



Walk Friendly Communities

Last updated 06/15/2011

Print This Page

Community Profile

This section is intended to provide applicants with a chance to describe their communities. Having an understanding of the geographic, demographic, and economic make up of the community can help explain the challenges and opportunities that the community faces when planning for walking.

Contact Information

Name of Community:

Mayor or Top Official:

Mayor's Phone:

Community Contact Name:

Position/Employer:

Contact Address:

Address (line 2):

City:

State:

Zip code:

Phone/Fax:

Email:

Web site:

Pedestrian Coordinator & Government Staff

List your official pedestrian coordinator or pedestrian issues contact person on government staff, and identify his/her department.

Contact Person:

Contact Person Dept:

How many hours are spent per year in this capacity?

Is this person also the bicycle coordinator?

Yes No

List all other government staff or contractors whose primary duties are devoted to walkability and pedestrian safety issues:

Because Minneapolis has an extensive network of pedestrian infrastructure and a highly pedestrian-oriented urban form and land use patterns, there are countless other staff and contractors working on pedestrian issues. The Minneapolis Public Works Department employs 6 full-time staff devoted to sidewalk inspections and maintenance (snow clearance enforcement in winter and sidewalk repair in summer), and they hire an additional 15 FTEs for 4 months every summer to replace defective sidewalks. The city's Bike/Walk Ambassador program had 4.5 FTEs in 2010 and slightly less in 2011 who conduct education and outreach to increase bicycling and walking in Minneapolis. The Minneapolis Downtown Improvement District employs 75 full-time ambassadors during the summer (and fewer in winter) devoted to making downtown a welcoming pedestrian environment by providing directions and information and keeping downtown clean and green. The Minneapolis Public Works Department, Hennepin County Transportation Department, and Minnesota Department of Transportation have many staff working to maintain and improve crosswalks and pedestrian signals and design and construct streets, bridges, and trails with new or improved pedestrian facilities. The Minneapolis Public Works Department and Minneapolis Parks and Recreation Board maintain over 80 linear miles of non-motorized trails and bridges. The Minneapolis Solid Waste and Recycling Division maintain over 1500 trash receptacles on public sidewalks and operate the city's graffiti removal program. Minneapolis Public Schools has 3 FTEs working on Safe Routes to Schools issues. Minneapolis Public Works also has staff and contractors working on SRTS issues. The Minneapolis Health and Family Services Department has several grant-funded employees working to increase walking and bicycling in daily living and institutionalize bike and walk-friendly public policies. The University of Minnesota maintains an extensive pedestrian network on campus and operates a student walking escort service. The Downtown Minneapolis Transportation Management Organization and other partner agencies operate the annual Bike/Walk to Work week. Metro Transit maintains the 2,700 bus stops on public sidewalks in the City of Minneapolis. The Minneapolis Regulatory Services Department enforces the sidewalk café and newsrack ordinances.

Do you have a Pedestrian Advisory Committee, Ped/Bike Council or other venue for citizen input?

Yes No

If yes, please provide the name of the Chair and their contact information:

Matti Gurney
Chair, Minneapolis Pedestrian Advisory Committee
651-269-2167
matti.gurney@gmail.com
www.ci.minneapolis.mn.us/pedestrian/committee.asp

Do you have an independent pedestrian advocacy organization?

Yes No

If yes, please provide the name and contact information:

Transit for Livable Communities
 c/o Barb Thoman
 626 Selby Avenue
 Saint Paul, MN 55104
 651-767-0298
 joanp@tlcminnesota.org
<http://www.tlcminnesota.org/walkingandbicycling.html>

Community Profile

Population:

Area of municipality:

Population Density:

Total Area:

Park Land:

Land Area:

Avg Temperature January:

Avg Precipitation January:

Avg Temperature April:

Avg Precipitation April:

Avg Temperature July:

Avg Precipitation July:

Avg Temperature October:

Avg Precipitation October:

Median Household Income:

Age Distribution:

under 20:

age 20-64:

age 65-84:

Over 85:

Race/Ethnicity (categories based on the U.S. Census) [?]

Hispanic or Latino (of any race):

Not Hispanic or Latino:

White:

Black or African-American:

Asian:

American Indian/Alaska Native:

Pacific Islander:

Other:

One race:

Two or more races:

Last updated 06/15/2011

Status of Walking

This assessment tool seeks to learn how *much* people are walking and how *safe* they are when they are doing so. Therefore, the outcomes that are most significant for the purposes of this tool are the numbers of walkers and the number of pedestrian crashes. Walk Friendly Communities is looking for communities that have created environments in which many people walk *and* pedestrian crash rates are low, or those communities that are making significant progress towards those ends. These two questions focus on these specific outcomes, while other questions in this survey address what measures are used by communities to facilitate walking and improve safety.

Question 1

According to the 1990 and 2000 Census, what percentage of residents used the following modes for their commute to work?

Walking 1990:	<input type="text" value="7.8"/>
Walking 2000:	<input type="text" value="6.6"/>
Bicycling 1990:	<input type="text" value="1.6"/>
Bicycling 2000:	<input type="text" value="1.9"/>
Public transit 1990:	<input type="text" value="15.8"/>
Public transit 2000:	<input type="text" value="14.6"/>
Single-occupant vehicles 1990:	<input type="text" value="60.3"/>
Single-occupant vehicles 2000:	<input type="text" value="61.6"/>
Carpool 1990:	<input type="text" value="10.5"/>
Carpool 2000:	<input type="text" value="11.3"/>

Please also provide the latest walking percentage of commuting to work from the most recent 3-year estimates of the American Community Survey:

If your community conducts its own travel counts, please include a link, attachment or description of those count results:

Web Link:

File Upload:

Count Results Description:

There are three sources of pedestrian counts: (1) For the past 4 years, the City of Minneapolis Department of Public Works, in partnership with Transit for Livable Communities and the federal Non-motorized Transportation Pilot Program, has conducted pedestrian and bicycle counts at 277 locations citywide, using both 12-hour and 2-hour count methodologies: <http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-counts.asp>. The two busiest locations are Washington Avenue west of Union Street on the University of Minnesota East Bank Campus with an estimated 19,990 pedestrians per day and Nicollet Mall north of 7th Street in Downtown Minneapolis with an estimated 17,890 pedestrians per day. Of the 23 locations that have been counted consistently from 2007 to 2010, pedestrian volumes have increased 18% over that time period. (2) The City of Minneapolis has counted all modes of transportation, including pedestrians, entering and leaving downtown since 1958 through its periodic Downtown Cordon Count. The most recent cordon count, conducted in 2003, showed that 6.7% of people entering and leaving downtown travelled on foot and that this mode share has been relatively constant since 1958: http://www.ci.minneapolis.mn.us/council/2004-meetings/20040227/docs/11_cordon_count_report.pdf. (3) The Department of Public Works conducts pedestrian counts as part of periodic intersection turning movement counts, which are available online through its Traffic Count Management System: <http://www.ci.minneapolis.mn.us/public-works/traffic-counts.asp>. This system provides turning movement diagrams, including pedestrian movements by crosswalk leg.

Question 2

How many pedestrian/motor vehicle crashes were reported in each of the last five years; and how many of these crashes resulted in injuries and fatalities?

Number of Pedestrian Motor Vehicle Crashes – 2010:

Number of Pedestrian Motor Vehicle Crashes – 2009:

Number of Pedestrian Motor Vehicle Crashes – 2008:

Number of Pedestrian Motor Vehicle Crashes – 2007:

Number of Pedestrian Motor Vehicle Crashes – 2006:

Number of Pedestrian Injuries – 2010:

Number of Pedestrian Injuries – 2009:

Number of Pedestrian Injuries – 2008:

Number of Pedestrian Injuries – 2007:

Number of Pedestrian Injuries – 2006:

Number of Pedestrian Fatalities – 2010:

Number of Pedestrian Fatalities – 2009:

Number of Pedestrian Fatalities – 2008:

Number of Pedestrian Fatalities – 2007:

Number of Pedestrian Fatalities – 2006:

Question 3

What trends, major changes, or significant progress in walking volumes and pedestrian/motor vehicle crashes has your community witnessed over the past 20 years or since it has begun addressing pedestrian issues and concerns in a comprehensive way?

The pedestrian counts conducted citywide from 2007 to 2010 at the 23 locations that have been counted consistently show an 18% increase in pedestrian volumes from 2007 to 2010. Over the longer term, pedestrian volumes have remained relatively constant in downtown Minneapolis over the past 30 years according to the downtown cordon counts conducted from 1958 through 2003. Pedestrian/motor vehicles crashes, as well as total motor vehicles crashes, in Minneapolis have declined over the past 20 years.

The Pedestrian Master Plan includes a detailed analysis of pedestrian/motor vehicle crashes in Minneapolis (http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-masterplan-document.asp#P721_84545). It concludes the following:

- 31% of the pedestrian crashes in the State of Minnesota from 2002 to 2006 occurred in the City of Minneapolis.
- Compared with peer cities Minneapolis has a relatively low incidence of pedestrian-related crash deaths. Minneapolis ranked 40th out of the 47 cities with year 2000 populations over 350,000 for pedestrian crash deaths per capita.
- Pedestrian crashes comprised approximately 4% of all reported traffic crashes in Minneapolis, but 25% of all crashes resulting in a fatality and 21% of all crashes resulting in a severe injury.
- Unlike bicycle crashes, pedestrian crashes in Minneapolis occur steadily throughout the year.
- 68% of pedestrian crashes occurred within 15 feet of the intersecting street curb.
- 27% of pedestrian crashes involved a left-turning vehicle.
- 10% of pedestrian crashes involved a right-turning vehicle.
- 16% of pedestrian crashes occurred at signalized intersections when the pedestrian had a WALK signal and the vehicle was turning left.
- 2% of pedestrian crashes involve a vehicle turning right at a red light when the pedestrian is crossing with a WALK signal.
- 23% of all pedestrian crashes occurred in downtown.

- 28% of all pedestrian crashes occurred on busy commercial corridors outside downtown.

Last updated 06/15/2011

Planning

Pedestrian issues are addressed at many different levels of planning, ranging from neighborhood plans to city, county, state, and federal policies and plans. A comprehensive pedestrian plan should address all five Es (education, encouragement, enforcement, engineering and evaluation) along with public involvement. With thorough planning, a community can become proactive rather than reactive in addressing issues of pedestrian accessibility, safety, and aesthetics. Planning involves soliciting public input, collecting information about current and future conditions, and considering what policies, plans, programs and resources a municipality will require to meet your community's needs.

Question 1

Has your community adopted a pedestrian plan or pedestrian safety action plan?



Please provide a link or attachment of the plan.

Link to action plan:

Action plan file upload:

What year was the plan adopted:

What performance indicators or other techniques does your community use to monitor completion?

