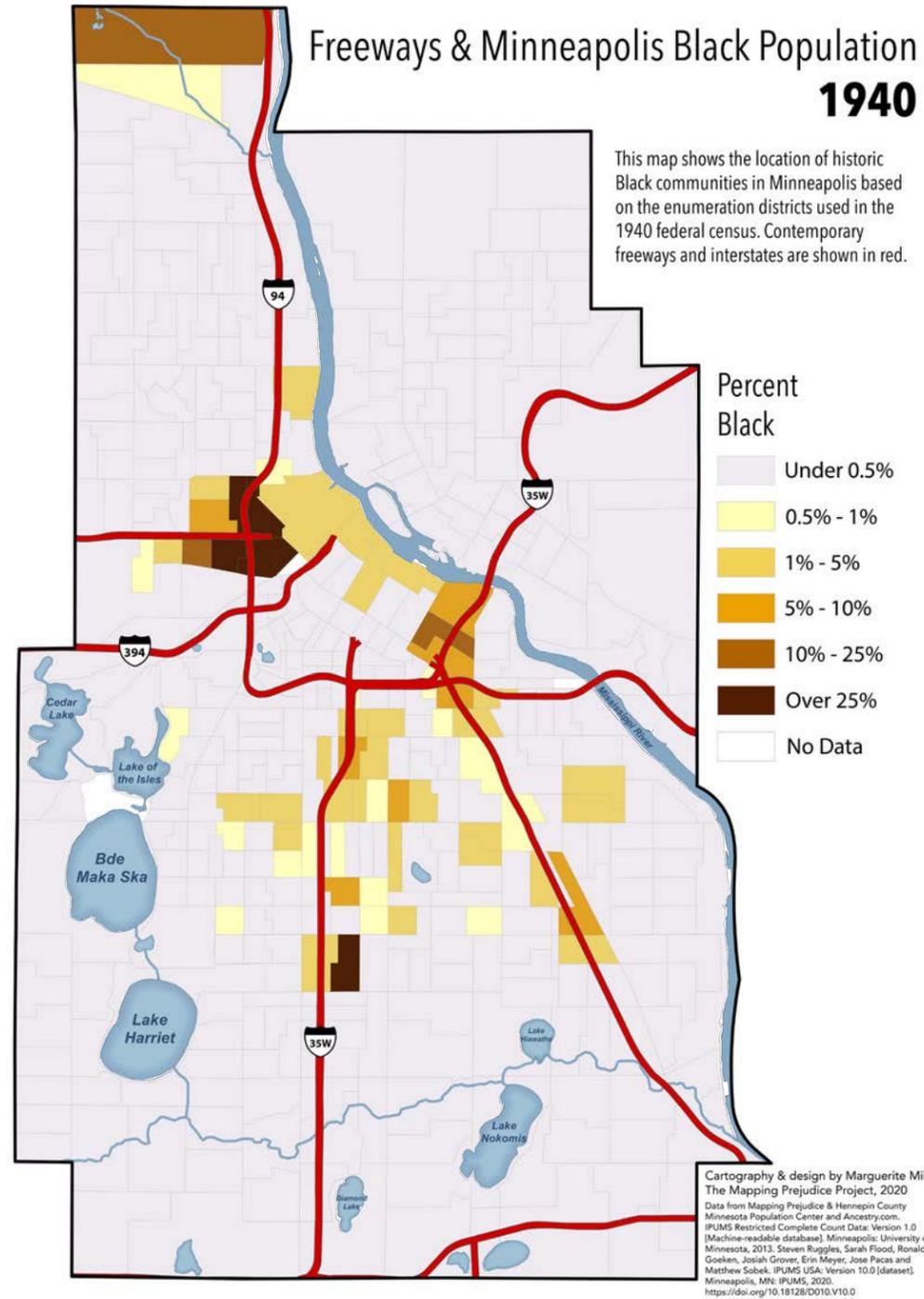
# Historic and current inequities

The City of Minneapolis acknowledges that the transportation system and government-supported decisions have **underserved, excluded, harmed and overburdened** some communities, namely **Black and Indigenous communities**, other **communities of color**, and **people with disabilities**.

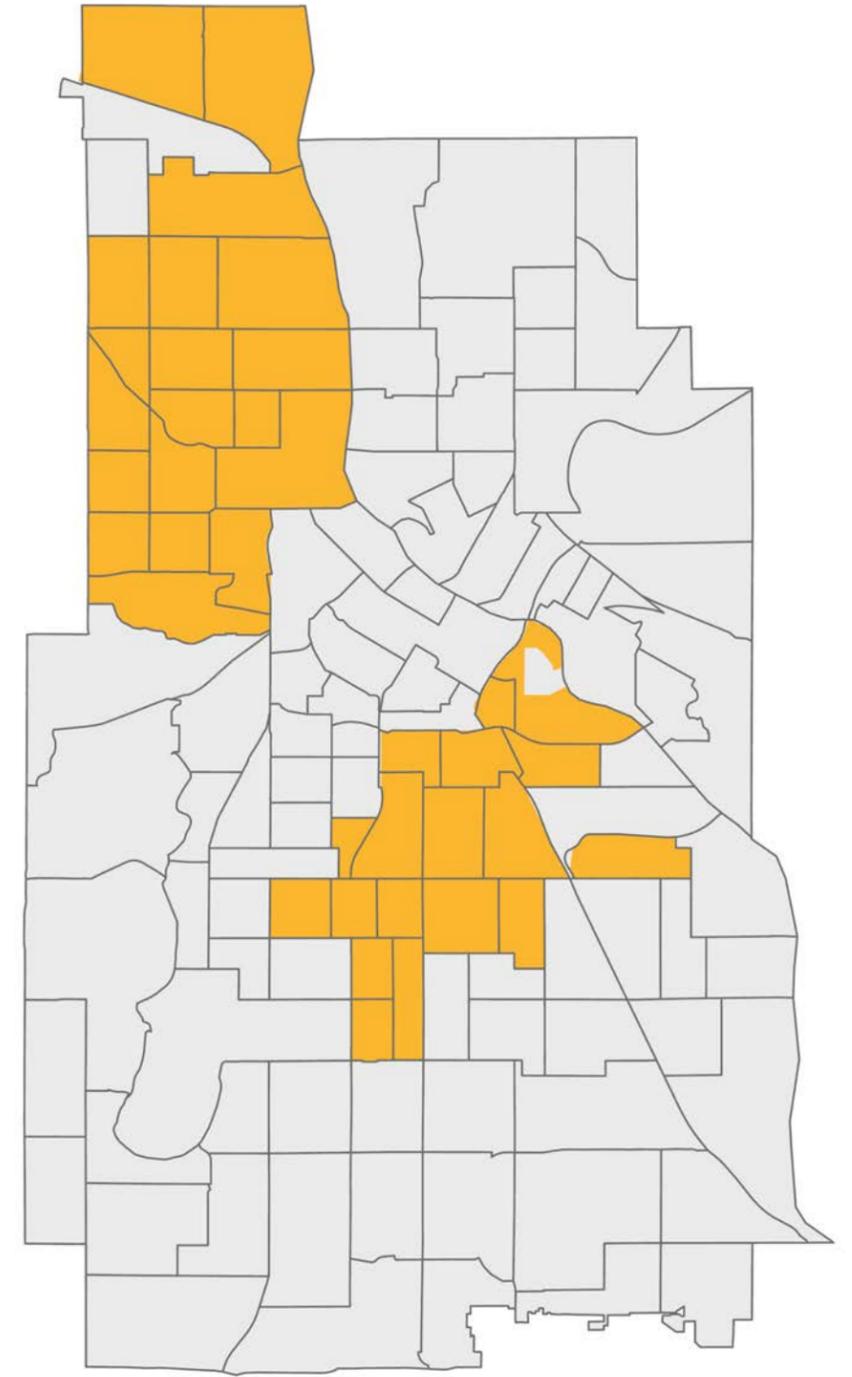
These past decisions have denied these communities the full participation of transportation benefits, which has led to **disproportionate burdens**.



