Welcome:

We are delighted that you can join us today!

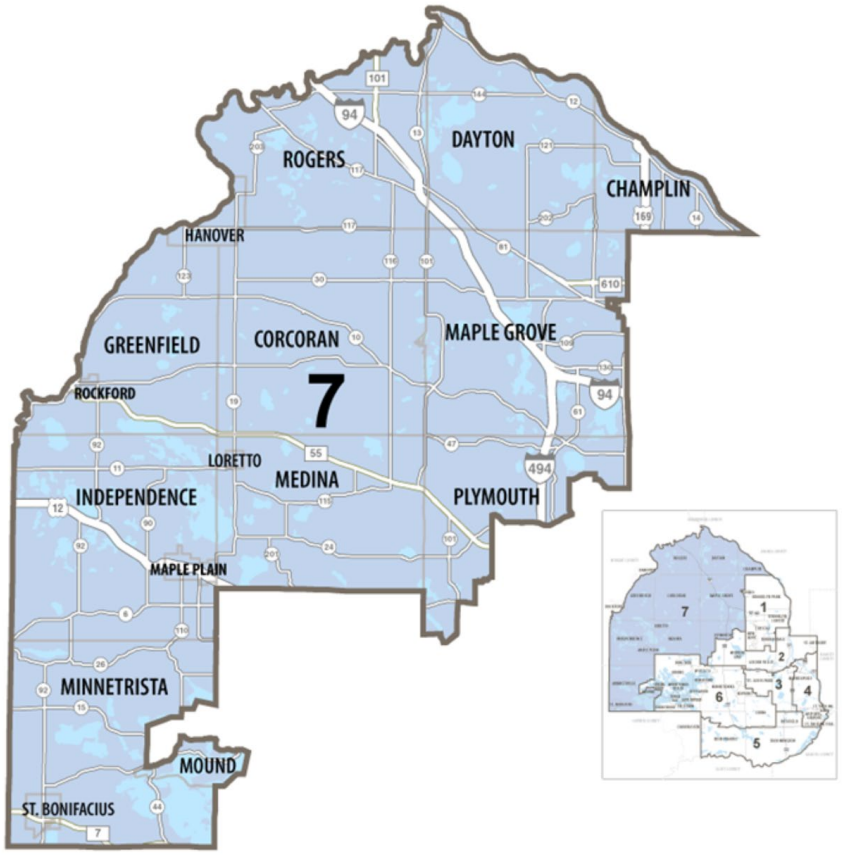
- As the meeting begins, please introduce yourself by entering your **name and organization** in the **chat box**.

ALHC Community Conversation

Making it easier to share the road

Active Living Hennepin County Partnership meeting, March 19, 2021

Kevin Anderson,
Commissioner, District 7



Agenda

10:00 a.m. Welcome & Introductory Remarks:

- **Denise Engen,** Active Living Hennepin County
- **Kevin Anderson**, Commissioner, District 7, Hennepin County

10:05 a.m. Presentations

- **MnDOT Statewide Pedestrian Plan:** Hear about this new draft plan, learn about MnDOT demonstration projects and more
  Jake Rueter, MnDOT, Office of Transit and Active Transportation
- **Lowering speeds:** Hear from two metro cities that either have or are considering lowering speed limits on their local roads.
  Ben Manibog, St. Louis Park, Transportation Engineer ;
  Ethan Fawley, City of Minneapolis, Vision Zero Program Coordinator
- Q & A

10:55 a.m. Announcements

11:00 a.m. Adjourn

11:00 a.m. Additional discussion and Q & A (OPTIONAL)

Statewide Pedestrian System Plan

MINNESOTA GO

Active Living Hennepin County

March 19, 2021

DEPARTMENT OF TRANSPORTATION

Agenda

- Planning Process Overview
- Engagement Highlights
- What's in the Plan?
- How we can work together

**MnDOT uses the term 'walking' to include all the ways that people move themselves through the world, including with mobility devices such as walkers, strollers, and wheelchairs.*

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Statewide Pedestrian System Plan - Overview

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Planning Process

- Project kick-off in February 2019
- Initial public engagement in summer 2019
- MnDOT internal engagement winter 2019/2020
- Process recommendations developed in spring 2020
- Phase 2 engagement (100% virtual) in summer 2020
- 12/8: Ped Plan released for public comment through 1/11
- **Anticipated adoption in April/May 2021**

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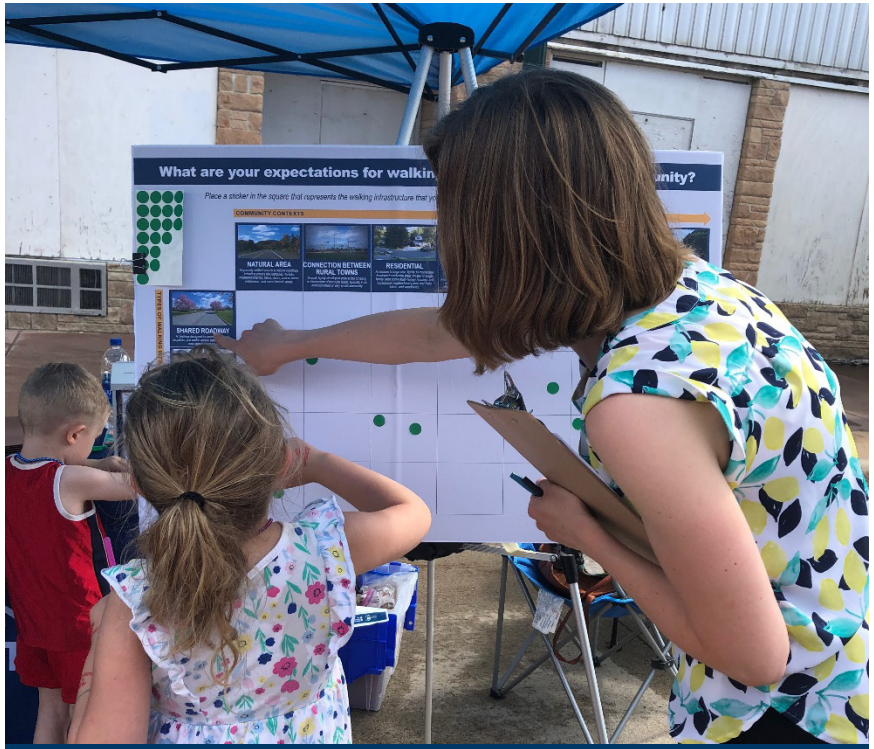
Engagement Results

What did we hear from our stakeholders?

How did we engage?