City staff work with the Pedestrian Advisory Committee to review the status of pedestrian master plan implementation strategies. To date, this has been a detailed strategy-by-strategy process, but we plan to do an annual review of all implementation strategies with the Pedestrian Advisory Committee in late 2011. An example of the status of Pedestrian Master Plan strategies can be found in the Committee's April 6, 2011 meeting agenda, attachment 2:
http://www.ci.minneapolis.mn.us/pedestrian/PAC_Agenda_2011_04_06_packet.pdf.

Does your community's pedestrian plan or other adopted plan or policy establish a target mode share for walking?

Yes No

If so, what is the target walking share?

Does the plan have a safety goal (such as the reduction in pedestrian crashes)?

Yes No

What elements of the plan are complete?

(Indicate what percent of the plan is complete, if possible.)

There are 73 implementation strategies in the plan. 4 strategies have been fully completed, such as developing citywide wayfinding signage guidelines and developing guidelines for safety and accessibility in work zones. 27 strategies require ongoing implementation and are fully underway, such as enforcing the sidewalk cafe standards and designing bridges for pedestrian needs. 16 strategies are not ongoing, but are underway, such as improving enforcement and monitoring of private property owner responsibilities for snow clearance. 26 strategies have not yet been initiated.

Question 2

Has your community adopted an ADA Transition Plan for the public right of way?

Yes

There are state roads in most communities. Has your state DOT adopted an ADA Transition Plan?

Yes

Is the state DOT transition plan being implemented?

Yes No

Explain:

Mn/DOT adopted a Transition Plan in April of 2010 (<http://www.dot.state.mn.us/ada/index.html>). The plan addresses both fixed assets in the Public ROW (sidewalks, curb ramps, MN/DOT buildings with public access) and communications accessibility. The STIP is Mn/DOT's schedule for making implementing the plan with curb ramp improvements required on all projects, a dedicated investment \$2.5 million a year for standalone barrier removal, and the installation of APS on all signal replacements. A policy for sidewalk investment will be developed once the

inventory of Mn/DOT-owned sidewalks are inventoried in Spring of 2012.

Question 3

Has your community adopted a Complete Streets policy or ordinance?

Yes

If yes, please provide a link or attachment of the document.

Link to document:

<http://www.ci.minneapolis.mn.us/public->

Document upload:

Is the Complete Streets Ordinance being implemented and to what degree?

Yes No

Percent implemented:

Who is responsible for the implementation of the Complete Streets Ordinance?

How is Complete Streets work funded? (i.e., is it routinely funded as part of the project, funded with other set-aside funds, etc.?)

Sidewalks, trees, curb extensions, signals, and bicycle lanes are routinely funded as part of roadway improvement projects or through specific pedestrian or bicycle improvement projects. These projects are funded through the city's capital improvement program. Grant funds are sometimes obtained for pedestrian and bicycle projects, such as the federal Non-Motorized Transportation Pilot Program, federal Transportation Enhancements funds, Hennepin County Transit-Oriented Development grants, etc.

Question 4

Please briefly describe how public input is used in the municipality's planning process. Mention the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process. How do you assure that individuals with disabilities are included in the public input process?

The Minneapolis Pedestrian Advisory Committee advises the Mayor and City Council on policies, programs, and actions for improving pedestrian safety, mobility, accessibility, and comfort; for promoting walking for transportation, recreation, and health purposes; and for strengthening the linkage between the pedestrian environment and public transportation. The Committee was established in 2007 and reorganized in 2010 to provide more community member representation. The Committee is currently comprised of 15 voting community members representing diverse pedestrian perspectives including

people with disabilities and additional non-voting city and partner agency staff. The City of Minneapolis has strong institutional practices and policies regarding community engagement and a Department of Neighborhood and Community Relations. The City has other advisory committees related to pedestrian issues, including the Mayor's Advisory Committee on People with Disabilities, the Senior Citizen Advisory Committee, and the Tree Advisory Commission.

Provide any relevant links or attachments that indicate the formal and informal public participation and advocacy efforts in your community (i.e., a link to the pedestrian and bicycle advisory board website, if it exists, or documented guidelines for public participation in the planning process).

Website link:

www.ci.minneapolis.mn.us/pedestrian/c

Participation file upload:

Browse...

Question 5

Does the city have a policy requiring sidewalks on both sides of arterial streets?

Yes No

On both sides of collector streets?

Yes No

Sidewalk funding and installation: (if applicable, please provide a link or attachment of the relevant ordinance or policy)

Sidewalk funds link:

<http://www.ci.minneapolis.mn.us/pedest>

Sidewalk funds file upload:

Browse...

Does the city require sidewalks to be constructed or upgraded with all (or the vast majority of) new private development?

Yes No

Does the city have a sidewalk retrofit policy to fill gaps, repair sidewalks, and provide new sidewalks as needed?

Yes No

Question 6

Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?

Yes

If yes, please provide a link or attachment of the policy or ordinance.

Link to document:

Document upload:

Browse...

Question 7

Do you have a trails plan?

Yes No

Is it routine policy to preserve rail corridors no longer needed for railroad purposes?

Yes No

How many miles of trails (paved/hard surface/natural) currently exist in your community?

How many miles of trails are included in your current planning documents?

Please provide a link or attachment of relevant plan, if available.

Link to document:

Trail plan document upload:

Browse...

Briefly describe trails and paths that are provided around the following locations. Include any relevant internet links that illustrate trail networks.

Lakes and waterways:

The Minneapolis Grand Rounds National Scenic Byway (<http://www.minneapolisparcs.org/grandrounds/home.htm>) is a 50-mile network of mostly separated bicycle and pedestrian trails along Minneapolis's lakes, parks and the

Mississippi River. Recent counts show 3,100 daily pedestrians and 2,200 daily bicyclists in the busiest count location around Lake Calhoun. There are 3 non-motorized bridges over the Mississippi River, including the historic Stone Arch Bridge in downtown, one of the most heavily used pedestrian and bicycle bridges in Minneapolis with an estimated 2,330 daily pedestrians and 1,250 daily bicyclists.

Utility corridors:

The Midtown Greenway is a 5.7 mile bicycle and pedestrian trail through the densely-populated neighborhoods just south of downtown in a former railroad trench: <http://www.ci.minneapolis.mn.us/bicycles/midtown.asp>. Recent counts show 3,500 daily bicyclists and 250-300 daily pedestrians at the busiest count locations. This trail has low pedestrian volumes because the street and sidewalk network above the trail trench provides more convenient access for pedestrians.

Municipal golf courses:

The Minneapolis Park and Recreation Board operate 6 golf courses citywide: <http://www.minneapolisparcs.org/default.asp?PageID=73>.

Private development (e.g. office parks, hospitals, residential developments):

Minneapolis has several miles of skyways in downtown: http://www.ci.minneapolis.mn.us/public-works/docs/Downtown_Mpls_Skyway_Map.pdf. This largely privately-operated indoor pedestrian network provides convenient access between offices, retail, hotels and parking ramps in the core of downtown. It is a unique attraction and has supported downtown Minneapolis' economic competitiveness as an employment center. However, the skyways also pose challenges to Minneapolis' goals to increase walking, bicycling and transit because they can be confusing for occasional users to navigate and typically divert pedestrian traffic and retail businesses from the street level. As a result, the City has a policy to complete the skyway system within a defined geographic area within the downtown office core where pedestrian volumes are highest and outside historic districts (<http://www.ci.minneapolis.mn.us/pedestrian/A03.pdf>). The City also has a policy to improve the design of skyways to provide more direct sidewalk access and more intuitive navigation for users. (http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-masterplan-document.asp#P642_64604)

Other open space:

There are several other important pedestrian places in Minneapolis:

(1) Nicollet Mall is the premier pedestrian street in the heart of downtown Minneapolis. It is full of sidewalk cafes, retail stores, the Thursday farmers market, and 18,000 daily pedestrians.

(2) The University of Minnesota has 46 miles of sidewalks and plazas serving its 50,000 students and 16,000 employees on the Minneapolis/St Paul campus:

<http://www1.umn.edu/pts/files/Walking%20Guide.pdf>. Recent counts show 19,990 daily pedestrians and 3,450 daily bicyclists through the heart of the Minneapolis east bank campus on Washington Avenue and 14,220 daily pedestrians and 6,850 daily bicyclists crossing between the east and west bank Minneapolis campuses on the bicycle/pedestrian upper deck of the Washington Avenue bridge over the Mississippi River. Washington Avenue on the east bank campus was recently permanently closed to through traffic to construct a 0.5 mile transit and pedestrian mall as part of the Central Corridor light rail project: <http://www.metrocouncil.org/transportation/ccorridor/centralcorridor.asp>.

(3) Target Field (<http://minnesota.twins.mlb.com/min/ballpark/index.jsp>) is Minneapolis' 39,500-seat major league baseball stadium, home of the Minnesota Twins. Opened in 2010, Target Field is located in downtown Minneapolis at the intersection of the Hiawatha Light Rail line, the Northstar Commuter Rail line, the Cedar Lake regional bicycle/pedestrian trail, and the ABC Parking Ramps. No public parking was constructed with Target Field. An average of 13% of Twins fans travel to Target Field on the Hiawatha Light Rail line every game day and many more via other transit services, walking and bicycling. Target Plaza is the pedestrian plaza that connects Target Field to the Hennepin Avenue entertainment district over I-394.

(4) Loring Greenway (<http://loringgreenway.org/>) is a two-block pedestrian plaza connecting Nicollet Mall with Loring Park in downtown Minneapolis.

(5) The Minneapolis Sculpture Garden (<http://garden.walkerart.org/index.wac>) is a free outdoor museum in an 11-acre park just southwest of downtown Minneapolis. It is joint project of the Minneapolis Park and Recreation Board and the Walker Art Institute and is home to Minneapolis' iconic Spoonbridge and Cherry sculpture.

Is it routine policy to build trails and paths with all new and major re-developments?

Yes No

Is it required through zoning regulations?

Yes No

Are incentives provided to encourage trail construction?

Yes No

If so please provide a link or attachment of the policy or ordinance.

Link to trail incentive:

<http://www.ci.minneapolis.mn.us/cped/d>

Incentive file upload:

Question 8

Is your community served by public transportation?

Yes

If yes, please list the agencies and whether they are city, regional, or both.

Metro Transit provides the majority of transit service in Minneapolis and the Twin Cities region. There are some additional suburban transit providers that provide commuter express bus service to downtown Minneapolis and the University of Minnesota.

Please provide the following performance indicators and details to indicate how well your community is served by public transportation.

Percent of population living within a quarter mile of a bus stop or 1/2 mile of a rail station:

Service miles per capita:

Hours of operation for transit service:

Weekday:

Weekend:

Average headway on bus routes:

Average headway on train routes:

Average peak period bus headway

On time performance (%):

Percent of bus stops that have wheelchair accessible shelters:

What route planning software and trip information is provided?

Sidewalk, curb ramps, and street crossings around the majority of bus stops are ADA compliant (check one):

None Few Some Most All

Question 9

Which of the following approaches does your community use when planning for parking? Please provide a link or attachment of relevant ordinance or policy and describe when

and where these strategies are used. (check all that apply)

- Maximum parking standards or absence of minimum parking standard

Link to standard:

Section 541: <http://library.municode.com>

File upload:

Browse...