HOLC Redlining Map (1930's)

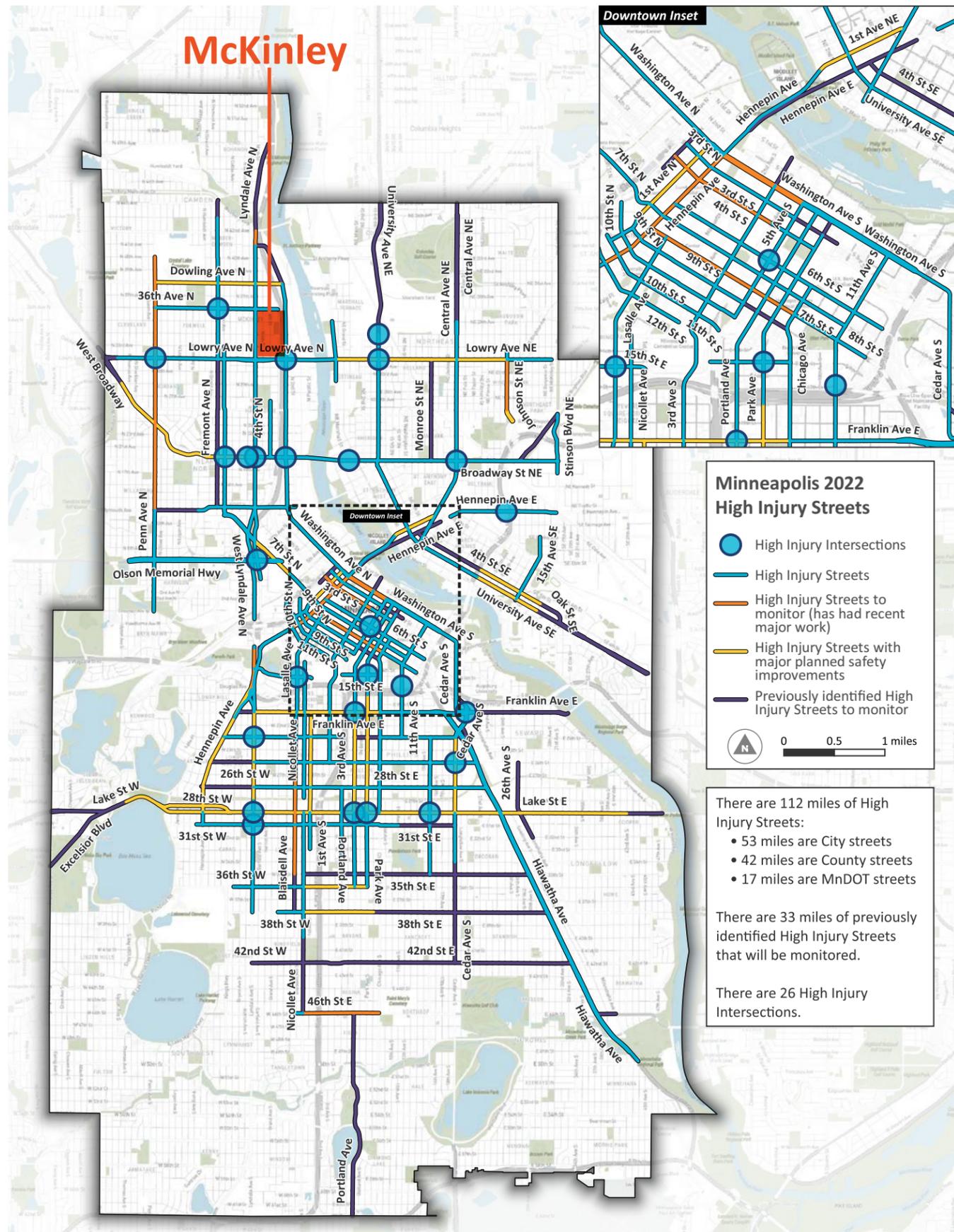


Freeway Construction (1940's On)



Recent ACP50\* Data (2019)

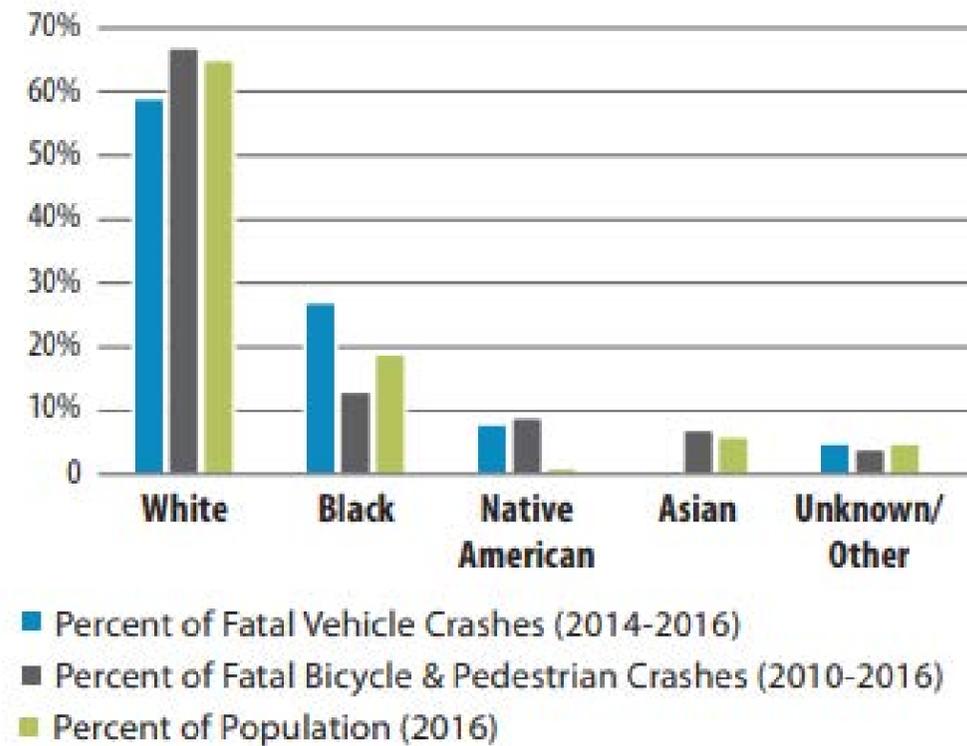
\*ACP50 areas represent areas of concentrated poverty where 50% or more of the population are people of color