Pre-pandemic

Post-pandemic

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Engagement Results Infographic

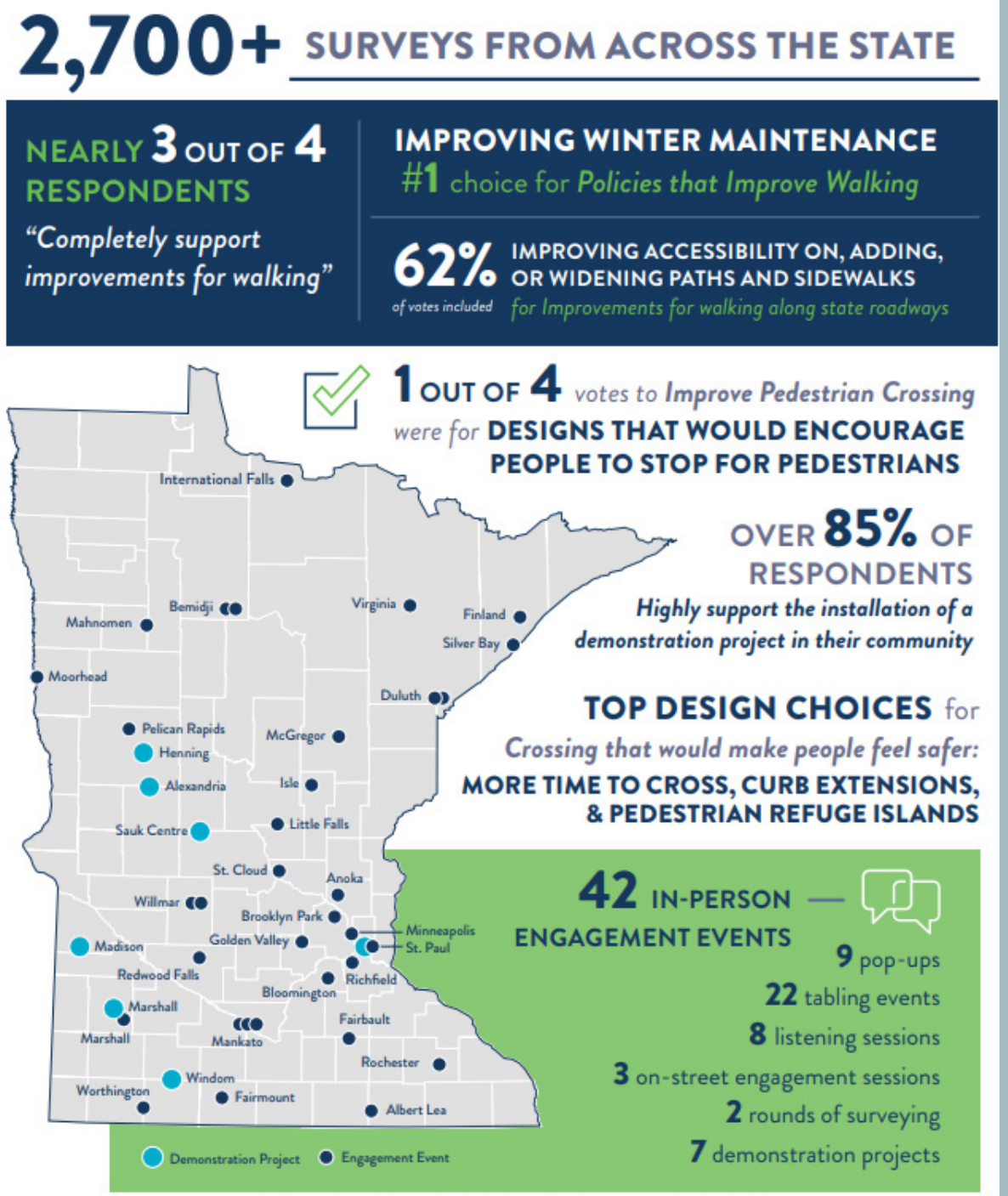
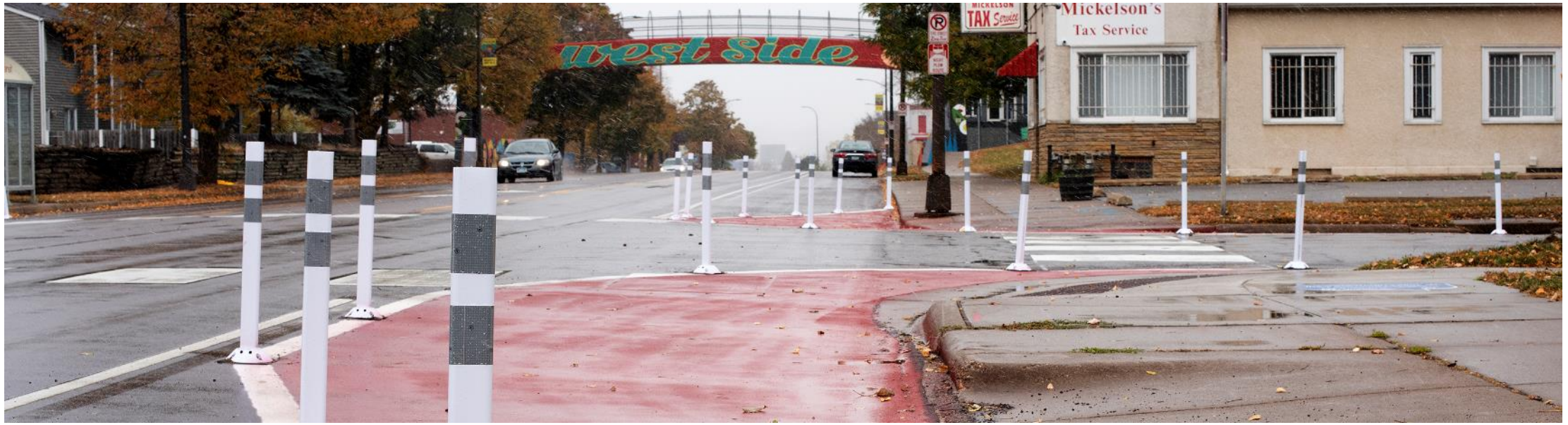


EXHIBIT 1-11: Summary of Engagement for Phase 1 and Phase 2

Diving into the Plan



What does the Ped Plan address?