Description of standards:

All zoning districts in the City of Minneapolis have maximum parking standards (Section 541.170 Table 541-1). All zoning districts in downtown Minneapolis have no minimum parking standards (Table 541-2 in Section 541.170). Uses less than 1,000 sq. ft. in area are also exempt from the minimum parking requirements (this exception is capped at 4 uses for multi-tenant buildings). In addition, the minimum and maximum parking requirements in Pedestrian Oriented Overlay districts are 75% of what is normally required (section 551.140).

- Parking location requirements (i.e., parking below, beside, or behind a building; allowing on-street parking to meet minimum parking requirements)

Link to location requirements:

<http://library.municode.com/HTML/1149>

File upload:

Browse...

Description of requirements:

Placing off-street parking in a surface parking lot between a building and the street is prohibited by the zoning code. Section 530.110 of the zoning code states that the placement of buildings shall reinforce the street wall, maximize natural surveillance and visibility, and facilitate pedestrian access and circulation; that on-site accessory parking facilities shall be located to the rear or interior side of the site, within the principal building served or entirely below grade; and that at least one principal entrance faces the public street rather than the interior of the site. The only exception to this requirement is in the C3S Community Shopping Center District. In all zoning districts, density bonuses may be granted if parking is provided within the building, entirely below grade, or in a parking garage of at least two levels (Commercial - 548.130, Residential - 546.130, Industrial - 551.385, Office Residence - 547.130, Downtown - 549.110, Transit Station Areas - 551.175).

-
- Surface lot size and design requirements, including pedestrian and vehicle separation, locating lots to the side or behind businesses, alternative use of parking lot, landscaping, etc.

Link to size/design requirements:

Chapter 541: <http://library.municode.co>

File upload:

Browse...

Description of requirements:

The off-street parking and loading chapter of the zoning code (Chapter 541) describes location and design requirements for surface parking lots. Drive aisle widths, parking space dimensions, and landscaping requirements are also addressed in the site plan review chapter. Section 530.170 of the zoning code requires that surface parking lots that abut public streets be set back and filled with landscaping and screening.

-
- Shared parking allowances

Definition: Shared parking lots can reduce the total number of parking spaces needed in a particular area by coordinating peak parking demand times between different buildings and different uses. For instance, an office building might be able to share a parking lot with a restaurant that operates only in the evenings, as the former would use the lot during the day and the latter would use it at night.

Link to allowances:

<http://library.municode.com/HTML/1149>

File upload:

Browse...

Description of allowances:

Chapter 541.190 of the Zoning Code allows the zoning administrator to reduce the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of peak operation do not overlap.

-
- Priced public parking

Link to prices:

<http://www.ci.minneapolis.mn.us/parking>

File upload:

Description of priced parking:

The City of Minneapolis owns and operates 17 parking ramps, 7 surface parking lots, and 6,800 on-street metered parking spaces. The ABC Parking Ramps are owned and operated by Mn/DOT. There are additional public parking ramps that are privately owned. Several ramps have discounted carpool parking rates (<http://www.commuter-connection.org/commuters/rideshare/carpool-parking/>).

 Parking cashout incentives

Definition: Parking cashout is a financial incentive in which employees who do not drive and park at work receive a subsidy that approximates the cost employers bear to provide free parking to employees.

 Remote parking and/or park and ride

Link to remote parking:

Current document on file:

Walk a little flyer.pdf

File upload:

Description of remote parking:

There are a number of remote parking strategies in Minneapolis: (1) The Twin Cities region has over 23,000 park and ride spaces for express bus service, most of which serves downtown Minneapolis, and the Twin Cities has over 300 miles of bus shoulder lanes on highways that provide a faster trip for express bus riders. Over 22,000 people board express buses into downtown Minneapolis every weekday on Marquette and 2nd avenues, which were recently reconstructed to provide faster and better transit service to express bus riders. There are also over 5,000 park and ride spaces for the Hiawatha LRT line and Northstar Commuter Rail line, both of which terminate in downtown Minneapolis. There is one park and ride lot in the City of Minneapolis with 170 spaces on the Hiawatha LRT line; however, in general, the City discourages park and ride lots within the city in order to promote transit-oriented development around transit stations. (2) The City of Minneapolis has encouraged parking facilities to be located outside the core of downtown and along streets that provide direct access to/from freeway ramps for many years. An example is the ABC Parking Ramps located on the western perimeter of downtown Minneapolis at the end of I-394 that were constructed as part of the I-394 project in the early 1990s as a means of reducing congestion in the downtown core. These parking ramps have 6,000 parking spaces and provide discounted parking and direct access to the I-394

MnPass lane for carpools. The City of Minneapolis also owns 17 parking ramps on the perimeter of downtown. Both systems market their facilities with the attached "Walk a Little, Save a Lot" campaign. (3) The University of Minnesota provides shuttle buses to remote parking for football games and for employees and daily visitors.

Other (please describe)

Link to other approach:

File upload:

Description of other approach:

(1) Section 549.410 of the zoning code requires the ground floor of principal and accessory parking garages in the downtown business district to have commercial, residential, office, or hotel uses located between the parking garage and any public sidewalk. (2) In addition to the shared parking incentives previously discussed, off-street parking requirements may be reduced based upon proximity to transit service, integration of a bus shelter into the building structure, provision of bicycle parking, or provision of valet parking (Chapter 541, Article IV of the zoning code).

Question 10

Approximately what percentage of development in the last five years has been infill?

What measures does your community use to encourage dense, mixed-use development? (check all that apply)

Secondary or accessory dwelling units are permitted

Definition: These units are self-contained apartments on an owner occupied single-family lots.

Link to measure:

File upload:

Description of measure:

Chapter 551.1060 of the Zoning Code permits one accessory dwelling unit on a single

zoning lot in a small area of the city in the North Phillips Overlay District.

- Retail/commercial uses are required on the ground floor of residential buildings in mixed use corridors or districts

Link to measure:

Nicollet Mall overlay district: <http://librar>

File upload:

Browse...

Description of measure:

In most cases, the City relies on the market to supply the proper mix of commercial and residential uses. There are more zoning code requirements related to building placement and design of the first floor facade than to the mixture of uses in an individual building. Mixed-use commercial corridors can have a mixture of uses horizontally along multiple properties in a corridor, as well as within a single building. However, the Office Residence district in the Zoning Code (found primarily on commercial and community corridors) does not allow ground floor commercial uses unless it is part of a mixed use building greater than 20,000 square feet, and the Nicollet Mall overlay district requires street-level retail uses on all properties that front Nicollet Mall in downtown Minneapolis (section 551.940).

- Density bonuses to developers are provided for providing amenities that enhance walkability and liveability

Definition: Density bonuses are used by local governments to allow a developer to build at a higher density than zoning permits in exchange for providing affordable residences or walk-friendly amenities.

Link to measure:

Table 527-1: <http://library.municode.com>

File upload:

Browse...

Description of measure:

Density bonuses can be found in many chapters of the Zoning Code, and are allowed for a variety of measures, including pedestrian plazas, ground floor retail, underground parking, and mixed uses. Authorized alternatives to zoning code standards can be found in the Planned Unit Development chapter in Table 527-1 . Bonuses specific to walkability and livability are also prevalent in the Downtown Districts through the allowance of floor area ratio premiums (section 549.220).

 Form-based or design-based codes are used

Definition: These codes are an alternative to conventional zoning that can be used to ensure a walk friendly environment by regulating the form, scale and massing of buildings rather than the use. They are typically presented with both diagrams and words.

Link to measure:

File upload:

Description of measure:

The site plan review chapter of the Minneapolis Zoning Code includes a list of standards intended to provide form-based provisions that blend well with other use-based requirements in the code. Section 530.120 is a good example of the type of design requirements that are consistent across all zoning districts. Many zoning districts, especially commercial and downtown districts, allow a wide variety of residential, office, commercial, and even industrial uses that can all occur side by side given that they meet standard building placement and design requirements. There is also a provision to prohibit single story structures in downtown districts and transit station areas.

 Neighborhood school siting policies

Link to measure:

Current document on file:

MPS_7630+Site+Size+and+Identification.pdf

File upload:

Description of measure:

K-12 Schools are allowed in all zoning districts in the city except for the Industrial Districts. The conflict between industrial activities and presence of younger children was seen as a problem, especially in terms of pedestrian safety. The Minneapolis Plan for Sustainable Growth policy 5.2.2 states "Encourage new educational institutions to locate in existing school buildings, or at sites that take advantage of proximity to transit such as neighborhood commercial nodes or commercial and community corridors." The Minneapolis Public Schools' policy on siting new schools is attached and states that the siting decision will be coordinated with city planners and a citizens advisory committee and will consider the location of the pupil population; the existence of parks, recreation

centers, streets, highways, and residential stability; the location of industry, traffic or other potential deterrents; and the location of natural barriers.

Other (please describe)

Link to measure:

<http://library.municode.com/HTML/1149>

File upload:

Browse...

Description of measure:

There are several other important elements of the zoning code:
 (1) pedestrian oriented overlay districts (chapter 551), the purpose of which is to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities and by prohibiting certain high impact and automobile-oriented uses and drive-thrus; (2) development standards for pedestrian plazas (chapter 535) which promote year-round gathering places designed to enhance pedestrian access, interaction and visibility, reinforce public spaces, create community identity, promote public safety and visually enhance development; (3) building placement that reinforces the street wall and building placement no more than 8 feet from the front lot line in most zoning districts (section 530.110); (4) building walls with architectural detail, restrictions on blank, uninterrupted walls, and minimum requirements for the amount and location of windows - 30% of first floor walls on most nonresidential uses (section 530.120); and (5) pedestrian walkways connecting building entrances to public sidewalks (530.130).

Question 11

Please briefly describe any urban design features or pedestrian amenities that your community uses or requires to create a comfortable and attractive walking environment. Include features such as sidewalk furniture, landscaping, art, and lighting; building and facade design requirements; and amenities like public restrooms, water fountains, and signs or wayfinding systems.

(1) Minneapolis is a city of tree-lined streets and public parks. Despite years of losing trees to disease, there are over 220,000 street trees in Minneapolis, and 31.5% of the City is covered by urban tree canopy according to a 2010 inventory. The Minneapolis Plan for Sustainable Development includes a policy to achieve a minimum no net loss of the urban tree canopy (<http://www.ci.minneapolis.mn.us/sustainability/urbantreecanopy.asp>). The Minneapolis Park and Recreation Board is responsible for planting and maintaining trees in the public right-of-way. In 2010, the MPRB met the city's tree planting target for the sixth year in a row by planting 5,300 trees along streets and in parks. Since 2003, the MPRB has planted an average of 3,800 trees per year for a total of more than 27,000 trees along streets and in parks. In addition, more than 5,800 trees have been planted on private land

over the past five years through the City Trees program (www.treetrust.org).

