



WALKING

Promote a safe and inviting walking and rolling environment

Walking has the lowest negative carbon impact compared to other transportation modes while generating high returns in public health and equity. Everyone is a pedestrian at some point in their day because every trip begins and ends with walking. Walking is a key component of successful public transit, supports vibrant business districts and healthy people, reduces carbon footprint and contributes to safer neighborhoods by putting more eyes on the street.

Over 10% of trips in Minneapolis starting or ending in Minneapolis are less than one mile⁴¹ – a distance that takes the typical person 15 to 20 minutes walking. Minneapolis has over 2,000 miles of sidewalk.⁴² Unfortunately, pedestrians are overrepresented in the number of severe and fatal injuries on our street network, comprising nearly 1/3 of all total severe and fatal injuries.⁴³ As the number of people walking continues to increase, it is critical that it is formally recognized as a mode of travel, and made more welcoming, accessible and safer as a transportation option – which, without other conflicting modes, is inherently a safe activity.

2019 data shows people walk for 16% of their trips;⁴⁴ by 2030 our goal is to increase that number to 25%. We'll get there through a combination of improved conditions for people walking as well as land use and population growth trends that are shaped through the policies outlined in Minneapolis 2040.

Throughout the TAP 'walking' refers to people walking or rolling – using a wheelchair, stroller or other assistive mobility device – and 'pedestrian' as a person walking or rolling.

Figure 28: Crashes resulting in severe injury or death



Source: Vision Zero Crash Study (2018)

Because many improvements that prioritize pedestrians also do the same for those bicycling, the strategies and actions listed here often support or are linked to bicycle strategies and actions.

⁴¹ Metropolitan Council's 2010 Travel Behavior Inventory, 10.6% of all trips.