Statewide Pedestrian System Plan Goals

- Promote walking as a universal need
- Create healthy and equitable communities
- Create safer places to walk
- Create enjoyable places to walk
- Build internal capacity to advance walking

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How to use the plan

The plan identifies stakeholder groups and potential ways to use the document:

- MnDOT
- Tribal liaisons
- Other state agencies
- Local government
- Advocacy groups

EXHIBIT 1-1: How to Use this Plan

I WORK FOR...	HOW CAN I USE THIS PLAN?
MnDOT as a Project Manager, Planner, or Engineer/Designer	• Implement project development action items within your day-to-day work, especially in a project's early stages • Use investment planning scenarios and the Prioritized Areas for Walking Study (PAWS) to understand infrastructure needs and solutions for your projects • Follow Environmental Justice strategies for advancing equity within projects
County, MPO, RDO/RDC, Municipal Government	• Reference plan goals, goals of pedestrian planning at MnDOT, and benefits of walking information to frame your planning processes and infrastructure investment priorities • Review project development action items and existing MnDOT practices as a primer for collaborating with MnDOT staff • Identify priority areas for walking within your community

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Goal/Objective/Action Item Structure

GOAL 2: CREATE HEALTHY AND EQUITABLE COMMUNITIES

OBJECTIVES	KEY BARRIER	ACTION ITEMS	PERFORMANCE MEASURES
2.1. Center equitable outcomes as part of the project development process, including an emphasis on prioritizing the system's most vulnerable users	• MnDOT Practices	• IP-4 • PS-1 • PS-3 • PS-13	• PM-10: Percent of programmed projects that benefit the high-priority areas for walking identified in PAWS
2.2. Eliminate existing disparities related to the ease of accessing safe and enjoyable walking environments	• MnDOT Practices • Funding	• PS-9	• PM-3: Miles and percent of sidewalks that are fully ADA compliant
2.3. Connect people to everyday destinations, including transit stops and priority destinations in *Minnesota Walks*	• MnDOT Practices	• PS-6 • PS-10	• PM-12: Total walking trips between 1/8 mile and 1 mile
2.4. Complete sidewalk gaps	• Funding	• PS-10	• PM-11: Percent of sidewalk gaps filled on MnDOT roadways

IP-4: Work with MnDOT Traffic Safety staff to review the outcomes of field walks

Follow the prioritization results and facility selection action items included in this plan and Pedestrian Strategy Two: Improve Design and Maintenance for Pedestrian Safety from the SHSP.

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Why are we Investing in Walking?

Minnesotans Support Investments in Walking

- 74% of engagement respondents fully support investments that improve walking

Walking Benefits our Communities

- Improving walking delivers social, economic, environmental, and health benefits to people throughout Minnesota

MnDOT Has an Opportunity to Lead

- MnDOT has a reputation as a leader on walking among other State DOTs, and can continue to build on this reputation by delivering improvements along and across state roadways
- This includes rectifying inequities and mitigating climate change impacts

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How are We Planning for Investments?

Investment Plans and Practices

- Documentation of MnDOT plans and polices and how they affect outcomes for people walking

Priority Areas for Investment

- Identification of parts of Minnesota where the need for walking improvements is greater
- https://tinyurl.com/MnDOTPAWS

Investment Planning Scenarios

- Scenarios that define the cost of delivering improvements along/across the trunk highway system in areas with the greatest need

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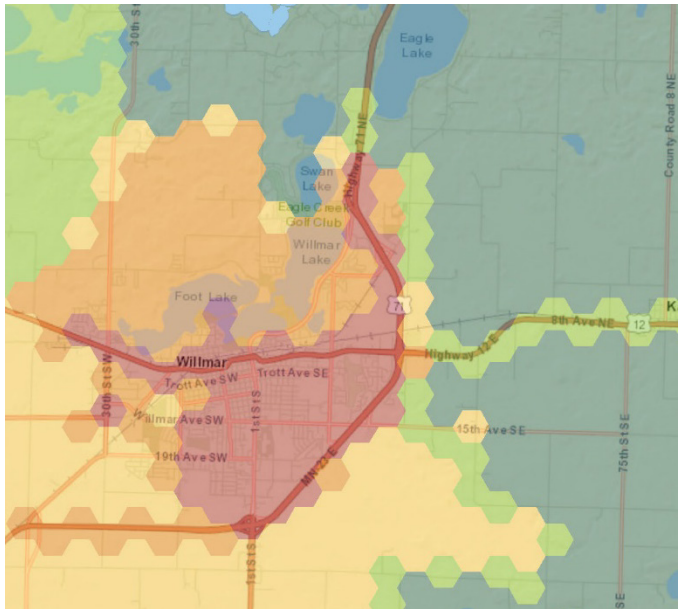
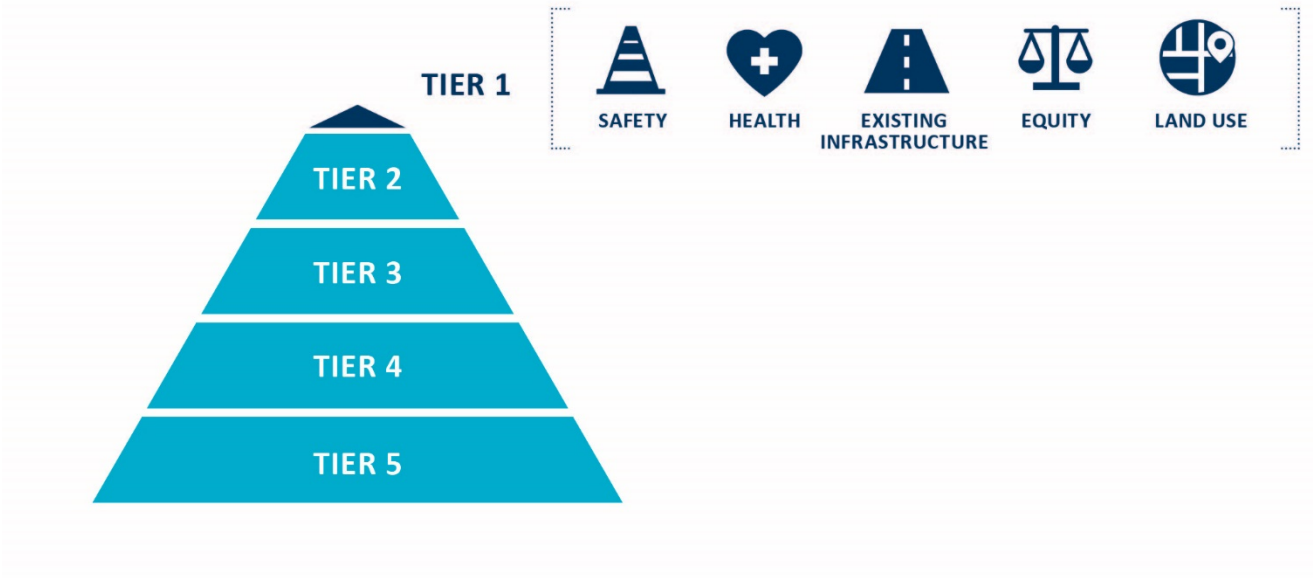
Priority Areas for Investment