(2) In 2007, the Minneapolis City Council approved the Great Streets Neighborhood Business District program (http://www.ci.minneapolis.mn.us/cped/great_streets_home.asp), a coordinated effort to help (1) Minneapolis is a city of tree-lined streets and public parks. Despite years of losing trees to disease, there are over 220,000 street trees in Minneapolis, and 31.5% of the City is covered by urban tree canopy according to a 2010 inventory. The Minneapolis Plan for Sustainable Development includes a policy to achieve a minimum no net loss of the urban tree canopy (<http://www.ci.minneapolis.mn.us/sustainability/urbantreecanopy.asp>). The Minneapolis Park and Recreation Board is responsible for planting and maintaining trees in the public right-of-way. In 2010, the MPRB met the city's tree planting target for the sixth year in a row by planting 5,300 trees along streets and in parks. Since 2003, the MPRB has planted an average of 3,800 trees per year for a total of more than 27,000 trees along streets and in parks. In addition, more than 5,800 trees have been planted on private land over the past five years through the City Trees program (www.treetrust.org).

(2) In 2007, the Minneapolis City Council approved the Great Streets Neighborhood Business District program (http://www.ci.minneapolis.mn.us/cped/great_streets_home.asp), a coordinated effort to help businesses develop and succeed along commercial corridors and at commercial nodes throughout the city. The program provides business loans, real estate development gap financing, and business district assistance such as façade improvement programs, market studies, and retail recruitment efforts for businesses located in the commercial corridors and commercial nodes designated in the Minneapolis Plan for Sustainable Growth.

(3) Many of the business districts in Minneapolis have special service districts, in which commercial property owners petition to assess their properties for enhanced pedestrian-oriented facilities and maintenance, such as benches, decorative trash receptacles, planters, enhanced snow clearance, sidewalk cleaning, and other services. The largest special service district in Minneapolis is the Downtown Improvement District (DID), which was created in 2009 (<http://www.minneapolisdid.com/>). The DID makes downtown's outdoor experience friendlier and more enjoyable by providing clean, green, safe and better services throughout the 120 block district. Dressed in neon green, the DID ambassadors are on the street 365 days a year, serving as the concierge of downtown. Ambassadors provide pedestrian assistance, directions, transit information, and activity recommendations. Each year the ambassadors remove over 500,000 pounds of trash, assist over 80,000 pedestrians, maintain over 13,000 summer and winter plants, monitor public area cameras every day of the week, and help connect people to emergency services when needed. Since the inception of the Downtown Improvement District in 2009, the ambassadors have removed over 1.6 million pounds of trash, provided pedestrian assistance 138,000 times, and removed over 9,000 instances of graffiti. Feedback from resident, employees and visitors show that downtown is cleaner safer friendlier and more welcoming than ever.

(4) In December 2008, the City Council changed the City's street lighting policy (<http://www.ci.minneapolis.mn.us/streetlighting>), which is resulting in more lighting appropriate for pedestrian needs in more areas. The policy specifies an appropriate amount and uniformity of lighting in downtown, pedestrian areas, and residential areas. It

requires installation of non-wood pole street lighting with all street reconstruction projects and most redevelopment projects, unless property owners petition to opt out of the improvement. The cost of the lighting is assessed to property owners. Pedestrian areas were defined by the pedestrian-oriented land use features from The Minneapolis Plan for Sustainable Growth and the Primary Transit Network.

(5) The City's Art in Public Places program

(<http://www.ci.minneapolis.mn.us/dca/artinpublicplaces.asp>) has been a regular part of the City's capital improvement program since 1992. It is a program of the Department of Community Planning and Economic Development Planning Division and is overseen by the City's Public Arts Administrator. More than three dozen projects have been commissioned through Art in Public Places.

(6) Minneapolis has wayfinding signage throughout the 50-mile Grand Rounds National Scenic Byway (<http://www.minneapolisparcs.org/grandrounds/home.htm>) and in the St Anthony Falls historic district in downtown Minneapolis

(<http://www.mnhs.org/places/safhb/index.shtml>). The City is also installing common way-finding signage on Minneapolis bikeways and walking paths to support physical activity and promote usage of the built environment at 30 locations in 2011 (http://www.ci.minneapolis.mn.us/dhfs/all_recommendations.pdf).

(7) Minneapolis has both a carsharing program, HourCar (<http://www.hourcar.org/>), and a bicycle sharing program, NiceRide (<https://www.niceridemn.org/>). Both systems support a walking and transit-oriented lifestyle by providing transportation options when it's too far to walk. HourCar has 29 cars in Minneapolis and St. Paul. NiceRide has 65 stations and over 3,000 subscribers and is expanding to more Minneapolis neighborhoods and to the City of St. Paul.

Please provide a link or attachment of the ordinance or policy that addresses these features.

Link:

<http://www.ci.minneapolis.mn.us/sustain>

File Upload:

Browse...

Question 12

Please briefly describe any other planning policies related to promoting or enhancing walking in your community.

Being a great walking city is essential to accommodating future growth and maintaining and improving the high quality of life in the City. The City has several tiers of plans that address pedestrian issues. (1) The Minneapolis Plan for Sustainable Growth (http://www.ci.minneapolis.mn.us/cped/comp_plan_2030.asp) is the City's regionally-approved comprehensive plan. The plan has extensive policies and goals related to improving the pedestrian environment of the City and increasing walking, which are summarized here: <http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-masterplan-appendixB.asp>. (2) Access Minneapolis ([\[http://www.walkfriendly.org/assessment/export_all.cfm?ID=90\]\(http://www.walkfriendly.org/assessment/export_all.cfm?ID=90\)](http://www.ci.minneapolis.mn.us/public-</p>
</div>
<div data-bbox=)

works/trans-plan), is the City's multi-modal transportation action plan to implement the transportation policies articulated in The Minneapolis Plan for Sustainable Growth. The plan includes several components relevant to pedestrians: the Pedestrian Master Plan (<http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-masterplan.asp>), the Downtown Transportation Action Plan (<http://www.ci.minneapolis.mn.us/public-works/trans-plan/DwtnActionPlan.asp>), and the Design Guidelines for Streets and Sidewalks (<http://www.ci.minneapolis.mn.us/public-works/trans-plan/DesignGuidelines.asp>). (3) There are many other geographic area plans (<http://www.ci.minneapolis.mn.us/cped/plans.asp>) that address areas undergoing change, and most of these plans address the pedestrian needs associated with growing urban neighborhoods. (4) The Minneapolis Public Schools and Minneapolis Department of Health and Family Support jointly developed a Safe Routes to Schools Plan, which guides Minneapolis' Safe Routes to Schools work (<http://www.ci.minneapolis.mn.us/dhfs/saferoutes.pdf>).

To clarify question #2, the City of Minneapolis City has an adopted ADA Transition Plan for public buildings and a draft ADA Transition Plan for accessible pedestrian signals. The City is in the process of developing an ADA Transition Plan for public rights-of-way, as recommended in the City's Pedestrian Master Plan (http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-masterplan-document.asp#P663_69585). The City's draft ADA Transition Plan for Accessible Pedestrian Signals was developed in 2008 with the assistance of a task force including representatives from American Council of the Blind, Minneapolis Advisory Committee on People with Disabilities, National Federation of the Blind, State Services for the Blind, Vision Loss Resources/Deaf Blind Services of Minnesota, Blind Incorporated, the Minnesota Department of Transportation, Hennepin County, and the City of St. Paul. The draft ADA Transition Plan for Accessible Pedestrian Signals states that the City will use the APS guidelines to determine the need for APS at new, modified, and existing traffic signals. We complete an APS analysis of the intersection as part of the design phase for a new or modified signal. We also have committed to analyzing about 80 existing signals a year to determine the need for APS. We start with any requests that come in and expand to areas that have not been reviewed yet. If we do find an intersection that meets the criteria, we program the installation of APS within our 5 year Capital Improvement Program, unless any subsequent evaluation results in a score below 30 points. The city has evaluated 250 intersections for APS in the past 3 years and installed APS signals at 28 locations in the past 3 years. Accessible Pedestrian Signals are funded through the City's Capital Improvement Program. The City has also applied for and received \$275,000 in federal New Freedom funds to install APS at 24 high-priority intersections in the past 3 years.

Last updated 06/15/2011

Education & Encouragement

Education and encouragement are primary components in creating a successful walk friendly community. This section seeks information about the programs, policies and strategies your community uses to inform, inspire, motivate or reward walkers and other users of the public right of way. It also asks the question "Do your efforts result in a safe walking environment?" Effective pedestrian safety education begins at an early age, is age-specific, and continues through the years across all modes (i.e., motorists educated about pedestrian safety contribute to a safer, more pleasant walking environment for pedestrians; this environment enables and encourages more people to walk).

Encouragement programs can be fun and inclusive in seeking to establish good habits or change unhealthy or unsafe habits. The education and encouragement strategies listed below are common to many walkable communities. If your community uses other strategies to educate the public and encourage walking, please describe them as well.

Question 1

Please describe any Safe Routes to School (SRTS) programming being implemented in your community in the space provided below.

Check any of the following activities that are part of your SRTS programs and include information about the nature, scope, and results of these activities (as well as any others not listed below) in your description.

Walk to School Day/Week

Definition: Walk to School Day is an international event that takes place annually in October. Schools from all over the country plan special activities to encourage students to walk to school. This special event can be a great way to start a Safe Routes to School program.

Description:

Minneapolis Public Schools (MPS) participated on International Walk to School Day for several years. Participation has grown to include 12+ schools and over 1000 students in 2010. MPS events have yielded local news stories that included students walking to school

with the MPS Superintendent to a NBC local affiliate "Cool in School" feature story.

Walking Wednesdays or other walking events

Definition: Some schools and communities promote walking to school by having regular Walking Wednesday events in which parents, teachers, and students may meet up near the school campus and walk to school together.

Description:

Several MPS schools have on-going encouragement events -some seasonal and some year round. According the 2011 MPS Wellness Policy & Guidelines Assessment that yielded an overall participation rate of 75%, over half (55.3%) of the schools reporting indicated having a program that encourages walking or biking to school.

Walkability audits or SRTS maps

Definition: By auditing and assessing walking routes and creating maps indicating the safest routes to school, communities can help educate students and families about the best routes to take.

Description:

From 2005 through 2009, Minneapolis Public Works-Traffic staff completed safety audits for all 87 public and private K-8 schools through the School Pedestrian Safety Program (see Evaluation Section answers for more details). Since then, Minneapolis Public Schools has begun to map primary bike/walk routes; 2 schools have been completed, and 11 are in process. In addition, the cross-disciplinary mapping process includes input from school staff, parents, Safety & Security/Emergency Management, and the Minneapolis Police Department.

Walking School Bus

Definition: From saferoutesinfo.org : A group of children that walk or bicycle to school together accompanied by one or more adults.