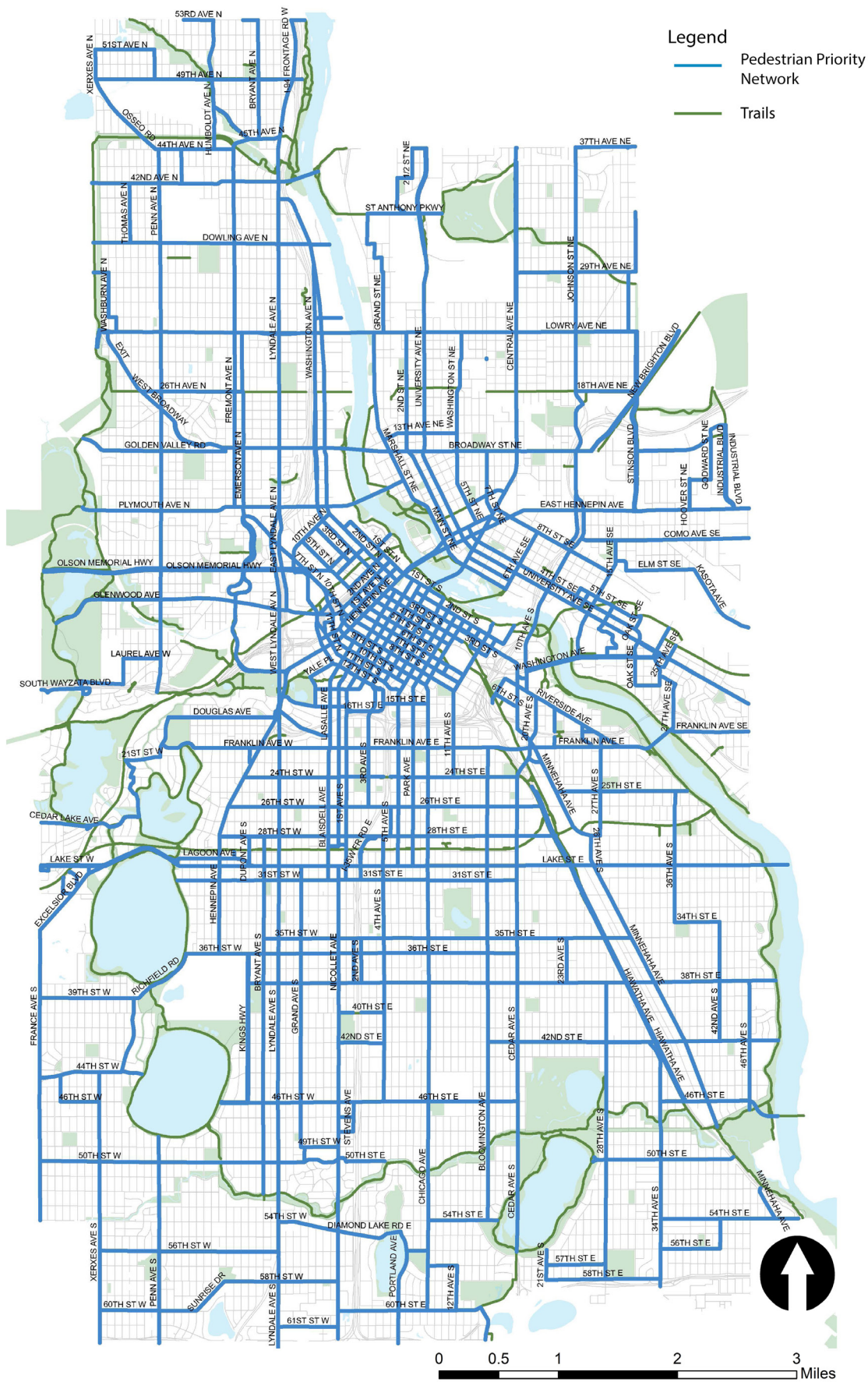
⁴² City of Minneapolis Public Works

⁴³ [City of Minneapolis Vision Zero Crash Study \(2018\)](#)

⁴⁴ Metropolitan Council, Travel Behavior Inventory, 2019



Figure 29: Pedestrian Priority Network





WALKING STRATEGIES

- 1** Focus pedestrian improvements along and across the Pedestrian Priority Network.
- 2** Prioritize visibility and safety of pedestrians at intersections and midblock crossings.
- 3** Improve street lighting to increase visibility for pedestrians on streets and to meet the City's energy goals.
- 4** Improve winter walking and rolling.
- 5** Ensure City's policies and practices support consistent access to the sidewalk network.
- 6** Create and improve pedestrian connections across freeways, highways, rivers and railroads.
- 7** Partner with developers, utilities, property owners, and agency partners to provide high-quality pedestrian and public realm improvements.
- 8** Set policies and practices to leverage, manage, monitor and design for new and emerging technologies that increase visibility and comfort of pedestrians.
- 9** Expand walking education and encouragement.

SEE ALSO STRATEGIES:

- **Bicycling Strategy 3** — Prioritize a network of neighborhood greenways during the buildout of the All Ages and Abilities Network.
- **Street Operations Strategy 3** — Plan for efficient and practical operations of people walking, biking and taking micromobility or transit throughout the street design process.
- **Street Operations Strategy 4** — Leverage City resources and partnerships to promote, educate and encourage walking, biking and transit as alternatives to driving.
- **Street Operations Strategy 5** — Price and manage use of the curb to encourage walking, biking and using transit and to discourage driving alone.
- **Street Operations Strategy 6** — Induce regional mode shift by prioritizing pedestrian, bicycle and transit facilities and operations into capital transportation projects.
- **Design Strategy 2** — Foster vibrant public spaces for street life



STRATEGY 1

Focus pedestrian improvements along and across the Pedestrian Priority Network.

The Pedestrian Priority Network is a grid of streets that represent where people frequently walk and will be used to focus investments to improve the ease, comfort and safety of people walking throughout the year. The network is 298 miles and will be the focus of planning, design, operations and maintenance improvements for pedestrians across the city, replacing all existing network maps.

The Pedestrian Priority Network was developed by studying numerous factors that influence where people walk, including transit services, high density areas, commercial activity, land use, connections to schools and High Injury Streets for pedestrians. Trails are also noted on the Pedestrian Priority Network; a large portion of trails are owned and managed by the Minneapolis Park and Recreation Board and provide important connections for the network as they are key walking places.

Figure 30: Typical street on Pedestrian Priority Network





ACTIONS

Actions to focus pedestrian improvements along and across the Pedestrian Priority Network.

Actions	Supports	Difficulty
<p>DO ACTION 1.1 <i>2020-2023 (YEARS 0-3); ON-GOING</i> Prioritize citywide planning, design, operations and maintenance improvements for pedestrians on and across the Pedestrian Priority Network.</p>	Safety, Mobility	Medium
<p>DO ACTION 1.2 <i>2020-2023 (YEARS 0-3)</i> Review the 20 Year Streets Funding Plan metrics to identify and implement changes necessary to prioritize capital improvements along the Pedestrian Priority Network.</p>	Mobility	Low
<p>DO ACTION 1.3 <i>2020-2023 (YEARS 0-3)</i> Replace the Pedestrian Street Lighting Corridor with the Pedestrian Priority Network for project programming, design, maintenance and other purposes, and align funding to address the additional mileage; update the Street Lighting Policy to reflect this change.</p>	Mobility	Medium



STRATEGY 2

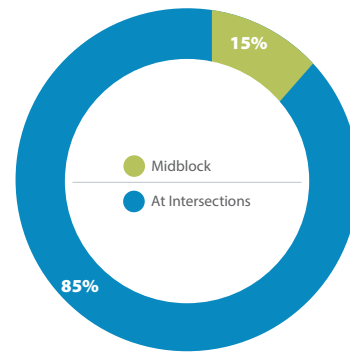


Figure 32: Conversion of slip lane intersection to community space

Prioritize visibility and safety of pedestrians at intersections and midblock crossings.