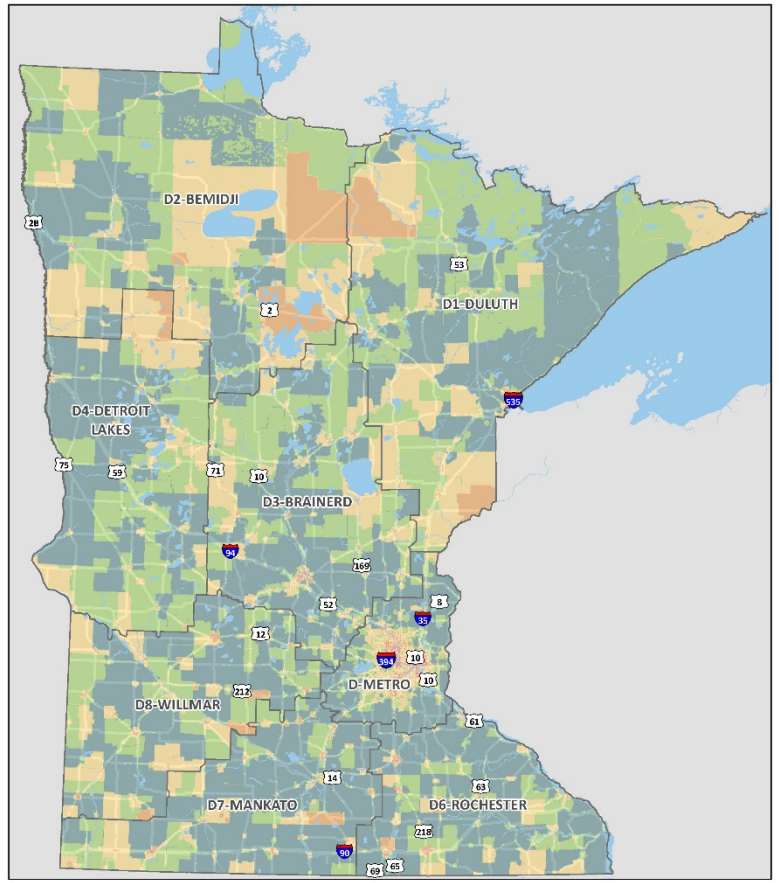
- The Priority Areas for Walking Study (PAWS) supports MnDOT decision making by highlighting areas that are important for walking
- State divided into half-mile hexagons scored on 19 factors related to safety, health, existing infrastructure, equity, and land use





Priority Areas for Investment

- Statewide and District-level maps included in Plan
- Interactive map available online:
  - https://tinyurl.com/MnDOTPAWS



Process Improvements to Support Walking

Cost Participation Policy

- Not revising the policy, but recommending best practices to work within existing policy
- How can we invest in a way that reflects that this is a MnDOT priority?

Maintenance

- Identifying opportunities to include and support locals in design and construction with an eye towards maintainability

Scoping and Need

- Recommended improvements to be considered based on project type and land use context

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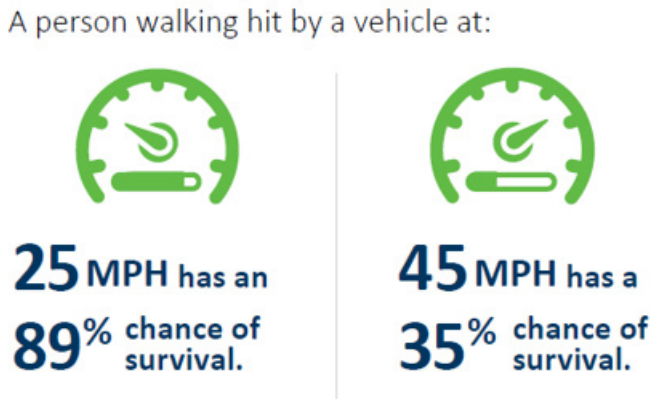
Additional Important Touchpoints

Vulnerability

- People walking are the most vulnerable users of the transportation system across factors

Speed + Safety

- Slower Speeds Save Lives
- Lower speeds reduce the energy transfer in a crash and ultimately reduce harm for people walking.



Climate Mitigation + Adaptation

- Climate change impacts people walking directly through changes in temperature, precipitation, and air quality
- MnDOT should direct investment to mitigate impacts on people walking

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What's next?

- MnDOT's PMG will review revised plan at March 26th meeting
- Adoption process continues after PMG has approved
- Anticipated adoption by May 2021

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Discussion / Comments / Feedback

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Statewide Pedestrian System Plan

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Jake Rueter – Pedestrian + Bicycle Planner

jacob.rueter@state.mn.us

DEPARTMENT OF TRANSPORTATION

Minneapolis and St. Louis Park speed limit evaluations

March 2021

Minneapolis City of Lakes

St. Louis Park MINNESOTA

Experience LIFE in the Park

New Minnesota speed limits law

- All MN cities can set speed limits on their streets, effective August 1, 2019. Must:
  - Be done in a “consistent and understandable manner”
  - Be “based on the city’s safety, engineering, and traffic analysis”
  - Provide “appropriate signage”
  - Consider “methods to effectively communicate the change to the public”
- Speed limits on County and MnDOT roads still dictated by MnDOT or state statutes

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City of Lakes

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St. Louis Park policy

- Prioritizing pedestrians first
- Build a transportation system with equitable outcomes
- Apply a racial equity lens to all city work
- Climate Action Plan
- Eliminate fatal and serious injury crashes
- Complete Streets
- Living Streets - Build community, environmental, and economic benefits

Connect the Park

Bikeways | Trails | Sidewalks

2040

Setting a course toward carbon neutrality

Minneapolis
City of Lakes

St. Louis Park
MINNESOTA

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St. Louis Park speed limit goals

- To support the city's goal to **eliminate fatalities and serious injuries** that are a result of crashes on city streets.
- To reflect the city's goal in creating a mobility system that **prioritizes walking first**, then bicycling and transit, and then motor vehicle use.
- To ensure the quality and function of the transportation system contributes to **equitable outcomes for all people**.
- To support the movement of people and goods.
- To be understandable, consistent, replicable, reasonable, and contextually appropriate in setting speed limits.
- To **clearly communicate and educate** the new speed limits and their connection to safety, especially as people enter the city.

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Ordinance change

- Process focused:
  - Clarifies that the City Engineer may establish speed limits for streets under the City's jurisdiction
  - Requires that comprehensive listing of speed limits and procedures used to set speed limits be kept on file and available for public inspection
- This ordinance change is needed to define how the city would use the new legislative authority on speed limits
- Aligns with the required technical analysis in the speed limit law
- Does not specify new speed limits

Departmental coordination

- Engineering
- Public works
- Police
- Communications
- Community development
- Race equity and inclusion
- Environment and sustainability
- Information resources

Technical evaluation

- National guidance
- Safety research
- Lessons from other cities
- Safety analysis
- Speed studies
- Roadway character