Description:

At least 3 MPS schools have organized, sustained, and operating walking school bus programs. Lyndale Community School has multiple walking school bus routes, one of which continues through the winter months (<http://www.wilder.org/download.0.html?report=2383>).

Student safety patrol

Definition: From saferoutesinfo.org: Student safety patrols enhance enforcement of drop-off and pick-up procedures at school by increasing safety for students and traffic flow efficiency for parents. Such efforts allow students to participate in promoting traffic safety where they learn skills they can use in their everyday lives.

Description:

All 38 MPS elementary schools have an active school patrol that includes 800+ trained school safety patrollers. School Safety Patrol students are trained by a member of the School Resource Officers and equipment is provided by AAA Travel.

 Tracking system to count the number of children walking to school

Description:

While there is growing interest, currently Seward Montessori is the only Minneapolis Public School with a Boltage System (<http://www.wilder.org/download.0.html?report=2384>). During the 2009/2010 school year, over 4000 miles were logged by Seward students.

 Other (please describe)

Description:

In the Fall of 2010, the curriculum for Minneapolis Public Schools' Bus Safety Week was expanded to Transportation Safety Week, and 17,038 K-5 students received pedestrian and bicycle safety lessons.

Please estimate what percent of schools in your communities participate in the following:

Ongoing SRTS program:

Special walk to school events only:

No walk to school or SRTS activities:

Question 2

Please describe any education and training programs related to pedestrian education, safety, or design for staff in your municipality. Staff may include transportation officials, law enforcement officers, school staff and teachers, and advocates and public health professionals. Please include in this description the nature, frequency, scope, and results of these programs.

MDHFS and MPS Healthy Kids Focused Students staff members (especially those working in obesity prevention) seek out professional development opportunities such as webinars and conference sessions on topics like planning & public health and conducting walkability audits. The department views active transportation (including walking) and one important way to increase physical activity among residents. Minneapolis Public School offers annual trainings to staff through annual wellness series, professional development trainings, and Safety Information Sessions. Minneapolis Public Works staff have attended trainings and webinars on topics related to pedestrian safety, accessibility, work zone safety through Mn/DOT, ITE, APBP, and other professional organizations. In 2007, 17 Public Works staff attended a 2-day pedestrian safety training.

Question 3

Please check and briefly describe any education or encouragement campaigns that are implemented in your community regarding the following topics. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and results of the programs. Please mention what measures your community has taken to make sure that education and encouragement campaigns are inclusive of all populations. Also mention your community partnerships (such as Public Health & Planning partnerships) that collaborate on these efforts. Provide any relevant links and attachments to help illustrate these descriptions, if available.

Walking safety training (e.g., targeted walking education or encouragement programs for children, older adults, college students, transit riders, etc.)

Link to relevant material:

<http://bikewalktwincities.org/ambassado>

Description:

These lesson were created to complement Minneapolis Public School's existing Bus Safety Training. There are 6 lessons total broken down into 3 levels - one pedestrian and one bicycle lesson for each level.

Living safety with respect to pedestrians (e.g., pedestrian safety included in drivers education curriculum, test, manual or bus driver training)

Link to relevant material:

<https://dps.mn.gov/divisions/dvs/forms-c>

Description:

The State of MN Division of Driver and Vehicle Services operates the vehicle license program. The Minnesota Driver's Manual includes frequent reference to vehicular safety when operating around pedestrians. Pedestrian safety-oriented questions are included in the written exam that drivers must take to obtain a license. The Minnesota Commercial Drivers License Manual applies to drivers operating commercial vehicles such as panel trucks and larger delivery vehicles, as well as school bus drivers. The Commercial Manual includes some reference to driver safety around pedestrians, but generally far less than the standard drivers manual.

Public service announcements

Link to relevant material:

<http://www.bikewalkmove.org> (will be added)

Description:

Bike Walk Twin Cities (a program of Transit for Livable Communities, a local nonprofit that addresses transportation issues) and the City of Minneapolis Department of Health and Family Support are partnering to conduct a campaign to promote walking and biking in North Minneapolis, reaching approximately 38,000 residents. This area is one of the most racially and ethnically diverse in the city; it is also the area of the city that experiences the greatest burden of chronic diseases like heart disease and diabetes. The campaign will promote walking and biking, and it will also raise awareness of new walking and biking investments, including a new Bike Walk Center and new biking and walking wayfinding signs. Campaign techniques include traditional advertisements in community newspapers, on bus boards and transit stops, and on the radio during traffic updates. The campaign will also feature a website with resources for walking and biking (bikewalkmove.org). A nonprofit organization (Cultural Wellness Center) with experience working in diverse cultural communities will lead a grassroots component of the campaign, which will include events and community outreach through trained spokespersons. The campaign will run from June through October of 2011. Results will be available after campaign completion and will be based on pre- and post-campaign surveys of randomly selected households. This campaign will be inclusive of all populations through the community organizers conducting tailored outreach to different populations through the grassroots components of the campaign. Additionally, campaign ads will feature real North Minneapolis residents from diverse backgrounds biking and walking in recognizable neighborhood locations. BWTC will also conduct this campaign in East Harriet/Kingfield this summer, and in another area TBD at a later date.

Public health campaigns related to walking

Link to relevant material:

<http://www.ci.minneapolis.mn.us/dhfs/sh>

Description:

Through its Healthy Housing, Healthy Communities initiative, the Minneapolis Department of Health and Family Support is partnering with 5 community-based outreach organizations working with 7 low-income housing sites throughout Minneapolis, reaching over 8,000 people. One of the goals of this initiative is to increase access to physical activity through promotion of walking and biking. After conducting focus groups to determine barriers to walking, outreach organization conducted a number of activities to promote walking for residents of the housing sites. At all sites, outreach organizations distributed pedometers and water bottles to residents to encourage walking and distributed maps with walking information. Individual housing sites also received programming tailored to that site, helping make the initiative more inclusive of all populations. Program components at individual sites included weekly walking groups, the distribution of brochures with walking information (such as distances to local destinations), mapping of indoor walking routes for winter walking, and partnering with parks to open gym space for indoor walking. The initiative began in the summer of 2009 and will continue through June of 2011.

Environmental campaigns related to walking

Walk to work events

Link to relevant material:

<http://www.bikewalkweek.org>; <http://www>

Description:

The Twin Cities hosts an annual Bike/Walk to Work week, coordinated by the Bike/Walk Ambassadors, the Downtown Minneapolis Transportation Management Organization (TMO), and Bike/Walk Twin Cities. Throughout the year, the Bike/Walk Ambassadors provide talks about how employees can bicycle or walk to work or walk during the workday. The TMO offers comprehensive transportation outreach to businesses, including pedestrian-related content and transit use.

Description walking or prescribed trails

Definition: Prescription walking or prescribed trails are when doctors prescribe walking time/distance and location

her (please describe):

Link to relevant material:

<http://www1.umn.edu/police/escort.html>

Description:

(1) The Security Monitor Program, a branch of the UMPD, offers free walking and biking security escorts to and from campus locations and nearby adjacent neighborhoods for all students, staff, faculty and visitors. Escorts can be requested by phone shortly before the desired departure time. Escort services are also offered at Minneapolis Community and Technical College, University of St. Thomas, Minneapolis College of Art & Design, and St. Catherine University.

(2) While not prescription walking, the Minneapolis Department of Health and Family Services is working with several clinics to help clinicians share tips on increasing physical activity and to refer patients to physical activity resources.

Question 4

Please check and briefly describe any walking tours, guides, or maps that are available (on-line or printed) in your community. If available, please provide a link, attachment, or pictures of wayfinding devices and/or plans, maps, or brochures for these walking tours.

lking maps (e.g., neighborhood maps, school route maps, city-wide maps, etc.)

Link to relevant material:

<http://www.ci.minneapolis.mn.us/pedest>

Description:

(1) Links to maps of the Grand Rounds trail system, the Loring Greenway, Midtown Greenway Trail, Saint Anthony Falls Historic District, the University of Minnesota, Nicollet Mall public art and other places to walk are on the City's pedestrian website.

(2) Minnehaha Media (<http://www.minnehahamedia.com/gw/minnehaha/>) also publishes and distributes a series of free maps oriented to walking and bicycling to stores, coffee shops, parks and other walking/bicycling destinations. Map topics include downtown Minneapolis, Minneapolis trails, Twin Cities regional trails, Northeast Minneapolis, Uptown Minneapolis, farmers markets, and dog lovers map. In addition, Minneapolis Public Schools has begun to map primary bike/walk routes to schools as described under question #1.

(3) The Bike Walk Ambassadors often work with community groups to organize walking events and develop neighborhood walking and biking maps for the events.

Wayfinding and route signs for pedestrians

Link to relevant material:

<http://www.ci.minneapolis.mn.us/pedest>

Description:

Minneapolis has wayfinding signage throughout the 50-mile Grand Rounds National Scenic Byway (<http://www.minneapolisparcs.org/grandrounds/home.htm>) and in the St Anthony Falls historic district in downtown Minneapolis (<http://www.mnhs.org/places/safhb/index.shtml>). The City is also installing common way-finding signage on Minneapolis bikeways and walking paths to support physical activity and promote usage of the built environment at 30 locations in 2011 (http://www.ci.minneapolis.mn.us/dhfs/all_recommendations.pdf)

History, historic district, architectural, or other themed walks

Guided by a person

Link to relevant material:

<http://www.preserveminneapolis.org/con>

Description:

Preserve Minneapolis conducts historic walking and biking tours in Minneapolis every summer.

Unguided using books and brochures, audio tours, or signs and wayfinding

Link to relevant material:

<http://www.ci.minneapolis.mn.us/pedest>

Description:

The Grand Rounds trail system and the Saint Anthony Falls Historic District have extensive wayfinding information. There are also several audio tours for Northeast Minneapolis. Links to these tours are on the City's pedestrian website.

 Greenways and trail maps

Link to relevant material:

<http://www.ci.minneapolis.mn.us/pedest>

Description:

Links to maps of the Grand Rounds trail system, the Loring Greenway, Midtown Greenway Trail, Saint Anthony Falls Historic District, the University of Minnesota, Nicollet Mall public art and other places to walk are on the City's pedestrian website.

Question 5

Please briefly describe any events and activities in your community that promote walking. Include information about the target audience, nature, frequency, scope, and results of these events. Provide any relevant links and attachments, if available. Please mention any street closures, (e.g., festivals, farmers markets, or Sunday Parkways), Walk to Work events, Main Street programs, or art or culture walks.