85% of crashes involving pedestrians happen at intersections. Of these, 68% of crashes happen at signalized intersections, while 30% happen at unsignalized or stop-controlled intersections.⁴⁵ While midblock crossings are not the norm in Minneapolis, where they exist, it is important to prioritize treatments that slow motor vehicle speed and provide visual cues for drivers to look for people crossing, particularly because drivers may not be anticipating people crossing midblock.

Figure 31: Locations of pedestrian crashes



Source: [2017 City of Minneapolis Pedestrian Crash Study](#)

There are several operational improvements that help increase safety but may sometimes appear at odds with one another. Longer walk signals, for example, support walking speeds for those who have a slower pace, but shorter walk signals allow opportunities for people to cross more frequently. Assessing when and where to use these various treatments is important and most effective on a project by project basis.

⁴⁵ Minneapolis Pedestrian Crash Study, 2017. 2% are at no or unknown control.



Figure 33: Midblock crossing – Hennepin Ave between Lake and 31st St





ACTIONS

Actions to prioritize visibility and safety of pedestrians at intersections and midblock crossings.

Actions	Supports	Difficulty
<p>DO ACTION 2.1 2020-2023 (YEARS 0-3)</p> <p>Modify traffic signal operation to give pedestrians a walk signal at signalized intersections without having to press a button except where doing so would provide greater benefit to pedestrians, bicyclists, transit and neighborhoods. Explore permanent sign modifications to indicate whether the button needs to be pressed to get a walk phase or longer walk phase. Note that the ADA requires pedestrian pushbuttons be installed to provide audio and vibrotactile information to pedestrians when activated.</p>	Safety, Equity, Mobility	Low
<p>DO ACTION 2.2 2020-2023 (YEARS 0-3)</p> <p>Develop criteria for adding marked and/or raised crosswalks at unsignalized intersections and designated midblock crossings to reduce distances between formalized crossings. Widen existing crosswalk markings to accommodate pedestrian volumes.</p>	Safety, Mobility	Medium
<p>DO ACTION 2.3 2024-2027 (YEARS 4-7)</p> <p>Adjust and restrict vehicle turns at intersections through street design and operational strategies based on street context and data. This includes strategies such as ‘No Turn on Red’, stop bars set back further from the pedestrian crossing, leading pedestrian intervals, pedestrian scrambles, left turn restrictions, lagging left turns, hardened centerlines, slow turn wedges and smaller turning radii to slow vehicle turns.</p>	Safety	Medium
<p>DO ACTION 2.4 2020-2023 (YEARS 0-3); ON-GOING</p> <p>Restrict the installation of new slip lanes (unsignalized turn lanes at intersections) and convert existing slip lanes to community space. <i>See Design Strategy 2</i></p>	Safety	Medium
<p>DO ACTION 2.5 2020-2023 (YEARS 0-3); ON-GOING</p> <p>Prioritize the implementation of curb extensions, pedestrian crossing medians, tabled crossings, interim painted curb extensions and related safety improvements along and across the Pedestrian Priority Network and High Injury Streets.</p>	Safety	Low



ACTIONS (continued)

Actions to prioritize visibility and safety of pedestrians at intersections and midblock crossings.

Actions	Supports	Difficulty
<p>DO ACTION 2.6 2024-2027 (YEARS 4-7) Implement pedestrian and bicycle improvements near or connecting to schools through the City’s Safe Routes to School program and other opportunities to encourage students to walk or bicycle to/from school. <i>See Bicycle Strategy 2</i></p>	Safety, Mobility, Active partnerships	High
<p>DO ACTION 2.7 2020-2023 (YEARS 0-3); ON-GOING Discontinue the use of vehicular level of service and/or vehicle counts as sole justification for the installation of traffic signals, and include pedestrian and bicycle counts in the evaluation of new traffic signal need. <i>See Street Operations Action 3.2</i></p>	Safety, Mobility	Medium



STRATEGY 3

Improve street lighting to increase visibility for pedestrians on streets and to meet the City’s energy goals.