Key national guidance

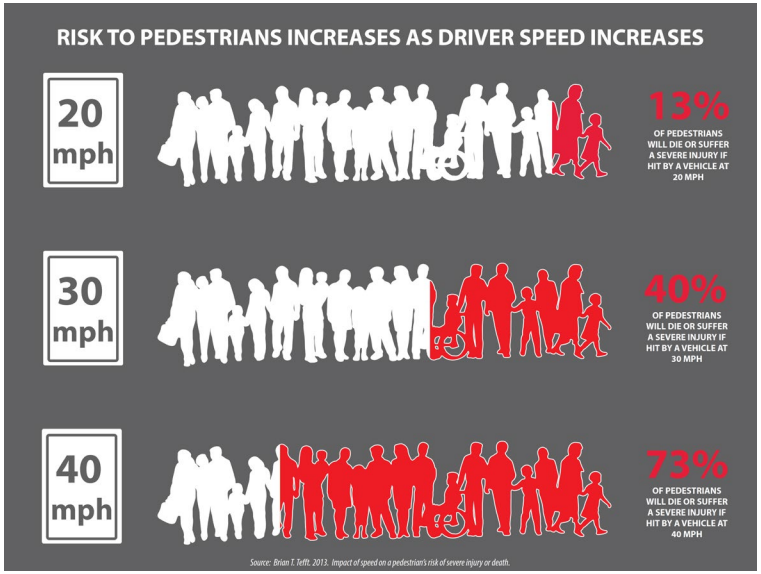
- What we did before:
  - Statutory speed limit (30 mph)
  - Set speed limits catering to the highest speeders (85th)
- Changing guidance:
  - "…**there is not strong evidence** that the 85th…equates to the speed with the lowest crash involvement rate for all road types". – NTSB
  - Setting limit within 5 mph of 85th **should apply only** "on freeways, expressways, or rural highways" – recommended changes to MUTCD

NACTO guidance

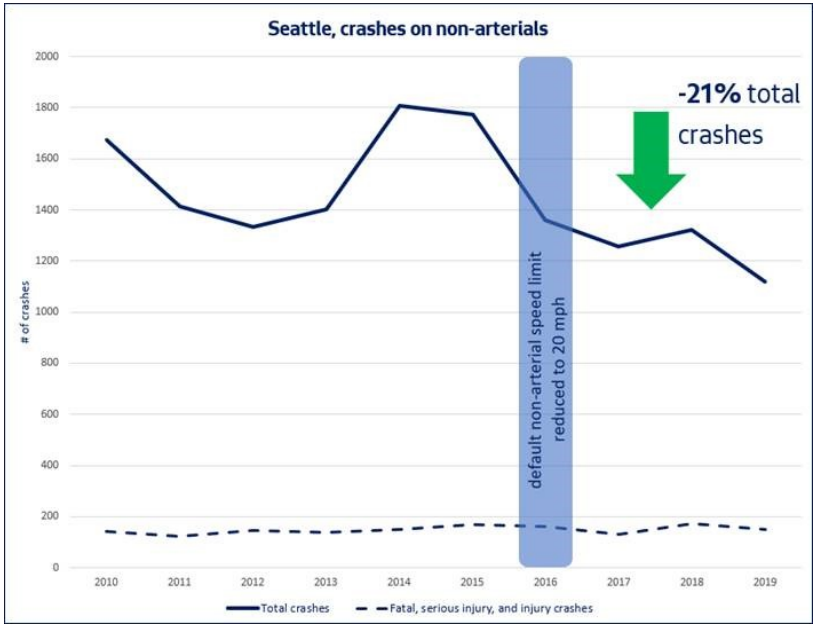
- 4 potential approaches:
  1. Set citywide default speed limit
  2. Set speed limits in categories:
  3. Create “slow zones” with lower speed limits
  4. Set on corridor basis

Safety research

- Risk to pedestrians
- Stopping sight distance
- “lowering the speed limit in urban areas **is an effective countermeasure** to reduce speeds and improve safety for all road users” – IIHS study in Boston (2018)



Seattle, WA



Source: Dongho Chang, Seattle DOT

Boston, MA

After Boston lowered the default speed limit to 25 mph, the estimated odds of a vehicle

exceeding 35 mph

fell 29.3%

exceeding 30 mph

fell 8.5%

exceeding 25 mph

fell 2.9%

Source: IIHS. 2018. https://www.iihs.org/news/detail/city-drivers-slow-down-for-lower-speed-limit-in-boston

Portland, OR

% of vehicles exceeding 25, 30 & 35 mph before & after speed limit reduction from 25 to 20 mph

Period	> 25 mph	> 30 mph	> 35 mph
Before	24.13%	6.49%	1.11%
After	23.60%	4.83%	0.59%

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Lessons from other cities

New York City, NY

- Lower default speed limit to 25 mph

Portland, OR

- Lowered the speed limit on residential district streets to 20 mph
- Approval for an alternative process to make lowering those speed limits easier

Wheaton, IL (pop. 50k)

- Lowered residential speed limit to 25 mph

Marana, AZ (pop. 35k)

- Took a segment approach to update speed limits

Renton, WA (pop. 100k)

- Created petition process to lower speed limit to 20 mph neighborhood-wide

SLP speed limit setting factors

- Average daily traffic (ADT)
- Existing speeds
- Transit service
- Pedestrian infrastructure
- Land use
- Number of lanes
- Intersection density
- City boundaries

Safety evaluation

St. Louis Park study

- Non-motorized users were involved in about 2 percent of total crashes, but 33 percent of fatal and 43 percent of serious injury crashes
- One third of crashes happen at intersections, but account for over two thirds of fatal and serious injury crashes

Minneapolis study additional findings

- Streets with higher speed limits were more likely to have more crashes and a higher percentage of severe/fatal crashes (especially for pedestrians)
- Speed and speeding are key factors in severe and fatal crashes

Speed studies

Minneapolis

- 2018 Radar Speeds
- 448 locations
- 11,000+ readings
- 22 mph median speed local residential
- 27 mph median speed City-owned collector and arterial streets

St. Louis Park

- 4 years of speed data
- 668 locations
- All data collected at least over 24-hours
- 21 mph median speed local residential
- 27 mph median speed non-local city streets

