

To: Minneapolis City Council
Minneapolis Public Works

From: Minneapolis Pedestrian Advisory Committee

Date: June 6, 2018

Subject: Pedestrian risk reduction through roadway design.

Pedestrian risk reduction through roadway design

The Pedestrian Advisory Committee resolves that within Minneapolis, every effort should be taken to convert streets that have four or more lanes for car travel, regardless of government jurisdiction, to two or three car travel lanes.

This includes:

- Street reconstruction opportunities. The new layouts should redistribute car travel space to wider sidewalks and boulevards, transit-only lanes, and bike lanes.
- Resurfacing/restriping opportunities. Use paint to reduce number and width of car lanes.
- Proactive funding for stand-alone road diets/conversions, such as restriping before repaving is called for, on particularly problematic streets.

A failure to convert dangerous four-, five-, and six-lane streets to the demonstrably safer two or three car lane configuration, particularly at intersections, where pedestrians face the greatest danger from multiple lanes, is a clear violation of the City of Minneapolis and Hennepin County Complete Streets Policies and the City of Minneapolis Vision Zero pledge.

We arrive at this conclusion after years of careful study of national and local empirical research, including, specifically, the 2017 Pedestrian Crash Study.