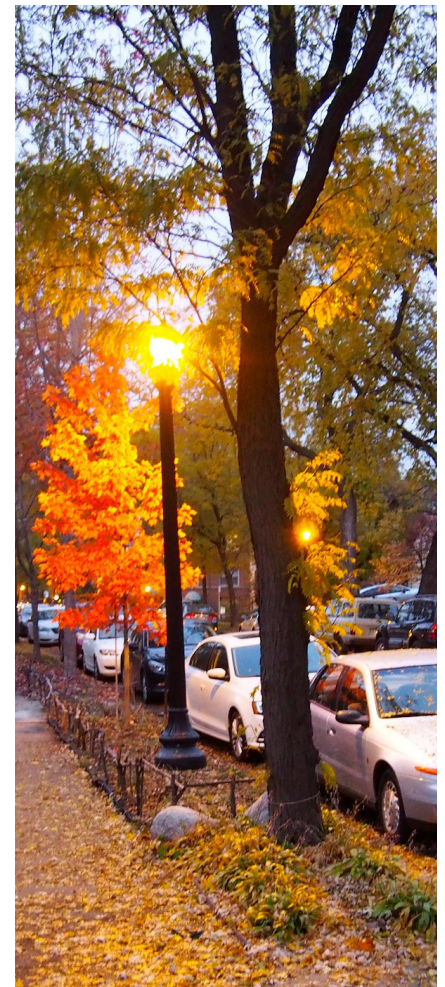
Lighting plays an important role in people’s comfort walking on city streets. In Minneapolis, having adequate lighting no matter the place within the city is important, especially when the sun rises as late as 7:45 am and sets as early as 4:30 pm during the winter. This strategy adjusts the City’s approach to street reconstruction projects so that pedestrian lighting is always included as part of the reconstruction project; previously, pedestrian lighting was only included as a project cost if the street was identified on the Pedestrian Street Lighting Corridor. The City typically installs 50 lights per year (3,000 feet) of standalone pedestrian scale lighting projects along a Pedestrian Street Lighting Corridor, not as a part of a street reconstruction project; these installations will now be focused on the Pedestrian Priority Network.



Figure 34:
Wood pole streetlight



Figure 35:
Pedestrian scale streetlight





ACTIONS

Actions to improve street lighting to increase visibility for pedestrians on streets and to meet the City's energy goals.

Actions	Supports	Difficulty
<p>DO ACTION 3.1 <i>2020-2023 (YEARS 0-3)</i> Update the Street Lighting Policy to include pedestrian lighting on all street reconstruction projects included as part of the capital project cost.</p>	<p>Safety, Equity, Active partnerships</p>	<p>High</p>
<p>DO ACTION 3.2 <i>2020-2023 (YEARS 0-3); ON-GOING</i> Require the provision of pedestrian lighting in the public right of way with private development projects that meet size and location thresholds.</p>	<p>Safety, Active partnerships</p>	<p>Low</p>
<p>DO ACTION 3.3 <i>2020-2023 (YEARS 0-3); ON-GOING</i> Prioritize locations for standalone pedestrian scale lighting projects in areas of concentrated poverty with majority people of color with a focus on the Pedestrian Priority Network.</p>	<p>Safety, Equity</p>	<p>Low</p>



STRATEGY 4

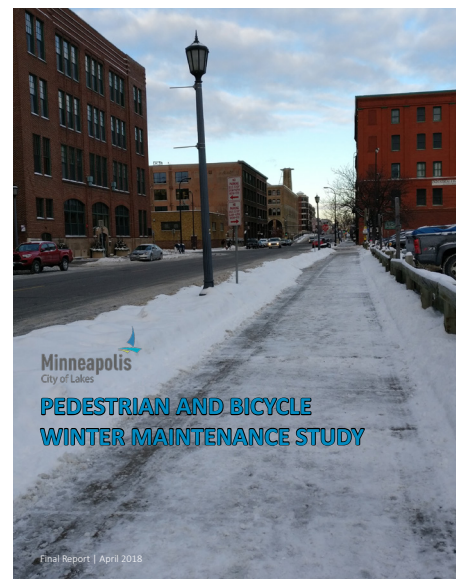
Improve winter walking and rolling.

Maintaining winter access for people walking in the city is critically important. Minneapolis experiences an average of 54 inches of snow per year⁴⁶, in addition to freeze and thaw cycles, and the system in place to ensure the sidewalks are kept clear and passable involves many people and institutions throughout the city. Currently, City ordinance requires property owners of duplexes and single-family homes to clear the public sidewalk abutting their property within 24 hours of snow ending, and all other property owners to clear their sidewalks within four daylight hours of the snow ending. Clearing corners to the gutter line are the responsibility of the corner lot property owner. There is a City-led corner clearing program that works to clear corners after large storms, post-ploving of the streets, until all corners are cleared citywide. Moving forward and in alignment with Walking Strategy, the City-led corner clearing program will move to align with the Pedestrian Priority Network.