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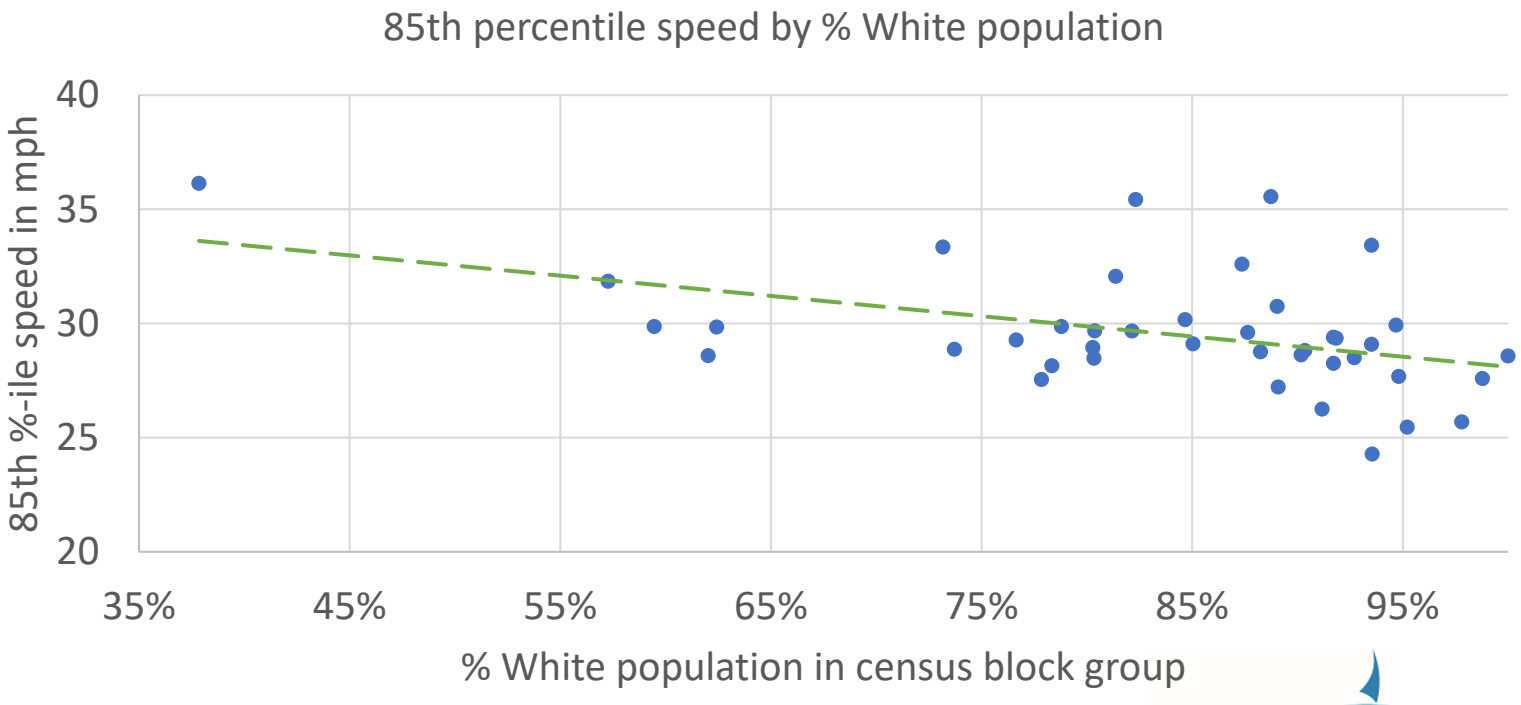
St. Louis Park additional findings

- There's a correlation between White neighborhoods and slower streets.



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St. Louis Park MINNESOTA

Experience LIFE in the Park

St. Louis Park additional findings

- Speed limits lowered by petition occurred in more White and affluent neighborhoods when implemented
  - Ex: Westwood Hills petitioned MnDOT for lower speed limits in 1984

	228.01	Citywide
1980 % White population	98.6%	97.9%
2018 % White population	90.1%	82.4%
1980 median income (1980$)	$ 36,937.00	$ 21,362.00
2018 median income (2018$)	$ 141,458.00	$ 75,690.00
1980 mean income (1980$)	$ 52,776.00	$ 25,344.00
2018 mean income (2018$)	$ 176,967.00	$ 95,972.00

Findings and conclusions

- Lower traffic speeds **reduce** both **the likelihood of crashes** and **that those crashes will be severe or fatal**.
- The traditional approach of using **85th percentile** speed to set speed limits **is no longer considered the best practice** for urban streets.
- When setting urban speed limits with broad authority, there are two common options emerging from guidance and recent city speed limit changes:
  - Default citywide speed limit of 25 mph; or
  - Category speed limits by minor and major streets with 20 mph on minor streets and generally 25 mph speed limits on major streets.
- **A citywide 25 mph speed limit does not best reflect** the design, land use, mode use, and expectations of minor City streets, which are about 74 percent of City-owned streets.

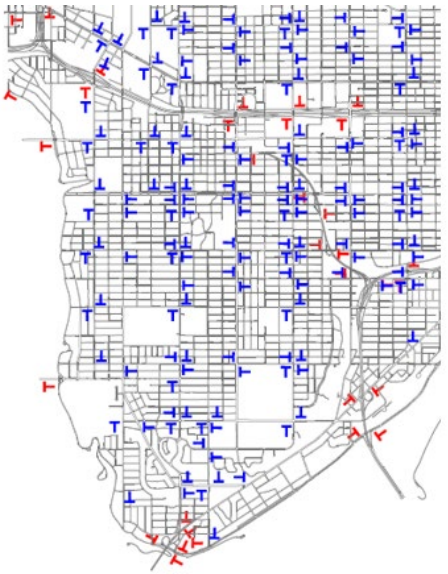
Speed limit changes

- Category approach
- 20 mph for local residential streets
- 25 mph for City-owned collector and arterial streets
- Some major streets have speed limits higher than 25 mph based on specific conditions

Cities do not have authority over speed limits on County and MnDOT streets and they will not be changing.

Implementation - Signage plan

- Speed limit signs on streets with 25+ mph speed limits
- Gateway signs at most entry points to the City that note than the speed limit citywide is 20 mph unless otherwise posted