# Transportation equity

The McKinley neighborhood is adjacent to multiple high injury streets. The Cityview Safe Routes to School project is surrounded by four of these streets (*Lowry Ave N, Lyndale Ave N, Dowling Ave N, Washington Ave N etc.*)

Figure 5: Fatal crashes: demographic trends



Source: Vision Zero Crash Study analysis of national Fatality Analysis Reporting System and American Community Survey data; includes freeway crashes.

1

To make it safe, easy and fun for children to walk and bike to and from Cityview school

2

To improve bicycle and pedestrian networks as well as neighborhood connections to parks and green space

3

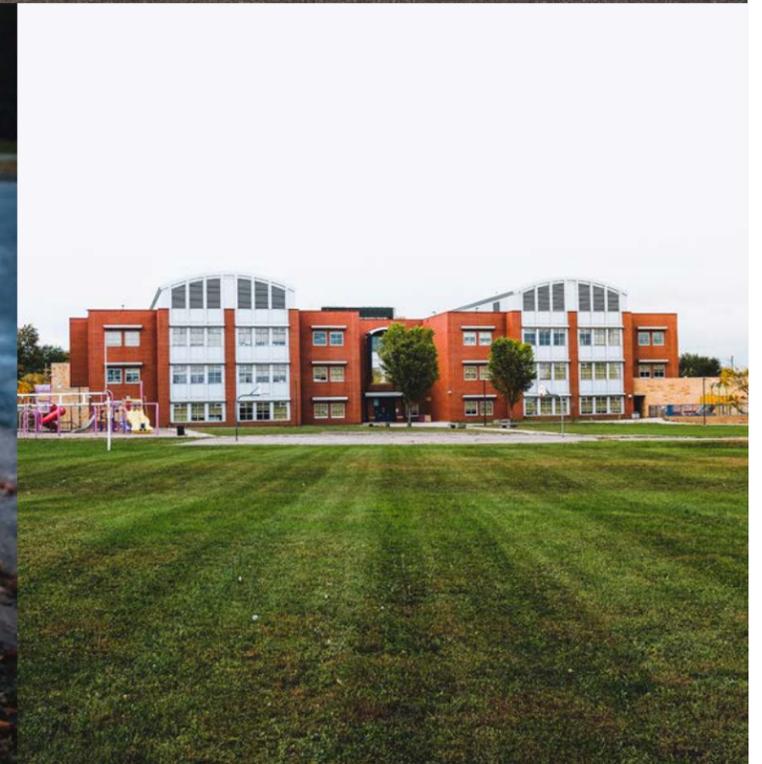
To integrate traffic calming elements that reduce vehicle speeds adjacent to Cityview school

4

To fulfill City goals for plan and policy networks such Vision Zero and the Transportation Action Plan

5

To engage and collaborate with residents and members of the community



# The community belongs to *the community*

Partnered with the McKinley Neighborhood Association

Hosted the McKinley traffic safety meeting to answer questions and concerns about neighborhood traffic circles

Collected additional data as a response to requests made during July's public meeting

Adjusted the project schedule to allow for additional engagement, outreach and data collection



# Original project schedule



# Updated project schedule



# Updated project schedule & engagement



# Next steps

Present additional data and collaborate with community on street design (*tonight*)

Draft a NEW design concept based on community participation and feedback

Release the draft design for comments and feedback (*Early December*)

Confirm final concept with City engineering, traffic, and stormwater/sewer representatives (*Late December*)

Construction begins summer 2023



# The community belongs to *the community*

- If there is consensus following this meeting that none of the treatments the City can build at this time are a good fit for the community, we won't build it.
- Remaining project funds will be used to upgrade as many curb ramps as possible to ensure they are ADA accessible.
- This will make it easier for students, families, residents and church members to move from the sidewalk to the street safely and more easily throughout the community.
- Improved ADA infrastructure will not impact speeding and traffic safety



# Walk Bike Roll Audit

WALK BIKE ROLL AUDIT  
SEPTEMBER 30, 2020

## Out Of 6

WALK BIKE ROLL AUDITS  
OVER TWO YEARS

The Cityview audit with the Safe Routes To School project had the highest attendance and was the only event where children and families attended



# 14

Adults attended the Walk Bike Roll Audit, along with 6 children. Twelve out of the fourteen participants live in the McKinley neighborhood.

## ADDITIONAL CONCERNS EXPRESSED INCLUDED:

1. Frequent vehicle crashes
2. Better school zone designation
3. High speed car chases
4. Lack of signage for school crossings
5. Speed along 4th St N specifically
6. Neighborhood crime
7. Lack of street lighting
8. Drivers who do not obey signs
9. Need for speed humps
10. Bike lanes that would sacrifice parking



Of Walk Bike Roll Audit participants reported that cars speeds are too fast along the project route and throughout the neighborhood

# 86%

AMONG SURVEY PARTICIPANTS  
**SPEEDING & TRAFFIC**  
WAS THE NUMBER ONE CONCERN



# 77%

Of Walk, Bike, Roll Audit participants reported that drivers in the project area are distracted or not looking out for people.

# 86%

Walk, Bike, Roll Audit participants reported that drivers in the project area do not stop at stop signs or lights, or stop within the crosswalk

# 10/14

WBR AUDIT PARTICIPANTS

Reported that drivers are **distracted** while driving and not paying attention to the road and that drivers make **unexpected turns**, are **hostile**, and are **not watching** for people who are walking, biking, or rolling along the project route.