- (1) Bike Walk Week (www.bikewalkweek.org) is a week-long celebration of active transportation in Minneapolis. Participants are encouraged to walk or bike for one trip that would otherwise be taken by automobile. It occurs June of every year.
- (2) Minneapolis held its first Open Streets event (www.openstreetsmpls.com) on Sunday, June 12, 2011. This was a 4-hour closure of 20 blocks of Lyndale Avenue - a major street in south Minneapolis. The street was open for all types of non-motorized use; it attracted several thousand of walkers and bicyclists.
- (3) National Night Out (<http://www.ci.minneapolis.mn.us/nno/>) is a neighborhood-based event held every August. The Minneapolis Police Department facilitates neighborhood block parties, including the closure of streets and encouragement of walking around the neighborhood to build community and promote public safety. Minneapolis has one of the largest NNO events in the nation. In 2010, the National Association of Town Watch ranked Minneapolis #2 among population centers of 300,000+ for the quality of our NNO campaign. In 2010, Minneapolis had 968 confirmed NNO events involving 2,160 blocks and 54,715 participants, which covers 14% of the City's population and 100% of residential neighborhoods.
- (4) Minneapolis holds numerous art fairs. Several of these fairs entail the closure of streets (Uptown Art Fair, Stone Arch Festival of the Arts); all create large pedestrian spaces and attract thousands of walkers.
- (5) The Bike Walk Ambassador Program is facilitating neighborhood project opening events for new pedestrian and bicycle projects in 2011. These may entail anything from ribbon cuttings to parades.
- (6) Minneapolis is also home to numerous walking and running events. The Minneapolis Parks Chain of Lakes plays host to many of these. Notable walks/runs include the Heart Walk, Minneapolis Marathon, Twin Cities Marathon. There are numerous smaller walking

and running events.

(7) The Minneapolis Park and Recreation Board (www.minneapolisparcs.org) hosts several walking clubs for adults and seniors.

Question 6

Please briefly describe any other education or encouragement programs affecting walking in your community.

(1) The Redeemer Center for Life (a nonprofit community development agency) will open a new Bike Walk Center on the summer of 2011 through funding from the Minneapolis Department of Health and Family Support. In addition to offering bikes and bike repair services, the Center will offer pedestrian products such as reusable bags, compact shopping carts, and umbrellas. It will also offer programming through community partners to support walking. The Center will be located in North Minneapolis, one of the most racially and ethnically diverse areas in the city. It is also the area of the city that experiences the greatest burden of chronic diseases like heart disease and diabetes. (<http://www.ci.minneapolis.mn.us/news/20110513BikeWalkCenter.asp>)

(2) The Bike Walk Ambassador Program (<http://www.bikewalktwincities.org/ambassadors>) is an educational and outreach program which encourages people in Minneapolis to bike and walk more, and drive less. It does this through grassroots outreach with neighborhoods, schools, businesses, higher education institutions. Bike Walk Ambassadors provide technical assistance, lead walks and bike rides and act as a resource for members of the community to have their questions answered about how to bike and walk more, rules of the road, and other non-motorized issues. The program is operated by the City of Minneapolis with funding through Bike Walk Twin Cities.

(3) The City of Minneapolis sends out periodic updates on pedestrian issues via a public listserve (<http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-esubscribe.asp>). Topics include new infrastructure projects, important detours, public meetings, and volunteer opportunities.

(4) Minneapolis' Safe Routes to School work is being implemented through an interagency working group consisting of staff from Minneapolis Public Schools, the Minneapolis Police Department, the Minneapolis Park and Recreation Board, and the Bike/Walk Ambassador Program.

Last updated 06/15/2011

Engineering

Designing, engineering, operating, and maintaining quality roadways and pedestrian facilities is a critical element in producing a Walk Friendly Community. Designers and engineers have a diverse array of design elements and ever-developing technologies at their disposal that provide a safer, inviting, and more accessible street for pedestrians. These benefits aren't limited to pedestrians. By accommodating pedestrians in all roadway designs, roads become safer for all users. Therefore, it should be essential that pedestrian engineering and design tools are used throughout your community, including sidewalk accommodations and standards, crossings and intersections, traffic calming, trail design, and newer, innovative treatments.

Question 1

Which of the following standards, if any, are included in your municipality's sidewalk design specifications? Please provide a link or attachment of the municipality's sidewalk design standard specifications.

- Sidewalks at least 5' wide in residential areas, 10' - 30' in commercial zones
- Required buffer zone between sidewalk and street
- Level and continuous sidewalks at driveways so that driveways do not look like roadways

Sidewalk design link:

Sidewalk design file upload:

Question 2

Estimate the percent of arterial and non-arterial streets that have sidewalks on both sides of the road, one side of the road, or have paved shoulders (minimum of 4 ft) in your community.

Sidewalks on both sides – Arterials:

Sidewalks on both sides – Non-Arterials:

Sidewalks on one side - Arterials:

Sidewalks on one side - Non-Arterials:

Paved shoulders \geq 4' – Arterials:

Paved shoulders \geq 4' – Non-Arterials:

Please enter the following information about your road network:

What is the mileage of your total road network?

How many miles of sidewalks are in your pedestrian master plan?

How many miles of new sidewalk did you construct last year?

How many miles of new sidewalk did you construct in the last three years?

How many miles of new sidewalk do you plan to construct in the next three years?

Question 3

Does your community have a sidewalk condition and curb ramp inventory process?



Description:

The City's Sidewalk Inspections Office operates an annual sidewalk and curb ramp repair program that inspects and replaces defective sidewalks and curb ramps throughout the City by sector of the city on an approximately 10 year cycle. Curb ramps are currently replaced through this program when they are structurally defective, but not typically if their design does not meet current ADA standards. The City is initiating a process to update its ADA Transition Plan, including an curb ramp condition inventory that will address accessible design as well as structural condition. In addition, sidewalks and curb ramps are typically replaced in conjunction with street reconstruction projects and many redevelopment projects.

Does your community use government funds to repair broken sidewalks?



What is the annual line item for sidewalk maintenance in your community's budget?

\$2.88 million, most reimbursed by asses

Estimate the percent of intersections that have ADA accessible ramps on all four corners.

95

Estimate the percent of sidewalks that need to be repaired or replaced.

3

Does your community have a program to install curb ramps?



How many ramps are installed per year? 184

How many ramp installations are planned for next year? 200

Does your community have a program to repair and replace broken sidewalks?



How many locations (or linear feet) were fixed last year? 23,000 linear feet

How many repairs are planned for next year?

23,000 linear feet

Is there a method for residents to report missing or broken sidewalks and curb ramps?



Please explain the report process (e.g., on-line complaint form):

Residents can call 311 or go to the city's website (<http://www.ci.minneapolis.mn.us/sidewalks/>) to report structural sidewalk issues.

Question 4

Please indicate the number of bridges or overpasses in your community and how many of those provide for pedestrians through shoulders, sidewalks, or multiuse paths.

Number of Bridges (excluding freeways):

Number of Bridges with pedestrian provisions on at least one side:

Number of Pedestrian overpasses (or bridges):

Number of Pedestrian underpasses:

Identify the last three bridges built (or major reconstruction) in your community, and do the bridges provide pedestrian provisions on at least one side?

Bridge Number 1

The Chicago Ave and LaSalle Avenue bridges over I-94 were redecked in 2010 with wider sidewalks (10-12 feet), decorative railings, accessible pedestrian ramps, and pedestrian level lighting. The base costs were covered by Mn/DOT, and the City of Minneapolis contributed the additional funds needed for the decorative railing and enhanced lighting.

Bridge Number 2

The City of Minneapolis rehabilitated the Camden Bridge over I-94 and the Mississippi River in North Minneapolis in 2010. The existing sidewalks on both sides of the bridge were maintained, improved pedestrian lighting was added, and the pedestrian railing was replaced.

Bridge Number 3

The City of Minneapolis reconstructed the Chicago Avenue bridge over the Midtown Greenway in 2005 with wider sidewalks, decorative colored concrete, enhanced railing, and pedestrian level lighting.

Identify bridges currently under design. Do the bridges provide pedestrian provisions on at least one side?

All bridges under design will have sidewalks on at least one side, and in most cases on both sides. The Lowry Avenue bridge over the Mississippi River in North Minneapolis is being reconstructed in 2011/2012 with 10-12 foot wide sidewalks on both sides, pedestrian level lighting, enhanced railing, and pedestrian overlooks. The Cedar Avenue bridge over Washington Avenue SE will be redecked in 2011 with pedestrian-level lighting, enhanced railing, and a widened sidewalk on the side of the bridge providing access to the future LRT station (to be opened in 2014). The Lyndale Avenue bridge over Minnehaha Creek will be reconstructed in 2012 with 14.5 foot wide sidewalks on both side, pedestrian-level lighting and enhanced railing. The new Van White Avenue bridge will be

constructed in 2012/2013 with a 12-foot wide multi-use trail on one side of the bridge; a future phase is proposed to add an 8-foot side sidewalk on the other side of the bridge. The Northtown Railyard bridge will be reconstructed in 2013/2014; the current design includes a 14-wide multi-use trail on one side of the bridge and a 10-foot wide sidewalk on the other side. The Park and Portland Avenue bridges over I-94 will be redecked in 2013 and are anticipated to have wider sidewalks, pedestrian-level lighting, and enhanced railings, similar to the recent projects on LaSalle and Chicago avenues.

Question 5

Does your community maintain a pedestrian signalling system?



Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at signalized intersections. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

The City's Design Guidelines for Streets and Sidewalks, Section 10.5.5 Street Crossings, describe the tools the city's uses to improve pedestrian safety and convenience at the City's 800 signalized intersections. In 2011-2013, the City will be retiming all 800 signalized intersections with the new MUTCD walk speed. The City is also installing countdown timers (at all signals) and accessible pedestrian signals (that meet the city's APS implementation guidelines) with all signal replacement projects and at additional locations as funding permits. Most countdown timers and APS have been installed in the last 5 years; there are currently 30 intersections with APS and 91 intersections with countdown timers. Pedestrian crossing improvements have also been funded, and designs are underway for the Cedar/Washington intersection, which is one of the highest volume pedestrian crash locations in the city.

Link to policy or ordinance:

<http://www.ci.minneapolis.mn.us/public->

Upload policy or ordinance:

Do you provide pedestrian recall (pedestrians receiving a walk signal during every phase without using a push button) in high pedestrian corridors?

Yes No

At locations where pedestrian push buttons are used, are the push buttons reachable from a level landing and located in line with the crosswalk line furthest from the intersection?

Yes No

Approximately what percentage of intersections have accessible pedestrians signals with audible walk indications?

Approximately what percentage of intersections have pushbutton-integrated accessible pedestrians signals with audible and vibrotactile indications?

What is the average walk speed used to determine signal timing?

Do you operate your signals that have dedicated left turn arrows with a protected only phase or with protective permissive phases? Please explain:

We typically use protective permissive phasing for dedicated left turns; however, we do have a few locations where we have protected only left turns, such as along Hiawatha Avenue. We only use protective only phasing when there is a safety concern for vehicles making a left turn on the permissive.

Do you use right-turn-on-red restrictions? If yes, when and where?

Yes. The city's 2005 guidelines for the use of no turn on red (NTOR) prioritizes use of NTOR in locations with limited sight lines, multi-legged intersections or school crosswalks.

What percentage of intersections have countdown signals?