The 2018 [Minneapolis Pedestrian and Bicycling Winter Maintenance Study](#) provides options to enhance the quality and consistency of clearing snow and ice from sidewalks and bikeways; many of those ideas are reflected in this strategy's actions.

Figure 36: Winter Maintenance Study

Figure 37: Snow-clearing timelines



⁴⁶ https://www.dnr.state.mn.us/climate/twin_cities/snowfall.html



ACTIONS

Actions to improve winter walking and rolling.

Actions	Supports	Difficulty
DO ACTION 4.1 2020-2023 (YEARS 0-3) Expand education and awareness efforts for residents and businesses on City’s sidewalk snow and ice removal ordinance, related standards and responsibilities.	Safety, Equity, Mobility, Active partnerships	<div style="background-color: #6aa84f; color: white; padding: 2px 5px; text-align: center;">Low</div>
DO ACTION 4.2 2020-2023 (YEARS 0-3) Collaborate with the Neighborhood and Community Relations Department to build and share a list of community resources for clearing sidewalks to help clear snow for those who are unable.	Safety, Equity, Mobility, Active partnerships	<div style="background-color: #6aa84f; color: white; padding: 2px 5px; text-align: center;">Low</div>
DO ACTION 4.3 2020-2023 (YEARS 0-3) Work in partnership with Metro Transit to develop enhanced winter maintenance standards and enforcement for transit stops and stations. <i>See Transit Strategy 6</i>	Safety, Mobility, Active partnerships	<div style="background-color: #c49a3d; color: white; padding: 2px 5px; text-align: center;">Medium</div>
DO ACTION 4.4 2020-2023 (YEARS 0-3) Change 311 and related property reports language to more accurately communicate when issues are resolved in the computer system vs. on the street as snow and ice complaints are received and processed.	Mobility	<div style="background-color: #6aa84f; color: white; padding: 2px 5px; text-align: center;">Low</div>
DO ACTION 4.5 2020-2023 (YEARS 0-3) Consider further streamlining inspection process by eliminating sending an Order to Correct and instead proceed with authorizing snow removal or ice mitigation.	Mobility	<div style="background-color: #c49a3d; color: white; padding: 2px 5px; text-align: center;">Medium</div>
DO ACTION 4.6 2020-2023 (YEARS 0-3) Consider adding financial penalties to properties out of compliance with snow and ice clearing responsibilities, with an emphasis on properties with repeat issues.	Safety, Equity, Mobility	<div style="background-color: #c49a3d; color: white; padding: 2px 5px; text-align: center;">Medium</div>
DO ACTION 4.7 2020-2023 (YEARS 0-3) Evaluate feasibility of changing City of Minneapolis Ordinance 445.20 for sidewalk clearing to require clearing the sidewalks earlier.	Equity, Mobility	<div style="background-color: #800000; color: white; padding: 2px 5px; text-align: center;">High</div>



ACTIONS (continued)

Actions to improve winter walking and rolling.

Actions	Supports	Difficulty
<p>DO ACTION 4.8 2020-2023 (YEARS 0-3)</p> <p>Continue to pilot, evaluate and implement processes that improve winter conditions for people walking; focus on equitable outcomes through coordination, sidewalk inspections, corner clearing and a willingness to test new solutions to improve snow and ice clearance.</p>	Safety, Equity, Mobility	High
<p>DO ACTION 4.9 2020-2023 (YEARS 0-3); ON-GOING</p> <p>Evaluate corner clearing program and pedestrian pushbutton design guidance to improve approach to better clear snow and ice adjacent to pedestrian pushbuttons. <i>See Design Strategy 1.</i></p>	Safety, Equity, Mobility	Medium
<p>DO ACTION 4.10 2020-2023 (YEARS 0-3); ON-GOING</p> <p>Conduct review of Pedestrian and Bicycle Winter Maintenance Study on a biennial basis to evaluate and suggest changes to City-led snow and ice clearing, including evaluating City-led clearing of snow and ice on the Pedestrian Priority Network. <i>See Cycling Action 6.11.</i></p>	Safety, Equity, Mobility	Medium

SEE ALSO ACTIONS:

- **Bicycling Action 6.9** — snow and ice removal on the All Ages and Abilities Network trails
- **Bicycling Action 6.10** — snow and ice removal on greenways
- **Street Operations Action 9.4** — snow and ice removal at construction sites



STRATEGY 5

Ensure City’s policies and practices support consistent access to the sidewalk network.