# Online Survey

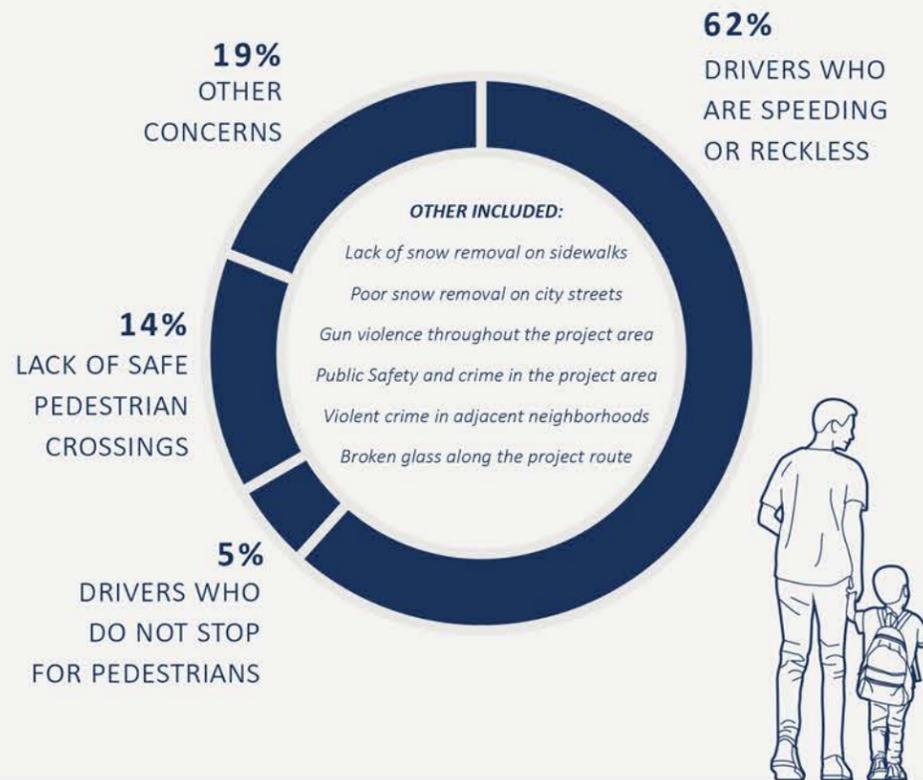
SAFE ROUTES TO SCHOOL  
PROJECT SURVEY  
NOVEMBER 22, 2001 -  
DECEMBER 13, 2001



# 3

Online survey participants recorded that they were the parent or guardian of a child who attended Cityview school. This represents only 15% of the total surveyed

## AMONG SURVEY PARTICIPANTS EXCESSIVE SPEEDING WAS THE NUMBER ONE CONCERN



# 3

Weeks the online survey was available. The survey was advertised via mailed postcards, fliers sent home to parents, Cityview email blasts, and via church leadership. Paper copies were available at Cityview school but none were filled out.

## 4th St N & 34th Ave N

Ranked the **number one priority** intersection for traffic calming treatments along the project route

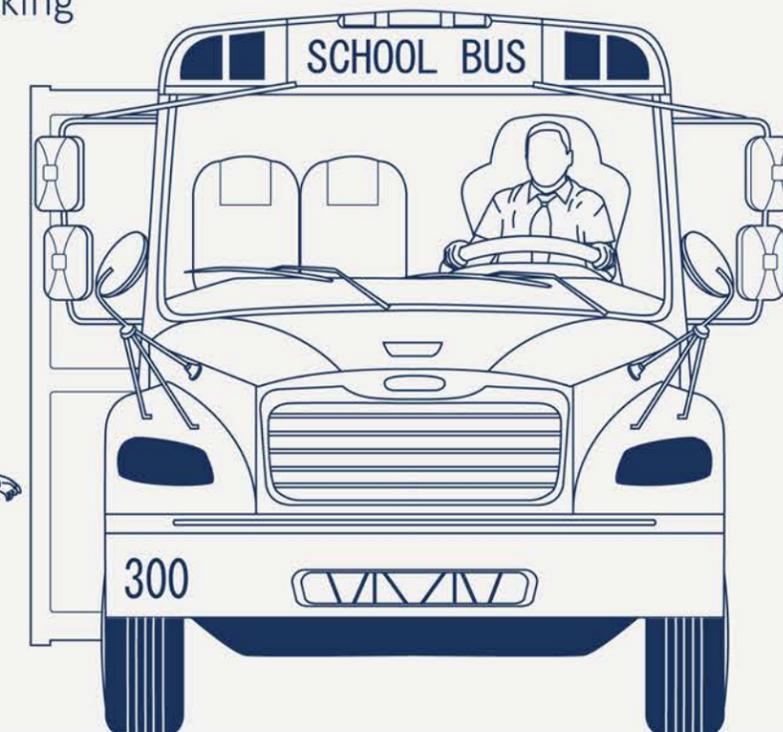
Followed by 4th St N and 33rd Ave N as the **number two priority** intersection for traffic calming treatments along the project route

# 9/21

ONLINE SURVEY PARTICIPANTS RANKED TRAFFIC CIRCLES AS THEIR LAST CHOICE OF TREATMENT ALONG THE PROJECT ROUTE

## WHAT WOULD MAKE THIS PROJECT A SUCCESS?

1. Slower traffic in the school area when school is in session
2. School buses available for short walks to Cityview
3. Slower speed limits, especially on 4th St N
4. Multiple safe modes of transit to school
5. No disruption to on-street parking
6. Highly visible traffic controls
7. Additional crossing guards
8. Increased adult presence
9. Police presence

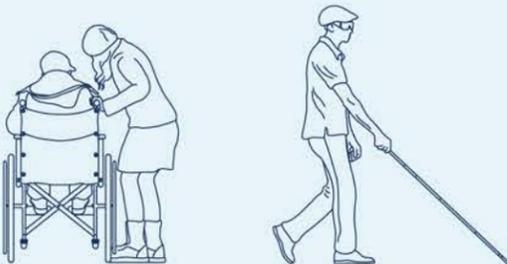


# 4th Street North

SPEED & VOLUME TUBE COUNT  
THURSDAY-TUESDAY  
NOVEMBER 2021

## 5/6 DAYS

CARS WERE RECORDED GOING OVER 58 MILES PER HOUR- THE SPEED AT WHICH THE RISK OF SEVERE INJURY OR MORTALITY FOR PEDESTRIANS STRUCK BY VEHICLES CLIMBS TO 90%



85TH PERCENTILE SOUTHBOUND SPEED: **35.5 MPH**  
 85TH PERCENTILE NORTHBOUND SPEED: **33 MPH**  
 WITH 5% OF SOUTHBOUND DRIVERS DRIVING OVER 40 MPH AND 5% OF NORTHBOUND DRIVERS DRIVING OVER 38 MPH



# 75-79 MILES PER HOUR

Fastest recorded speed, recorded between 6:00-7:00 AM on a Tuesday morning.