- 1300+ new/updated signs
- Minneapolis coordinated with St. Paul

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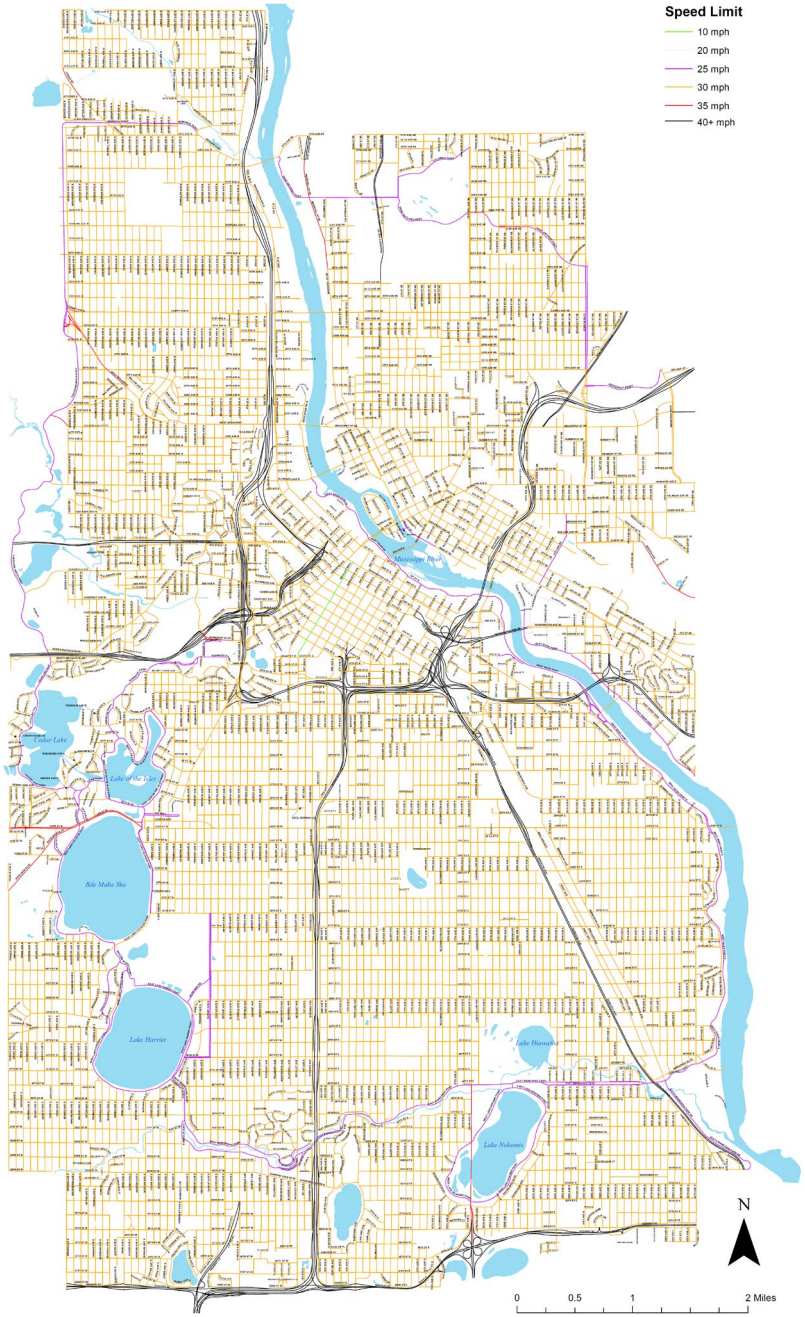
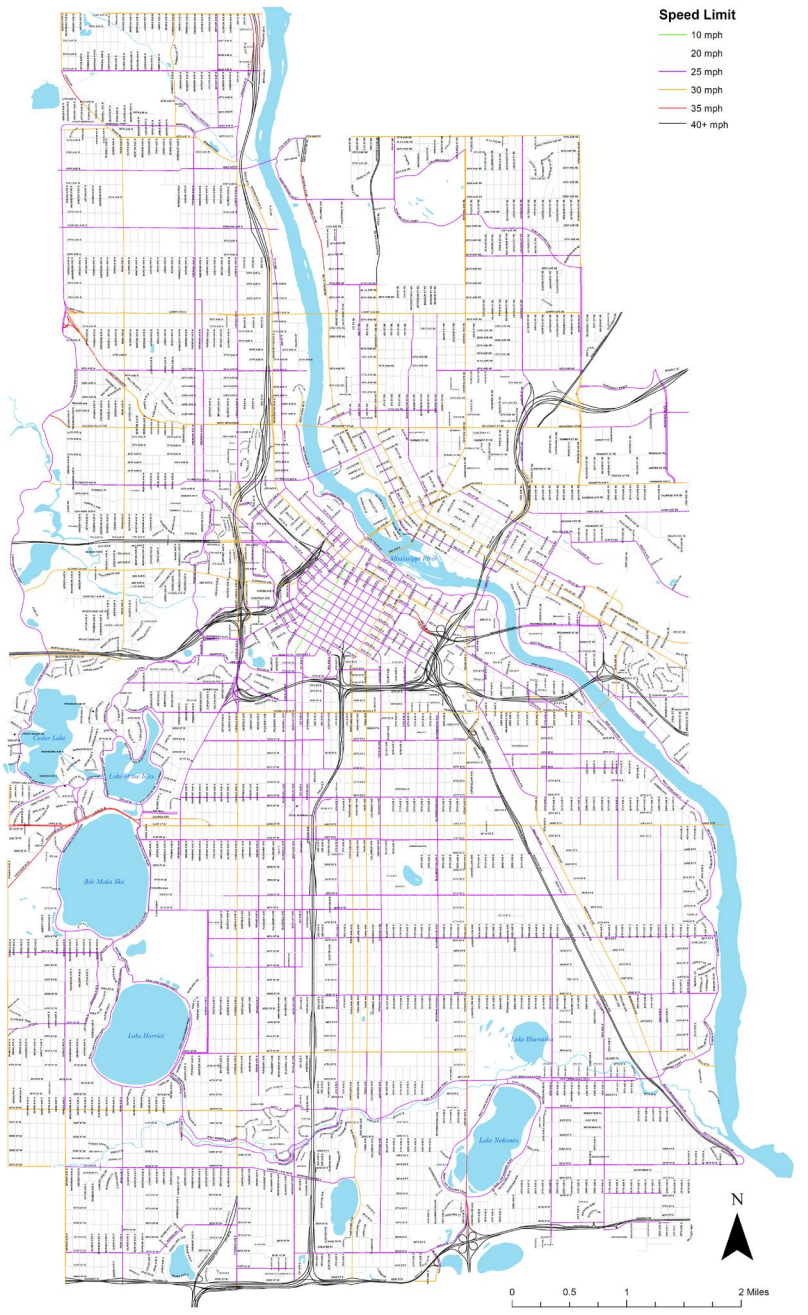
Implementation – Traffic signals

- Update traffic clearance times for most signals
- Signal coordination / progression revisions on select corridors