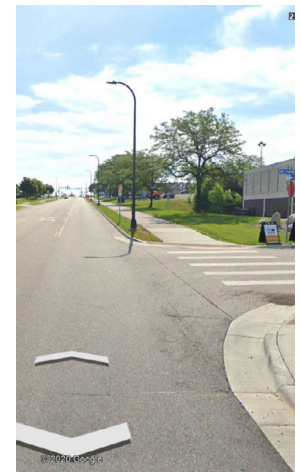
A variety of activities can cause temporary or permanent obstacles to accessing the over 2,000 miles of sidewalks in the city, including temporary closures due to street projects, utility work or private development projects, upheaving or other physical obstruction that makes a sidewalk inaccessible to people using wheeled devices to travel and lack of sidewalk for other reasons, including deferred maintenance.

City crews inspect sections of the city each year to determine where repairs are needed, and then work with property owners to fix the sidewalks – usually with a focus on broken or heaved sidewalks that hinder movement. Temporary patches are also deployed on an as-needed basis (typically complaint driven) until permanent fixes are secured.

Figure 38: Sidewalk in need of replacement



Figure 39: Sidewalk gap (left), interim pedestrian facilities (middle), and new sidewalk (right)





ACTIONS

Actions to ensure City’s policies and practices support consistent access to the sidewalk network.

Actions	Supports	Difficulty
<p>DO ACTION 5.1 2024-2027 (YEARS 4-7) Complete a condition inventory of sidewalk, City-owned multiuse trails and street crossings. <i>See Bicycling Action 6.6</i></p>	Equity, Mobility	High
<p>DO ACTION 5.2 2024-2027 (YEARS 4-7) Prioritize sidewalk repair locations by using a data-driven approach based on the sidewalk inventory data.</p>	Safety, Equity, Mobility	Medium
<p>DO ACTION 5.3 2020-2023 (YEARS 0-3) Fund and implement proactive inspections of temporary pedestrian access routes adjacent to work zones to ensure access requirements are being met; issue fines for non-conforming or non-existent pedestrian access routes and consider withholding future permit approvals until non-compliant access routes are eliminated.</p>	Safety, Mobility	Medium
<p>DO ACTION 5.4 2020-2023 (YEARS 0-3); ON-GOING Confirm location of and fill gaps in the sidewalk network and prioritize gaps near parks and other public destinations. <i>See Bicycling Action 6.6</i></p>	Safety, Prosperity, Mobility, Active partnerships	Medium
<p>DO ACTION 5.5 2024-2027 (YEARS 4-7) Provide pedestrian crossings at all legs of legal intersections by default; retroactively work to install these where they do not exist.</p>	Safety, Mobility, Active partnerships	Medium
<p>DO ACTION 5.6 2020-2023 (YEARS 0-3); ON-GOING Pursue quick-build interim solutions for widening narrow sidewalks or closing sidewalk gaps through interim designs until street is reconstructed.</p>	Safety, Equity Mobility	Medium

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ACTIONS (continued)

Actions to ensure City’s policies and practices support consistent access to the sidewalk network.

Actions	Supports	Difficulty
<p>DO ACTION 5.7 2020-2023 (YEARS 0-3); ON-GOING Conduct review of the ADA Transition Plan for Public Works on a biennial basis to evaluate progress and suggest plan updates in pursuit of improved compliance.</p>	<p>Safety, Equity Mobility</p>	<p>Medium</p>

SEE ALSO STRATEGY:

- **Street Operations Strategy 9** — street detours and Complete Streets



STRATEGY 6

Create and improve pedestrian connections across freeways, highways, rivers and railroads.

There are a number of natural and human-made obstructions that limit pedestrian movement across them – such as freeways, railroads and rivers. This strategy focuses on how to make existing overpasses or underpasses more attractive, inviting and part of a seamless pedestrian network.

This strategy focuses on reconnecting neighborhoods that have been destroyed by freeway construction during the latter half of the 20th century. Reconnecting across barriers will help address the historic injustices these neighborhoods experienced and continue to experience due to the regional infrastructure.

Figure 40: Existing underpass in Minneapolis



Figure 41: New 5th Street pedestrian bridge over I-35W



Figure 42: Underpass park in Toronto





ACTIONS

Actions to create and improve pedestrian connections across freeways, highways, rivers and railroads.