## BUS VOLUME

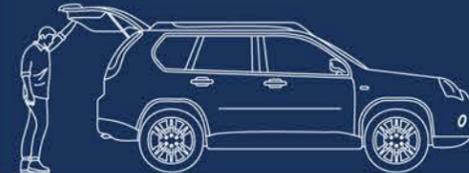
Northbound & Southbound

# SUNDAY

HIGHEST AM PEAK VOLUME

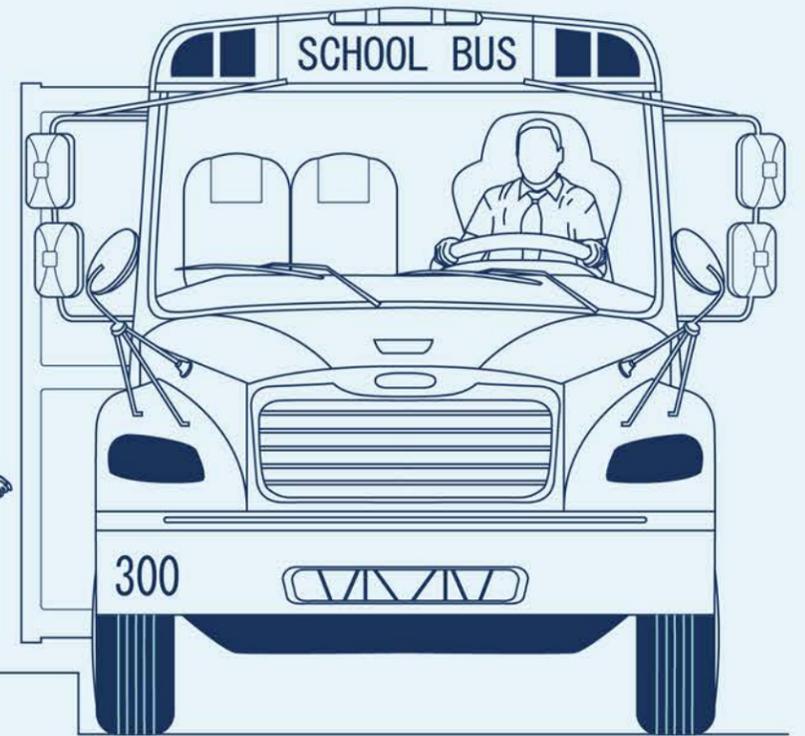
NORTHBOUND VOLUME IS **HALF** THE SOUTHBOUND VOLUME

The average daily Southbound traffic volume is 634 vehicles compared to 325 vehicles for Northbound travel



7:00-8:00 AM

Weekday peak for school bus drop off at Cityview



# 4th Street North

SPEED & VOLUME TUBE COUNT  
THURSDAY-TUESDAY  
2021 - 2022 COMPARISON

15TH PERCENTILE SPEED  
IN DECREASED FROM 22.5 MPH  
IN 2021 TO

**20.5 MPH**  
SOUTHBOUND SPEED

OVER 85% OF CARS ON 4TH STREET ARE DRIVING ABOVE THE SPEED LIMIT (20 MPH)



Southbound speeds decreased from 2021-2022 whereas northbound speeds **did not change**

85TH PERCENTILE  
**32 MPH**  
SOUTHBOUND SPEED  
35.5 MPH IN 2021

85TH PERCENTILE  
**33 MPH**  
NORTHBOUND SPEED  
33 MPH IN 2021

AVERAGE SOUTHBOUND SPEEDS DECREASED BY **10%**  
AVERAGE NORTHBOUND SPEEDS WERE **UNCHANGED**



**70-74**  
MILES PER HOUR

Fastest recorded speed **decreased** by around 4 MPH

**3**

**MILES PER HOUR**

**Decrease** in the average southbound speed from 2021 to 2022. The average northbound speed remained unchanged (26 mph)

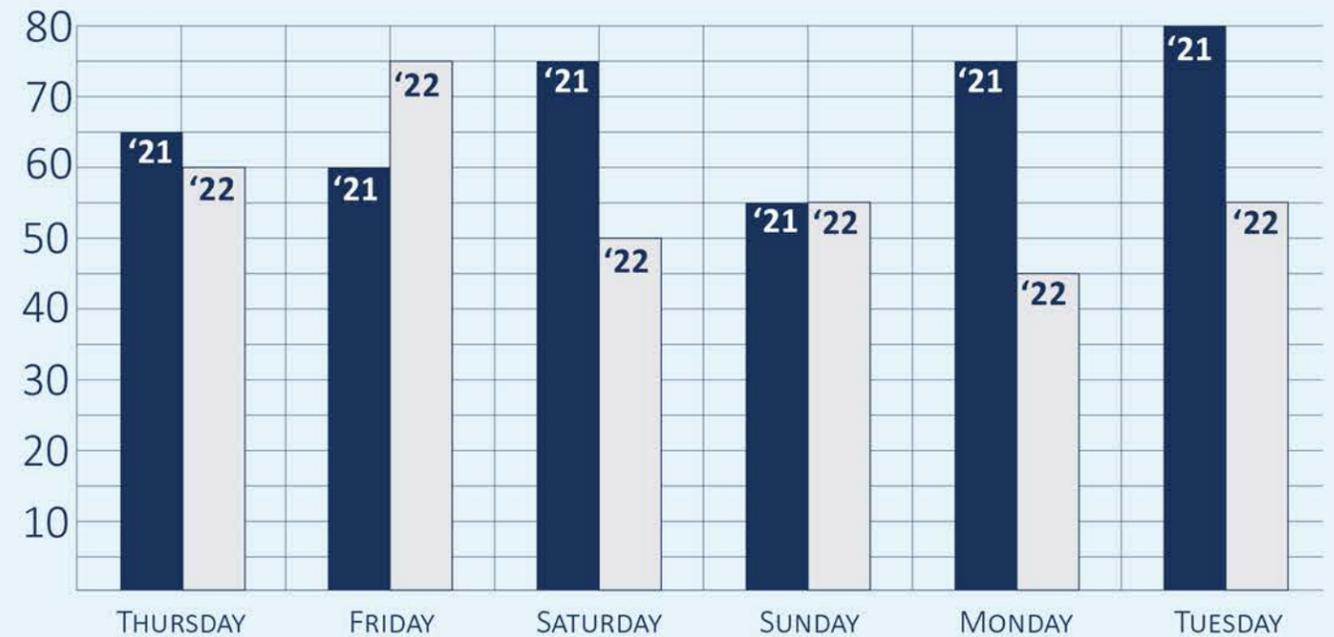
**SUNDAY**

REMAINS HIGHEST AM PEAK VOLUME

**40%**

Decrease in days where cars were recorded traveling speeds over 58 MPH - the speed at which the risk of severe injury or mortality for pedestrians struck by vehicles reaches 90%