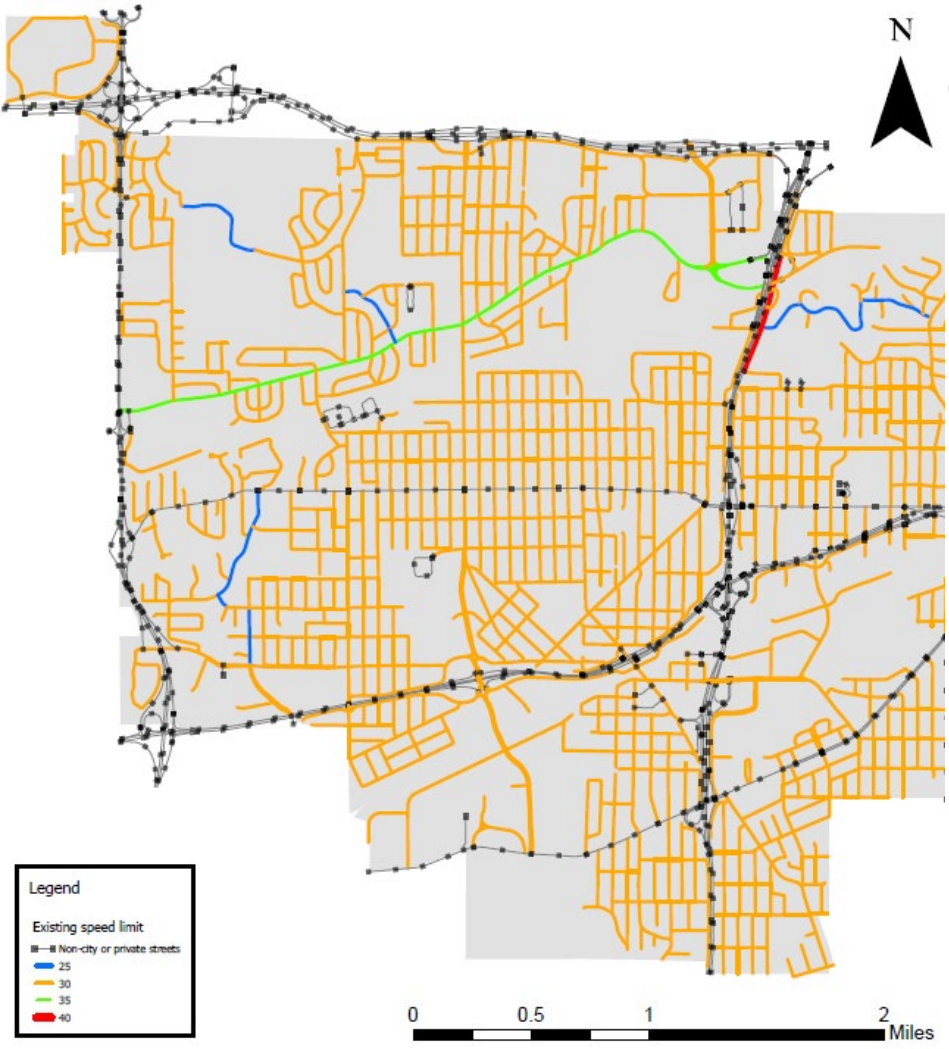
Before



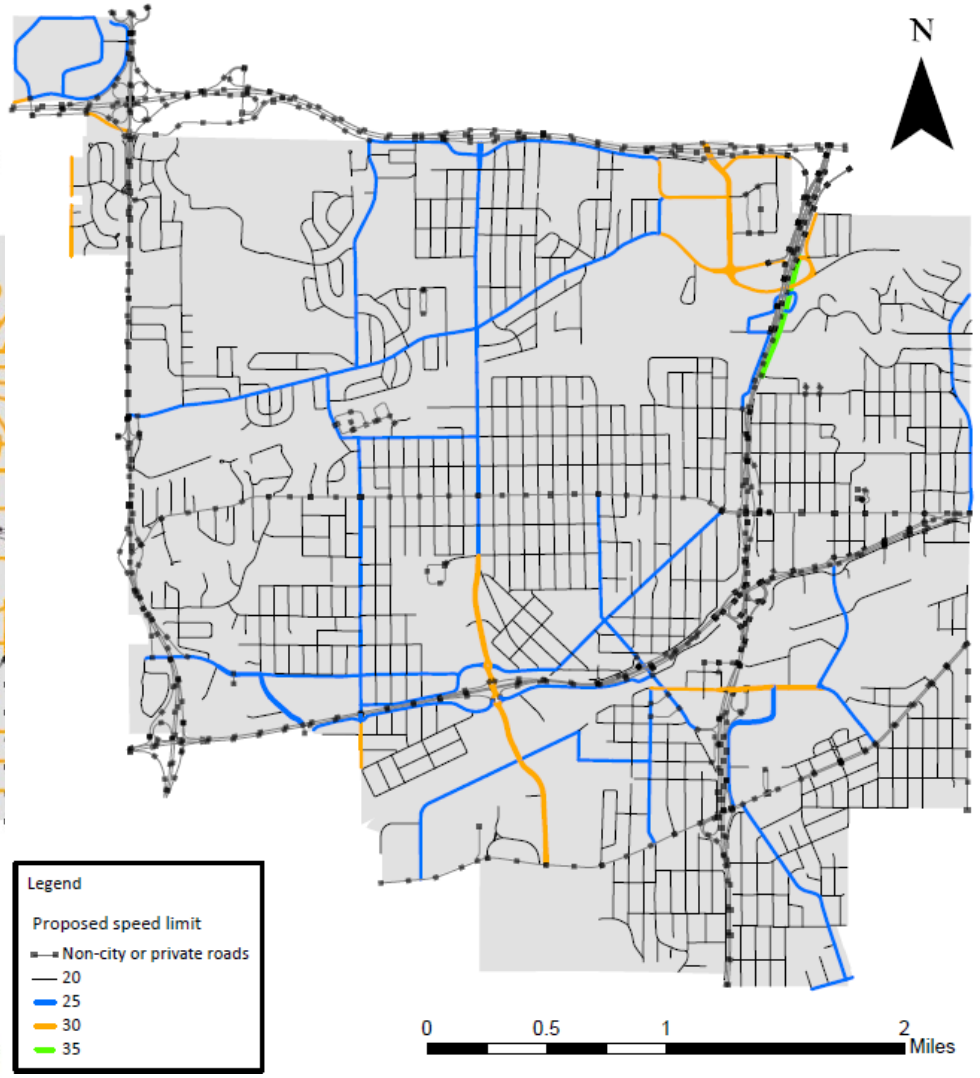
After



Existing



Recommended



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Implementation: Speed limits communications and education

- Partnership between Minneapolis and St. Paul
- Key communications and outreach strategies
  - “20 is Plenty” yard signs
  - Community group contracts shared culturally-relevant messages in language
  - City communications channels
  - Paid social media ads
  - Outreach at events and to community orgs

Implementation: Enforcement considerations

Graphic source: Vision Zero Network

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Minneapolis speed limits timeline

- May 2019: started active analysis
- Dec. 2019: City ordinance change adopted
- March 2020: finalized technical speed limits analysis in coordination with St. Paul
- Spring-Fall 2020: implemented speed limit changes and communications/education on new limits in coordination with St. Paul

Future street design considerations

- Minneapolis updated street design guide
  - Speed limit = target operating speed = design speed
  - Narrowed some lane widths and expanded use of raised crossings, traffic circles, chicanes, etc.
  - Updating neighborhood traffic calming procedures

Evaluation

Minneapolis

- Repeat speed study in 2022
- Evaluate before/after crashes initially for 2018-2019 vs. 2021-2022
- Wait for evaluations to consider changes to individual streets or new speed limit signs

St. Louis Park

- Complete an initial evaluation of the speed limit changes within three years of implementation.
- Reevaluate speed limits with construction projects or transit route changes

Additional Information

bit.ly/SLPSpeedLimits

www.visionzerompls.com

VISION ZERO
MINNEAPOLIS

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Panel Q&A:

- *What are your questions for Jake, Ben and Ethan about these topics?*

Hennepin County Active Living

Denise Engen
Laura Fredrick
Robb Luckow
Crystal Myslajek

Funding for this project was provided from the Minnesota Department of Health through the Statewide Health Improvement Partnership (SHIP). SHIP supports community-driven solutions to expand opportunities for active living, healthy eating and commercial tobacco-free living.

Active Living Hennepin County Partnership meeting, December 11, 2020

Discussion

- *Has your community studied or discussed lowering local speeds limits?*
- *What are you hearing from your residents? Local officials?*
- *What are your challenges, concerns, stories or questions about these topics?*
- *What questions do you have of other partners?*

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ALHC Community Conversation

Making it easier to share the road

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