



# Pedestrian Crossing Safety Assessment

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## Overview



- Assessment Process – General
- Pedestrian Crossing Safety Assessment
- Select location enhancement process and findings
- Development of Guidelines and Documentation



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## Assessment Process - General



Transportation Department conducts assessments to evaluate safety issue in a system-wide manner:

Rural Road Intersections (Completed April 2019)

School Travel Safety Assessment (Complete March 2021)

Pedestrian Crossing Safety Assessment (July 2021 to present)

*Assess Safety Concerns → Develop Consistent Approach to Improvements System Wide*

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## Pedestrian Crossing Safety Assessment



Process and Objectives:

Review community (not school) crossings

Build from existing research and guidance

Implement enhancement at select locations

field review, public survey, before/after evaluation

*Goal → Guidance for pedestrian crossing treatments to improve safety throughout Dakota County*

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## Process and Outcomes

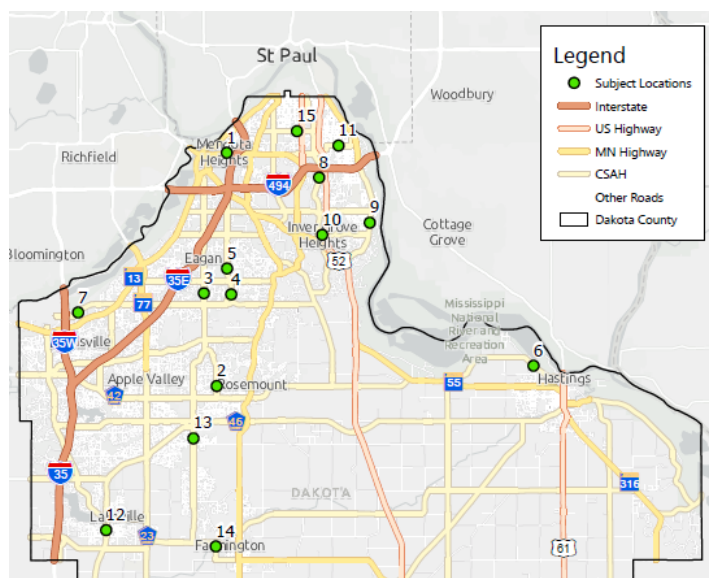


- Develop location with local partners
- Conduct preliminary review of crossing locations
  - represent a variety of conditions
  - evaluate and implement initial enhancements.
- Create review guidance
- Identify draft recommendations

*Next Steps → complete the summary report*

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## Pedestrian Crossing Location map



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## Selected Focus Locations *Dakota* COUNTY



NO	Location	City	Speed	Existing Conditions
9	CSAH 56 & 75 <sup>th</sup> street – IGH	IGH	45	3-lane roadway with Apartment Complex (west side) / SA east side – Pedestrian updates done recently (lights / curb ramps)
11	CSAH 14 & 12 <sup>th</sup> Street – SSP	SSP	30	Side stop intersection, marked crossing in community commercial/residential area.
12	CSAH 9 and city trail (near 207 <sup>th</sup> street) – Lakeville	Lakeville	45	Rural 2-lane area – marked crosswalk south of near-by intersection
15	CR 8 (Wentworth) and Humboldt Avenue - WSP	WSP	35	Crossing by city hall / new regional trail connection.




\*\* CSAH 31 / Thompson Park and CSAH 43 and south of Northview evaluated – no temporary improvement implemented.



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## Crossing Enhancement Tools

- Geometric changes
  - Reduce curb radius
  - Create median refuge
  - Lane Reduction (not Temp)
- Signing & Marking Enhancements
  - Rectangular Rapid Flashing Beacons
  - Advanced warning
  - In-pavement signing

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## Public Involvement *Dakota* COUNTY

- Conducted surveys at selected “focus” locations
  - Larger number in before condition
  - Perception of safety generally improved even though measured vehicle stop compliance did not change

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## Crossing Assessment – Flow Chart *Dakota* COUNTY

**Crossing Evaluation Process – Flow Chart**

Initial Review Assessment

Next step Engineering Review (when applicable):

- Geometric improvements
- Lighting
- Other enhancements (Table based on Step Guide)

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## Lessons Learned



- Infrastructure paired with Education
- Signing and markings enhancements positive outcome for some conditions
- High volume, speed, multi-lane areas continue to be a challenge
- Geometric changes – beneficial in reducing conflicts, improving visibility.

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Questions?

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