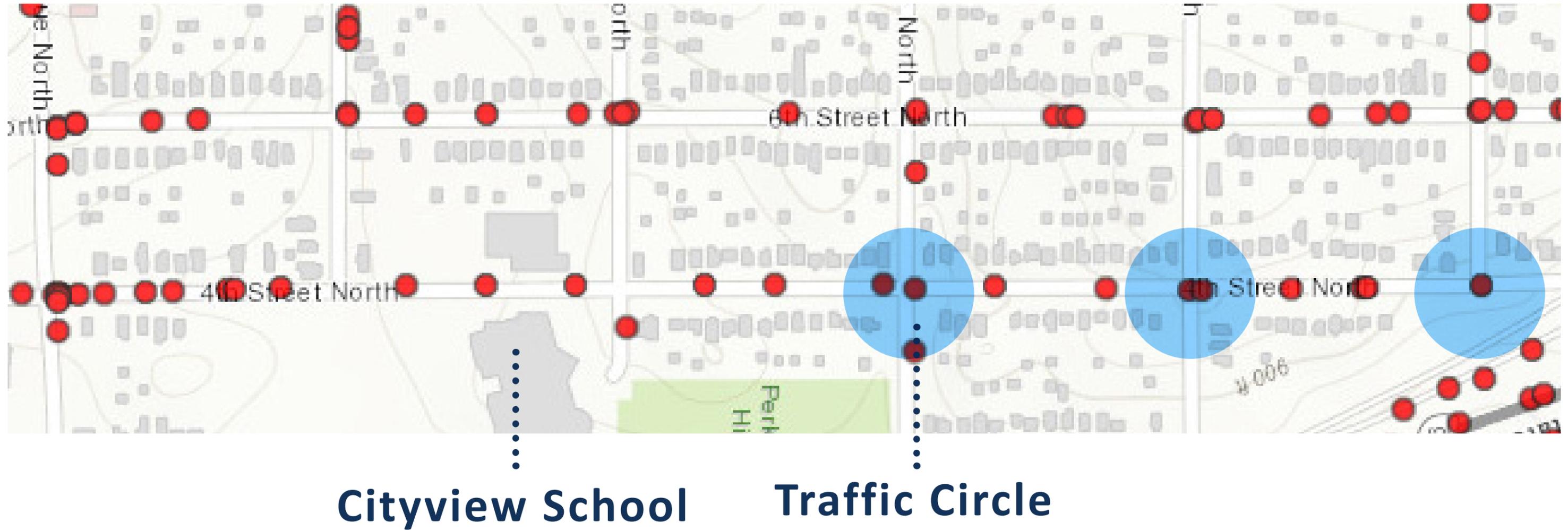
From 5/6 days in 2021 to 2/6 days in 2022

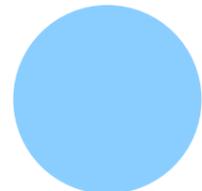


**FROM 3 DAYS TO 1 DAY**

Days where the highest daily speed was over 70 Miles Per Hour from 2021 to 2022

# McKinley crash data



-  Crashes between 2017-2022
-  Intersections north of Cityview with crashes between 2017-2022

If hit by a car traveling:

● Fatality ● Person survives collision



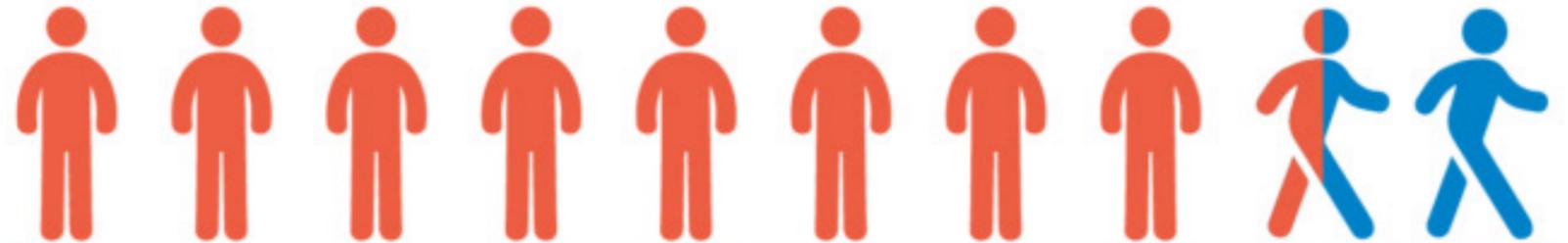
20 MPH

5%



30 MPH

45%



40 MPH

85%

# Questions from public meeting 1

## **Can we convert 4th to a one way street southbound?**

One-way streets have been found to increase speeding, not help reduce speeds. We are not considering this option for the Cityview Safe Routes to School project.

## **Does an environmental impact study exists related to this project?**

There are multiple tiers of environmental impact studies (EIS), all of which only apply to federal (often freeway) projects, not local ones like the Cityview Safe Routes to School Projects. SRTS projects are intended to be safety improvements for schools and do not need an EIS.

## **What crash data exists for the McKinley neighborhood?**

Crash data exists for the last five years, 2017-2022

# Questions from public meeting 1

## **Who do we contact regarding traffic circle implementation?**

Ethan Fawley manages the traffic calming program in Public Works. His email is [ethan.fawley@minneapolismn.gov](mailto:ethan.fawley@minneapolismn.gov)

## **How are MFD and emergency vehicles impacted by traffic calming treatments?**

The Minneapolis Fire Department works closely with Public Works to make sure there are no treatments in the City that would prevent them from responding to a crisis efficiently.