Actions	Supports	Difficulty
<p>DO ACTION 6.1 2024-2027 (YEARS 4-7)</p> <p>Establish spacing guidelines for connections across freeways, rivers and railroads to identify locations for new pedestrian (and bicycle) bridges or underpasses. <i>See Bicycling Strategy 2</i></p>	Equity, Mobility, Active partnerships	Low
<p>DO ACTION 6.2 2028-2030 (YEARS 8-10)</p> <p>Reestablish the street grid in places where streets do not exist through the creation of new pedestrian and bicycle connections. <i>See Street Operations Action 6.5</i></p>	Mobility	High
<p>DO ACTION 6.3 2028-2030 (YEARS 8-10)</p> <p>Identify funding for connectivity, safety and aesthetic improvements for underpass or overpass improvement projects such as I-94 near the Farmer's Market and the I-94 viaduct through the North Loop.</p>	Mobility, Active partnerships	High
<p>DO ACTION 6.4 2020-2023 (YEARS 0-3); ON-GOING</p> <p>Improve local street connections to freeway entrances and exits to improve pedestrian safety and comfort through enhancing signal operations and street design.</p>	Safety, Mobility, Active partnerships	High
<p>SUPPORT ACTION 6.5 2028-2030 (YEARS 8-10)</p> <p>Identify opportunities and partnerships to design, fund and construct lids over highways to reconnect neighborhoods that have been bifurcated by freeway construction and to amend the resulting injustices faced by those neighborhoods, and over railroads. <i>See Street Operations Action 8.5</i></p>	Equity, Prosperity, Mobility, Active partnerships	High

SEE ALSO ACTIONS:

- **Bicycling Action 2.2** — non-motorized bridge over Interstate 94
- **Bicycling Action 2.6** — new river crossings for Midtown Greenway and Great Northern Greenway
- **Street Operations Action 6.5** — eliminate gaps in street grid and reopen Nicollet Ave at Lake St



STRATEGY 7

Partner with developers, utilities, property owners, and agency partners to provide high-quality pedestrian and public realm improvements.

As population growth and development occurs, more demands and interruptions are imposed on the sidewalk system. In 2018, it was the third straight year in which over \$1.5 billion in building permits were granted, with 2019 exceeding more than \$2 billion. This strategy focuses on collaborating with developers, utility companies, and agency partners to minimize impacts to the right of way and to restore the asset to its original or better condition.

Figure 43: Protected bikeway and enhanced pedestrian realm near The Commons Park



Figure 44: Curb bump out

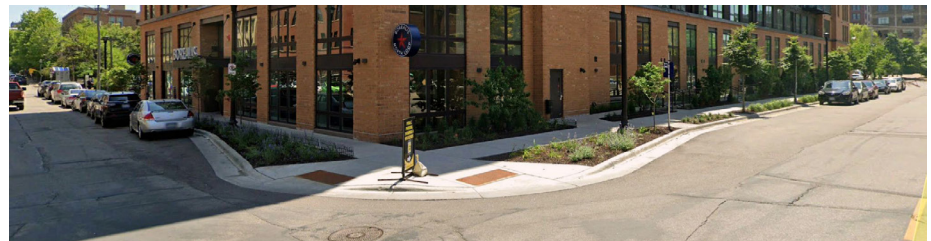


Figure 45: Greenway promenade





ACTIONS

Actions to partner with developers, utilities, property owners, and agency partners to provide high-quality pedestrian and public realm improvements.

Actions	Supports	Difficulty
<p>DO ACTION 7.1 2020-2023 (YEARS 0-3); ON-GOING Require right of way restoration and/or utility relocation by contractor, developer or utility companies to comply with latest ADA and City standards prior to issuing additional permits, certificates of occupancy or obtaining future site plan or other approvals. <i>See Design Action 1.4</i></p>	Safety, Equity, Mobility, Active partnerships	High
<p>DO ACTION 7.2 2020-2023 (YEARS 0-3); ON-GOING Change parking ramp exit requirements to include mirrors and messaging to prioritize pedestrians; rather than alerting pedestrians that a car is approaching, messaging should alert drivers that a pedestrian or bicyclist is approaching.</p>	Safety, Equity, Active partnerships	Medium
<p>DO ACTION 7.3 2024-2027 (YEARS 4-7); ON-GOING Improve driveway sightlines on high volume entrances and exits, particularly along High Injury Streets.</p>	Safety, Equity, Mobility	Medium
<p>DO ACTION 7.4 2020-2023 (YEARS 0-3); ON-GOING Work with developers to implement public realm improvements called for in the Street Design Guide including filling public sidewalk gaps in conjunction with approvals for building construction and site modification. <i>See Design Action 1.4</i></p>	Prosperity, Active partnerships	Medium
<p>DO ACTION 7.5 2020-2023 (YEARS 0-3); ON-GOING Secure transportation easements for public pedestrian walkways in coordination with development.</p>	Mobility, Active partnerships	Medium
<p>DO ACTION 7.6 2020-2023 (YEARS 0-3); ON-GOING Recognize the use of skyways as transportation routes by requiring convenient and easily accessible vertical connections between the skyway system and the public sidewalks, particularly along transit corridors and the Pedestrian Priority Network. Use the development review and permitting process in collaboration with the Department of Community Planning and Economic Development and continue to work with partners to update wayfinding and signage standards in the Minneapolis skyway system.</p>	Equity, Prosperity, Mobility, Active partnerships	Medium

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ACTIONS (continued)

Actions to partner with developers, utilities, property owners, and agency partners to provide high-quality pedestrian and public realm improvements.