Question 6

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at crosswalks. In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

The City's Design Guidelines for Streets and Sidewalks describe the city's practices regarding crosswalks. In addition, the City is in the process of evaluating the safety of all bicycle/pedestrian trail crossings citywide and planning improvements for those crossings; these are typically designated midblock crossings.

Link to policy or ordinance:

Upload policy or ordinance:

How are marked crosswalk locations selected?

Marked crosswalks are provided at all signalized intersections, designated midblock crosswalks and school patrolled crossings.

What is your standard crosswalk marking type (e.g., parallel lines, ladder style, high visibility, etc.)?

parallel lines at most locations; longitudinal

Are crosswalk markings regularly maintained?

Yes No

In-road stop/yield signs used?

How are these locations selected?

In road stop signs are occasionally used at crossings near schools or hospitals.

Are advance stop/yield lines placed at multilane uncontrolled marked crosswalks in order to reduce multiple threat crashes?

Yes No

Are there other pedestrian safety practices being used at crosswalks?

The City uses actuated overhead flashing beacons at all designated midblock crossings and reflective posts on all school crossing signs. The City is investigating the use of advance stop lines at bicycle/pedestrian trail crossings. The City also signs on-street parking restrictions at corners near schools (beyond what is required at all corners by city ordinance).

Question 7

Does your community design and build its own roadways?

Yes

Please indicate which geometric features, if any, are being used to ensure or improve pedestrian access, safety, and convenience. In your description, please address the questions following the feature in question.

Med Crossing/Refuge Islands

Is there a standard or typical roadway that these are used on? How many have been installed in the

last three years? Are any more planned?

Description:

The City's Design Guidelines for Streets and Sidewalks guide the use of pedestrian refuge islands. The vast majority of streets in Minneapolis do not necessitate refuge islands because most streets have a speed limit of 30 mph or less (see speed limits map at <http://www.ci.minneapolis.mn.us/pedestrian/A15.pdf>), right-of-way widths of 80 feet or less, and 2-4 total traffic lanes. Median pedestrian refuge islands are generally used on roadways with higher traffic speeds and wider rights-of-way, such as state highway 55 (Olson Memorial Highway west of downtown and Hiawatha Avenue southeast of downtown). The City of Minneapolis is currently working with partner agencies to implement improved pedestrian refuge space on existing median islands on Hiawatha Avenue and a portion Franklin Avenue. Channellized right turn lanes ("pork chop islands") are used only where unique street geometry requires them and are generally discouraged where a traditional 90-degree intersection design is feasible because the free-flow condition of "pork chop islands" presents safety concerns for pedestrians. With the recent reconstruction of the I-35W bridge over the Mississippi River, a "pork chop island" at the intersection of University Avenue SE and the I-35W off-ramp was replaced with a traditional 90-degree intersection installed. The City's planned reconstruction of Riverside Avenue, which is a diagonal street, will replace one "pork chop island" with a narrower intersection and enlarge the two remaining "pork chop islands."

Link to island policy:

<http://www.ci.minneapolis.mn.us/public->

Upload island policy:

Curb xtensions

How many have been installed in the last three years? Are any more planned?

Description:

Curb extensions are a routine improvement on street reconstruction projects and in some pedestrian and bicycle retrofit projects. The Pedestrian Master Plan, completed in 2008, included an inventory of 180 curb extensions citywide (<http://www.ci.minneapolis.mn.us/pedestrian/A18.pdf>); since 2008, curb extensions have been added at 17 additional intersections since that time. Additional curb extensions are being constructed in 2011 and 2012 at 19 additional intersections.

Link to curb extension policy:

<http://www.ci.minneapolis.mn.us/public->

Upload policy:

Standard Curb Radii

What is the standard radius (10', 15', 20', 25', 30', 35') for local, collector, and arterial streets?

Description:

15' is the standard curb radius for local street intersections. 18' is the standard curb radius for County and Minnesota State Aid street intersections (typically minor arterial and collector streets). At intersections with one-way streets, a 5' curb radius is typically used where turns are illegal.

Link to curb radius policy:

<http://www.ci.minneapolis.mn.us/public->

Upload curb radius policy:

Other

Please provide a description of the other features being implemented.

Description:

One of the key elements of pedestrian design is a recommended minimum 12' "Pedestrian Zone," which Minneapolis defines as the space between the face of curb and the property line. The Pedestrian Zone includes the curb zone, planting/furnishing zone, through walk zone, and frontage zone. The vast majority of local streets in Minneapolis have a minimum 12' pedestrian zone, but most non-local streets (state highways, county roads, and Municipal State Aid Streets) do not have a minimum 12' Pedestrian Zone. The Pedestrian Master Plan includes an inventory of pedestrian zone widths by street (http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-masterplan-document.asp#P1150_111525). It shows that most local streets have wide pedestrian zones, while many non-local streets have narrower pedestrian zones. Wider Pedestrian Zones are being implemented with street reconstruction projects, as described under question 9.

Link to other design features:

See section 10.2 here: <http://www.ci.mi>

Upload other design features:

Initiatives to increase safety for people crossing the street at bus stops that are not located at signalized intersections or crosswalks

Please describe these initiatives.

Description:

The City works with Metro Transit in all street reconstruction projects to improve transit customer safety and convenience. Currently the city and county are testing temporary curb extensions at bus stop crossings on Cedar Avenue S in

response to community concerns.

Link to bus stop policy:

<http://www.ci.minneapolis.mn.us/public->

Upload bus stop policy:

Question 8

Please briefly describe any innovative pedestrian treatments installed in your community. Treatments may include special pedestrian phasing such as a leading pedestrian interval or scramble timing, crossing aids such as a HAWK beacon or rapid flash beacon, or passive pedestrian detection. Include any relevant links or attachments, if available.

Description of treatments:

Link to special treatment document:

Upload special treatment:

Question 9

Please briefly describe your community's traffic calming practices and/or policies and cite any relevant examples. Traffic calming practices may include road diets, lane diets (reduction in lane width) or streets with a pedestrian focus. Provide any relevant links or attachments, if available.

Description of practices:

Minneapolis uses the attached draft traffic calming guide as its traffic calming practice, although it was never formally approved. This document will eventually be integrated into the City's Design Guidelines for Streets and Sidewalks. In 2011, the City of Minneapolis is constructing or opening 6 bicycle boulevard projects, which are traffic calming projects (<http://www.ci.minneapolis.mn.us/bicycles/Boulevards.asp>); many of the bicycle boulevard improvements benefit both bicyclists and pedestrians. In addition, many street reconstruction projects in recent years have resulted in reductions in street width through narrower lanes or fewer lanes, in addition to curb extensions. Examples include Chicago Avenue S (street narrowed from 52 feet to 30-42 feet), Marquette and 2nd Avenues S in downtown (street narrowed from 56 to 50 feet), and Franklin Avenue E (street narrowed from 60 feet to 42-54 feet lanes reduced from 4 to 3).

Link to calming practices document:

Current uploaded calming practices:

Traffic Calming.pdf

Upload calming practices document:

Browse...

Question 10

Please briefly describe any other engineering projects or policies affecting walking in your community.

(1) The City's Design Guidelines for Streets and Sidewalks are used for all roadway and pedestrian projects (<http://www.ci.minneapolis.mn.us/public-works/trans-plan/DesignGuidelines.asp>). The guidelines were developed to assist staff and stakeholders in the decision making process for planning and designing complete streets that support and encourage walking, bicycling and transit use while promoting safe operations for all users. They have extensive guidance on the design of streets, sidewalks, lighting, bus stops, and bicycle facilities.

(2) 92.8% of non-freeway street centerline miles in Minneapolis have complete sidewalks, according to a comprehensive inventory conducted in 2008 and updated in 2011. This is higher than the numbers reported under question #2 (76-81% of streets have sidewalks on both sides) because there are some streets that don't need a sidewalk on both sides to provide access to properties, transit or connecting sidewalks (i.e. a freeway frontage road). There are also some streets with multiple centerline segments that don't require sidewalks on all centerlines. More information about this inventory (although it has slightly outdated numbers) is in the Pedestrian Master Plan (http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-masterplan-document.asp#P570_56947).

Last updated 06/15/2011

Enforcement

In many communities, enforcement is often neglected as a technique for making communities safer for walking. Communities that have created comfortable walking environments through engineering improvements or urban design features may still have safety concerns if traffic laws are not properly understood or adequately enforced. Enforcement activities work best when implemented in conjunction with education and awareness activities. Therefore, well-implemented enforcement campaigns will include public education campaigns, law enforcement officer training, and strategic law enforcement and ticketing strategies. A successful enforcement program will usually require the involvement of community members, law enforcement officials, city council members, and the media.

Question 1

How many officers does your community have?

How many of these are involved in enforcement and what is the average amount of work time per officer devoted to enforcement?

Number in enforcement:

Average hours (officers/month) of enforcement:

Does your community have a traffic safety officer?

Yes No

If so, please estimate the amount of work time that is devoted to responsibilities concerning pedestrian laws and safety.

Question 2

Does your community use targeted enforcement programs to promote pedestrian safety

in crosswalks?



Indicate which of these elements, if any, are part of the enforcement program.

Pedestrian decoys (aka crosswalk stings)

Definition: From walkinginfo.org: These are well-prepared and coordinated operations designed to warn motorists that the yield-to-pedestrian laws will be enforced at target locations. Officers prepare a site by establishing the safe stopping distance to a crosswalk, with a 10 mi/h over the speed limit leeway. Cones are set out in that location. An officer in plain clothes steps into the crosswalk just before a vehicle passes the cone. If the motorist doesn't yield, either a warning or a citation is given, based on the severity of the incident.

Media campaigns regarding enforcement

Speed feedback signs

Progressive ticketing

Definition: From walkinginfo.org: Progressive ticketing is a method for introducing ticketing through a three-staged process: educating, warning, and ticketing.

Other (please describe):

Question 3

How many citations does your local police department give annually for traffic infractions that relate to road safety?

Is this up or down from previous years?

Up Down

Please list the number of citations given for the following infractions:

Speeding:

Failure to yield:

Parking on sidewalks or too close to intersections or crosswalk:

Does your community use photo enforcement technology that targets speeding and/or red light running?

Question 4

Which, if any, of the following approaches does your community take to ensure the safety and security of pedestrians and runners on city streets, trails, and walkways?

Emergency call boxes:

Describe:

There are emergency call boxes on the Midtown Greenway bicycle/pedestrian trail and on the University of Minnesota campus.

Police patrols on foot or bike

Describe (include the number of officers that are bike patrol certified):

200 Officers certified. They work part time often as part of grant funded community patrols and are also trained in crowd control tactics.

Neighborhood watch programs

Describe:

Each of Minneapolis' 5 police precincts are served by several crime prevention specialists who work with neighborhoods to reduce the fear of crime, improve community and police cooperation and improve the quality of life in Minneapolis. They proactively organize block clubs and neighborhood watch groups.
(<http://www.ci.minneapolis.mn.us/police/outreach/>)

Drunk driving and drunk walking enforcement

Describe:

Traffic Enforcement Unit actively pursues drunk drivers as do street officers time permitting.