## **Is there research show that traffic calming treatments are effective?**

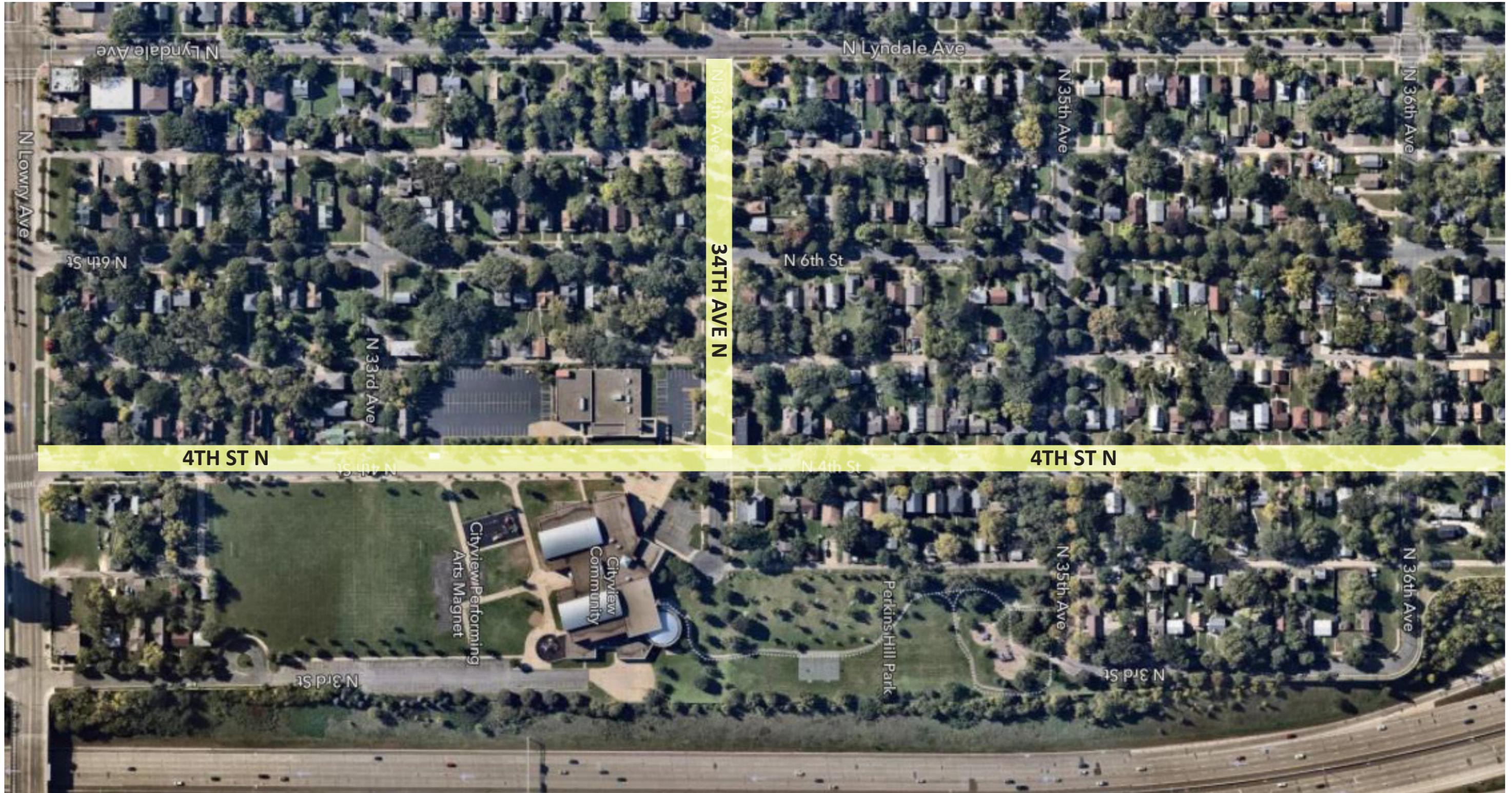
Minneapolis has just started its own evaluation program. Local speed and volume data taken on 4th St N from 2021-2022 show that the traffic circle installed in 2022 has reduced speeding.

# PART TWO

# Agenda

1. Go over project route
2. Discuss possible traffic calming treatments
3. Small group discussion about treatments along the project route
4. Finish meeting with Q&A and next steps

# Project route



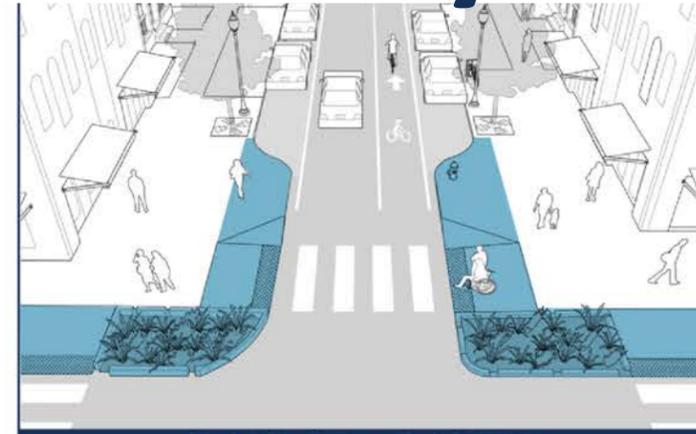
# Traffic calming tools for Cityview



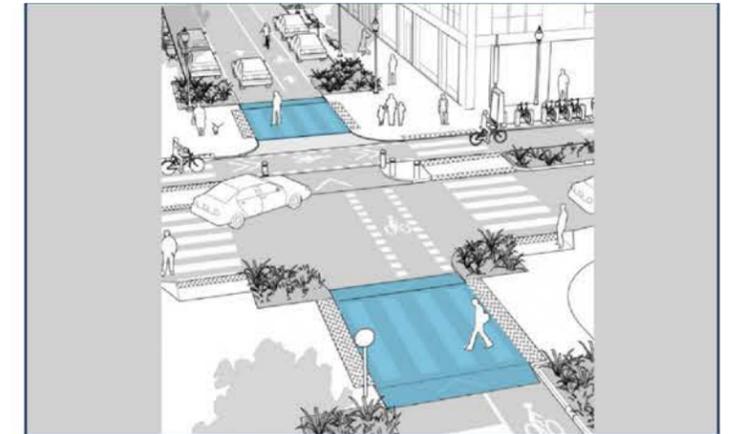
**SPEED HUMP**



**TRAFFIC CIRCLE**



**BUMP OUTS**



**RAISED CROSSING**

## Treatment Description

A raised area in the road. Typically, speed humps are 3-4 inches high, extend the full width of the road, and have a ramp length of 3-6 feet. These are used on low volume residential streets only. Even though these are often referred to as "bumps" on signage and by the general public, speed HUMPS and speed BUMPS are two different things! Speed bumps are typically found in parking lots and are meant to result in cars slowing to 5 MPH or less at each bump. Speed humps do not cause the same driver discomfort when cars are driving at the posted speed of 20 MPH or less.

## Treatment Description

Mini roundabouts and neighborhood traffic circles lower speeds at minor intersection crossings and work well at uncontrolled intersections. This treatment helps keep speeds to a minimum. They are best applied in conjunction with plantings but may also be installed with simple markings or raised islands. Consideration and attention should be paid to the available lane width and turning radius used with traffic circles. Mini traffic circles have been found to reduce motor vehicle crashes by an average of 90%. They also slowed motor vehicle speeds and reduced the likelihood and severity of pedestrian crashes.

## Treatment Description

Often applied at the mouth of an intersection, bump outs/curb extensions increase the visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance. When installed at the entrance to a residential or low speed street, a bump out can be referred to as a "gateway" treatment and is intended to mark the transition to a slower speed street. When utilized as a traffic calming treatment, and applied mid-block, this is called a pinchpoint (or choker) and can facilitate midblock pedestrian crossings of low volume streets.

## Treatment Description

A vertical speed control element. Speed tables can be flat topped and longer than speed humps, sometimes with textured material on the flat section with asphalt or concrete for the approaches. If marked as a pedestrian crossing, speed tables may be referred to as "raised crosswalks" or "raised crossings." Raised crossings or speed tables provide a gentler ride than speed humps due to their longer lengths and generally result in vehicle operating speeds ranging from 25-30 MPH on streets depending on spacing. Generally used on residential collectors, emergency routes, and transit routes.