SUPPORT ACTION 7.7

2020-2023 (YEARS 0-3); ON-GOING

Coordinate with Minneapolis Park and Recreation Board's Neighborhood and Regional Park Capital Investment Projects to improve pedestrian safety and access to/from parks and parkway trails. *See Bicycle Action 2.4.*

Equity,
Mobility, Active
partnerships

Low

SEE ALSO ACTIONS:

- **Street Operations Action 6.5** — eliminate gaps in street grid and reopen Nicollet Ave at Lake St
- **Design Action 2.6** — minimize curb cuts



STRATEGY 8

Set policies and practices to leverage, manage, monitor and design for new and emerging technologies that increase visibility and comfort of pedestrians.

This strategy outlines ways we can use technology to improve how people walking are detected on our streets, how they may access information about preferred walking routes based on real-time information like congestion (noise impacts, air quality impacts) and how infrastructure might physically change given their presence, such as through brighter lighting or LED crosswalks that recognize when a pedestrian is crossing a street.

Improvements for people who are blind or vision-impaired are also likely to be more readily available with new technologies, such as those accessed from smartphones or other devices. These technologies can detail real-time conditions (such as detours or unexpected obstacles in the path of travel) into a user’s ear.

Figure 46: Pedestrian counter



Figure 47: LED light-up crosswalk





ACTIONS

Actions to set policies and practices to leverage, manage, monitor and design for new and emerging technologies that increase visibility and comfort of pedestrians.

Actions	Supports	Difficulty
<p>DO ACTION 8.1 2024-2027 (YEARS 4-7) Assess digital wayfinding tools that provide real-time information on getting around the city by foot and integrate successful tools into the mobility hub network. <i>See Technology Action 3.1, Design Action 5.3</i></p>	Mobility	Low
<p>DO ACTION 8.2 2024-2027 (YEARS 4-7) Explore emerging technology such as adaptive lighting which can brighten when pedestrians, bicyclists or other street users are detected or expected, enhancing visibility and comfort of all right of way users while aligning with the City's lighting and energy goals.</p>	Climate, Safety, Mobility	Medium
<p>DO ACTION 8.3 2020-2023 (YEARS 0-3) Test new technologies related to pedestrian detection and data collection, including passive detection at traffic signals to expedite and lengthen the walk phase in response to pedestrian presence and demand. <i>See Technology Strategy 1</i></p>	Climate, Safety, Equity, Mobility	Medium
<p>DO ACTION 8.4 2024-2027 (YEARS 4-7) Assess demonstrations of new applications that provide navigation assistance for people who are blind or low vision and the potential impact on City practices.</p>	Safety, Equity, Mobility	Low



STRATEGY 9

Expand walking education and encouragement.

Minneapolis partners with community organizations and public agencies on studies, events and educational campaigns to promote walking as a safe, convenient, and pleasant way to travel around and enjoy the city. This strategy expands on existing partnerships and explores new collaborations.

Figure 48: #WeWalkMpls social media campaign

"I love to walk. I have to get to where I need to be."

- Odessa, Hawthorne

#WeWalkMpls
minneapolismn.gov/WeWalkMpls

Minneapolis
 City of Lakes

our streets
 MPLS





ACTIONS

Actions to expand walking education and encouragement.

Actions	Supports	Difficulty
DO ACTION 9.1 2020-2023 (YEARS 0-3) Partner with the University of Minnesota on an evaluation of pedestrian safety education and intersection treatments; make adjustments to future work based on study findings.	Safety, Mobility, Active partnerships	Low
DO ACTION 9.2 2020-2023 (YEARS 0-3); ON-GOING Promote walking with maps, educational materials and partnerships with community organizations and public agencies.	Mobility, Active partnerships	Low
DO ACTION 9.3 2024-2027 (YEARS 4-7); ON-GOING Install wayfinding along the Pedestrian Priority Network in partnership with the All Ages and Abilities Network to connect users to destinations, transit corridors and mobility hubs.	Prosperity, Mobility	Medium

SEE ALSO ACTIONS:

- **Bicycling Action 2.4** — coordinate with Minneapolis Park and Recreation Board to improve bikeway connections
- **Bicycling Action 10.2** — ensure that Open Streets continues to evolve
- **Bicycling Action 10.5** —work with the Minnesota Department of Public Safety to improve the driver’s education curriculum