Street lighting

Estimate the percentage of streets with lighting on one or both sides:

Arterial:

Non-Arterial:

Other:

Question 5

Please briefly describe your community's policies and practices regarding the use of adult crossing guards at elementary and middle schools. Include any information about the criteria for placement of adult crossing guards, training programs, crossing procedures, crossing guard signs and equipment, and law enforcement strategies at crossing guard locations.

Adult crossing guards are placed at a handful of high-volume intersections in Minneapolis to support the school safety patrol. Use of adult crossing guards is determined on a case by case basis through the School Pedestrian Safety Program. Adult crossing guards are trained by the Minneapolis school safety officer using a AAA program.

Provide a link or attachment of any relevant policies, if available.

Link:

File upload:

Browse...

Question 6

Does your community's police department have a systematic strategy for selecting locations and countermeasures for traffic and pedestrian safety?



Question 7

Do police work regularly with traffic engineers and planners to review sites in need of safety improvement for motorists and pedestrians?



Does your community use crash and/or fatality data to identify problem areas and potential solutions?

Yes No

Please describe any other ways that your community's police department addresses the pedestrian concerns in your community.

The Minneapolis Public Works crash review committee meets monthly to review crash trends. The committee reviews crash trends for roadway projects both before design and after construction (typically 3 years after). The committee also regularly reviews pedestrian crashes, bicycle crashes, right-angle crashes, and locations based upon complaints.

Last updated 06/15/2011

Evaluation

By incorporating planning, education, encouragement, engineering, and enforcement countermeasures, a community can have a direct impact on pedestrian safety and walkability. Evaluation of the pedestrian environment and behavior plays a crucial role in problem identification and countermeasure selection. In order to truly understand local pedestrian needs and safety issues, a community should utilize effective evaluation strategies.

Question 1

Does your community have an ongoing pedestrian counting and/or survey program that allows for long-term trend analysis of walking trips?



Please describe:

There are three sources of pedestrian counts: (1) For the past 4 years, the City of Minneapolis Department of Public Works, in partnership with Transit for Livable Communities and the federal Non-motorized Transportation Pilot Program, has conducted pedestrian and bicycle counts at 277 locations citywide, using both 12-hour and 2-hour count methodologies: <http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-counts.asp>. The two busiest locations are Washington Avenue west of Union Street on the University of Minnesota East Bank Campus with an estimated 19,990 pedestrians per day and Nicollet Mall north of 7th Street in Downtown Minneapolis with an estimated 17,890 pedestrians per day. Of the 23 locations that have been counted consistently from 2007 to 2010, pedestrian volumes have increased 18% over that time period.

(2) The City of Minneapolis has counted all modes of transportation, including pedestrians, entering and leaving downtown since 1958 through its periodic Downtown Cordon Count. The most recent cordon count, conducted in 2003, showed that 6.7% of people entering and leaving downtown travelled on foot and that this mode share has been relatively constant since 1958: http://www.ci.minneapolis.mn.us/council/2004-meetings/20040227/docs/11_cordon_count_report.pdf. (3) The Department of Public Works conducts pedestrian counts as part of periodic intersection turning movement counts, which are available online through its Traffic Count Management System: <http://www.ci.minneapolis.mn.us/public-works/traffic-counts.asp>. This system provides turning movement diagrams, including pedestrian movements by crosswalk leg.

Question 2

Has your community used any of the following tools to evaluate major pedestrian areas

(town centers, major activity areas, routes to school, etc.) in order to identify problem areas and potential solutions?

Walkability Checklists:

Pedestrian Intersection Safety Index:

Pedestrian Level of Service (LOS):

Pedestrian Road Safety Audit Guidelines and Prompt Lists:

Health Impact Assessment:

Other Evaluation Tools:

Please describe:

Question 3

Does your community routinely conduct pre/post evaluations of road projects and traffic calming with respect to pedestrian crashes, volumes and motor vehicle speeds?

Yes No

Question 4

Using [Walk Score](#), what is the average (mean) walk score of the following locations in your community?

Average Walk Score of Geographic Center:

95

Average Walk Score of Northernmost point:

(City boundary directly north of geog. center)

54

Average Walk Score of Easternmost point:

(City boundary directly east of geog. center)

88

Average Walk Score of Southernmost point:

(City boundary directly south of geog. center)

53

Average Walk Score of Westernmost point:

(City boundary directly west of geog. center)

56

Average Walk Score of Midpoint of geographic center and northernmost point:

71

Average Walk Score of Midpoint of geographic center and easternmost point:

83

Average Walk Score of Midpoint of geographic center and southernmost point:

76

Average Walk Score of Midpoint of geographic center and westernmost point:

70

Average Walk Score of Urban school location:

95

Average Walk Score of Suburban school location:

63

Please describe any other ways that your community evaluates pedestrian accommodation, walking rates, and pedestrian safety.

(1) The City receives numerous concerns and questions about traffic safety from the public, many of which are related to pedestrian safety near parks, schools, and senior housing. The City's Public-Works-Traffic division investigates every pedestrian safety complaint and makes improvements where needed, but a complaint-driven process can direct attention to only the most active and vocal neighborhoods. As a result, the City took a proactive, citywide approach and developed the School Pedestrian Safety Program in 2005 to evaluate safety and operations and identify opportunities to increase the number of students walking to school at each of the City's 87 public and private K-8 schools. The program also worked with schools to identify school patrolled intersections; eliminate or reduce conflicts among buses, vehicles, and pedestrians; and identify needs for short-term and long-term infrastructure improvements. Typical improvements include overhead school crossing signs, durable pavement markings at crosswalks, highly visible sign posts for regulatory signs, speedwagons, and separated parent and bus pick-up/drop-off activities. The program also assessed school patrol practices and the need for adult supervision at school crossings. Reviews of all 87 public and private K-8 schools were completed in June 2009, and in 2010, one of the last recommendations - to fill a 90-foot sidewalk gap on the south side of Kenwood Park - was completed for students walking to Kenwood School. Infrastructure improvements were funded through the City's capital improvement program and state and federal Safe Routes to Schools funds. The City's Public-Works-Traffic division continues to work on school safety issues by participating in the inter-agency Safe Routes to Schools Coordinating Committee.

(2) The Minneapolis Public Works crash review committee meets monthly to review crash trends. The committee reviews crash trends for roadway projects both before design and after construction (typically 3 years after). The committee also regularly reviews pedestrian crashes, bicycle crashes, right-angle crashes, and locations based upon complaints.

Last updated 06/15/2011

Additional Questions

Question 1

What are the three primary reasons your city deserves to be designated as a Walk Friendly Community?

(1) Minneapolis has a great walking network. With complete sidewalks on 92% of all streets and 98% of all vehicular bridges, a dense and well-connected grid of tree-lined streets, over 98 miles of off-street pedestrian and bicycle trails, over 100 non-motorized bridges, and one of the most extensive skyway systems in the world, Minneapolis' walking network is hard to beat.

(2) Minneapolis has great walking destinations. With 22 city lakes, more than 180 parks, and 49 year-round recreation centers, no Minneapolis resident lives more than 6 blocks from a park. Minneapolis is full of walkable, mixed-use urban neighborhoods with buildings oriented to the sidewalk, street-level retail, and alleys. Many of these neighborhoods have WalkScore ratings of 70-100 points. Great mixed-use urban neighborhoods are developing in downtown Minneapolis transforming vacant parking lots and historic warehouse and milling districts into vibrant pedestrian neighborhoods. And Minneapolis has iconic public pedestrian places that people love, such as Nicollet Mall, the Grand Rounds and chain of lakes, the Stone Arch Bridge, and the Minneapolis Sculpture Garden.

(3) Multiple agencies and organizations in Minneapolis are committed to increasing and improving walking. Minneapolis has the only Pedestrian Master Plan and Pedestrian Advisory Committee in the state and extensive policies and implementation programs to increase and improve walking. Mn/DOT has adopted a Complete Streets policy and ADA Transition Plan. Hennepin County has adopted a Complete Streets policy and draft ADA Transition Plan. Minneapolis Public Schools is committed increasing walking and bicycling to school. The private sector is investing in making Minneapolis more walkable through the Downtown Improvement District and Blue Cross Blue Shields' investments in NiceRide bicycling sharing and the Pedestrian Master Plan.

Question 2

What are the three aspects of your community most in need of improvement in order to accommodate pedestrians?

(1) Accessibility for All Users. While the City of Minneapolis has curb ramps at nearly all intersections, a regular sidewalk repair program, and a draft accessible pedestrian signal ADA Transition Plan that is being implemented, many curb ramps don't meet current ADA standards, and the City does not have an updated ADA Transition Plan for pedestrian facilities in the public right-of-way and is in the process of developing one. The Public Works Department is also working with the Pedestrian Advisory Committee to implement the Pedestrian Master Plan recommendations related to improved snow clearance on

pedestrian facilities and work zone pedestrian safety and accessibility.

(2) Greater Awareness and Advocacy. In order to improve and increase walking in Minneapolis, we need more people to recognize the importance of good walking environments, to advocate for pedestrian improvements and to be more aware of pedestrians when they are driving. While there are many efforts underway to address these issues, one of the City's key initiatives is to continue to build advocacy for pedestrian needs through the City's Pedestrian Advisory Committee.

(3) Downtown as a More Vibrant Pedestrian Place. With 150,000 employees and 25,000 residents, downtown Minneapolis has more pedestrians than any other place in the State of Minnesota. Downtown has great pedestrian places like Nicollet Mall, Target Field, Loring Park, and mixed-use historic districts along the Mississippi River, but there are other parts of downtown with surface parking lots or buildings that are oriented to the skyway level rather than the sidewalk level. Downtown is becoming a more vibrant pedestrian place with newer development projects, major transit investments, greening and landscaping, public facilities like Target Field, and the Downtown Improvement District, and these types of improvements need to continue.

Question 3

How can your community leverage its designation as a Walk Friendly Community to increase the number of people walking and make walking safer?

Being able to say that Minneapolis is a Walk Friendly Community will help create pride and ownership in the community about continuing to improve and increase walking in Minneapolis. Minneapolis gets a lot of attention for being a great bicycling city, which creates an expectation among the public and decision makers that Minneapolis will become an even better bicycling city. We need a similar awareness and pride in Minneapolis as a great walking city, and this recognition gives the public a reason to think about that. This recognition will serve as an example to other Minnesota cities about what makes a walkable place. It will also draw attention to Minneapolis' high quality of life, so that more people will choose to live, work and invest in Minneapolis, thus further increasing and improving walking.

Walk Friendly Communities is sponsored by FedEx and the U.S. Department of Transportation Federal Highway Administration. The program is maintained by the UNC Highway Safety Research Center's Pedestrian and Bicycle Information Center, with support from a variety of national partners.

Pedestrian and Bicycle Information Center

Contact Information
 www.walkinginfo.org
 www.bicyclinginfo.org
 www.pedbikeinfo.org