**PRO**

Speed humps can help reduce speeds to 15-20 MPH on streets with properly spaced speed humps

**PRO**

Mini traffic circles can help reduce motor vehicle crashes by an average of 90%

**PRO**

Provide opportunities to combine stormwater management features like bioswales and rain gardens

**PRO**

Makes it more difficult for drivers to speed through intersections and prioritizes pedestrian visibility

**CON**

Speed humps can result in more noise for nearby homes

**CON**

If vegetated, landscaping will require routine maintenance

**CON**

Depending on the design, bump outs may impact parking

**CON**

Increased cooperation required to ensure adequate winter maintenance

# Speed hump

## SLOWS DOWN TRAFFIC

- Maximum of 1 per block possible- not likely to consider more than 2 or 3 along the route
- Typically located mid-block but CANNOT be located adjacent to driveways.
- Makes a bigger impact closer to intersections (when possible) as opposed to mid-block, speed reductions are most successful immediately following the speed hump
- Minimal impact on emergency response times, research has shown less than a 1 second delay experienced by most emergency vehicles



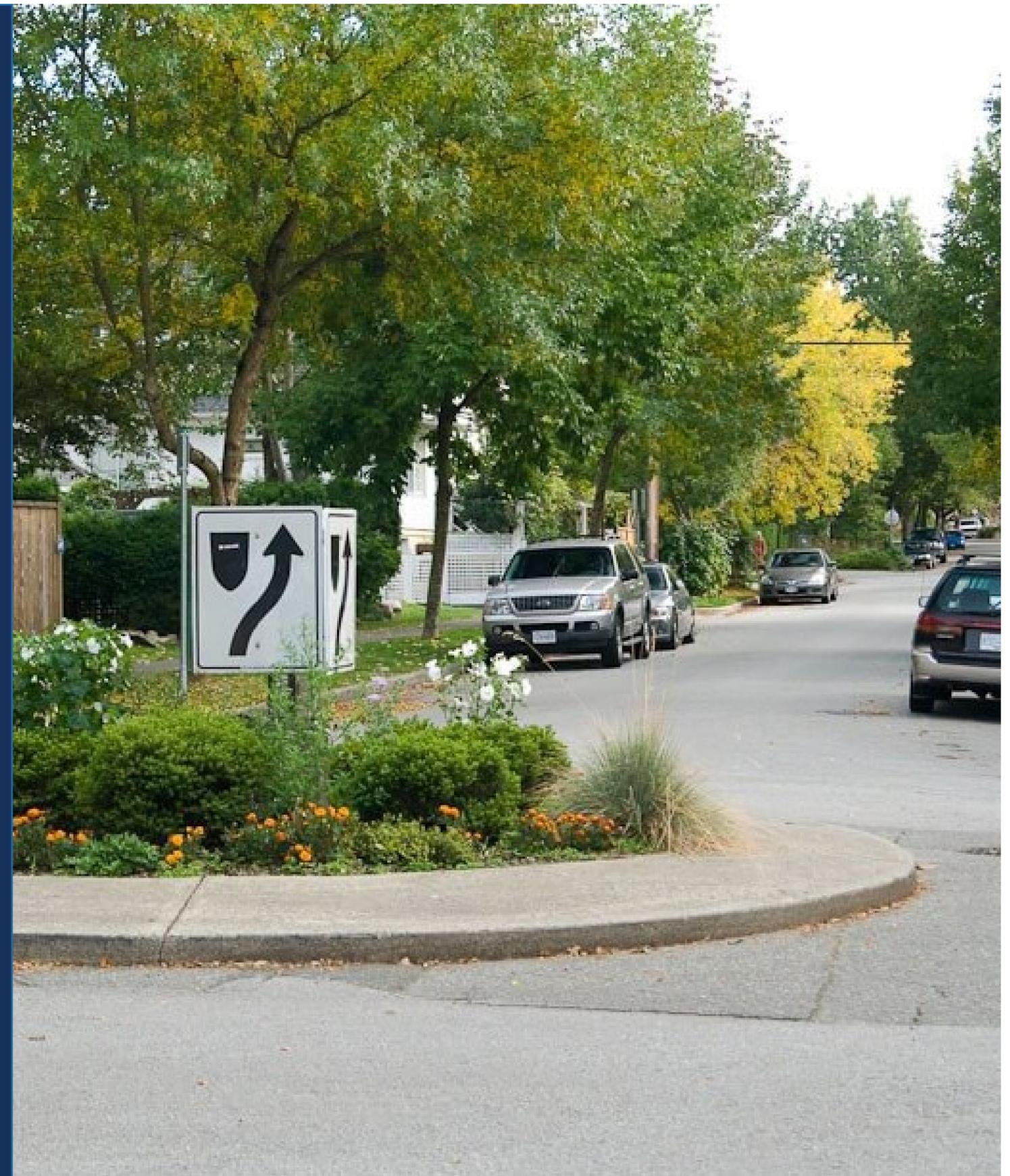
# Traffic circle

**MINIMIZES CRASH RISK**

**SLOWS DOWN TRAFFIC**

**PROVIDES GREENING**

- Public Works will plant native plantings in the traffic circles next year (May 2023 anticipated).
- Public Works will maintain traffic circles
- Public Works plows around the traffic circles in the winter time (*There are currently 37 traffic circles in Minneapolis—some of which have been in for more than 10 years—so plow drivers know how to work with them*).
- Larger vehicles like school buses may have to make a left turn in front of the circle instead of go around
- Designed so that emergency vehicles can navigate left around the circle or drive over it if needed



# Bumpout

## SHORTENS CROSSING DISTANCE SLOWS DOWN TRAFFIC

- Would not impact legal parking on this project
- Will include updated ADA curb ramps to make sure all people can easily go from the street to sidewalk, including people using mobility devices, pushing strollers, or need extra time to safely cross the street
- Increases space for pedestrian waiting areas, such as students waiting to cross to get to school
- Keeps enough street width to ensure easy emergency-vehicle access (may require large turning vehicles to cross centerlines)
- Effects on vehicle speeds are limited, greater speed reduction happens if they are combined with speed humps or raised crossings



# Raised crossing

**INCREASES VISIBILITY OF PEOPLE IN CROSSWALK**

**SLOWS DOWN TRAFFIC**

- Helps cars better see people who are crossing the street, makes pedestrians more visible and more comfortable crossing streets
- Slows down traffic by functioning like a speed hump
- Designed with a slight incline and decline on either side to make it a smoother transition for vehicles and bicycles
- Does not significantly impede emergency access, research has shown less than a 3 second delay per crossing for fire trucks





# SMALL GROUP DISCUSSION

Diversity of ideas leads to better solutions

# How to stay engaged

- NEW draft concept will be available online on the Cityview webpage
- Paper copies of the NEW draft concept will be available at certain locations in McKinley
- You will be able to provide feedback and comments online, via email, via text, and via phone

## CONTACT

- BRIA FAST
- [Bria.fast@Minneapolismn.gov](mailto:Bria.fast@Minneapolismn.gov)
- 612-427-3461

