

Date: Wednesday, April 26th, 2017

Time: 1:00 PM

Location: MnDOT Water's Edge Room 403 (1500 County Road B2 W, Roseville, MN)

Speakers: Melissa Barnes (MnDOT)

Topics: Pedestrian Crossings at Unique Intersections

Attendees

Caitlin Wotruba (Kimley-Horn)

Melissa Barnes (MnDOT)

Hannah Pritchard (Toole Design Group)

Chad Braun (Carver County)

Dan McCormick (Carver County)

Roger Plum (SEH)

Natalie Lindsoe (HDR)

Sri Durga Yada (HDR)

Sierra Saunders (Hennepin County)

David Sheen (Hennepin County)

Committee Updates

- Meeting Posts are found on our committee page and the NCITE general calendar. Email announcements are sent out closer to the meeting date.

Presentation

RCUT intersections allow all the same movements as traditional intersections but require a U-Turn.

- They eliminate the right-angle crashes
- Can be a challenge for snow maintenance
- North Carolina created a document that showed options for the recommended crossings
 - Diagonal
 - Median Crossing
 - 2-Stage barn dance crossing
 - Mid-block crossing
 - Bikes getting their own land or act as pedestrians
- Treatments that can help
 - Leading Pedestrian Interval (LPI)
 - Cut-throughs in median (MnDOT released a tech memo on this)
 - Slip ramps for bikes
 - Unique phasing

Roundabouts reduce the delay for vehicles and reduce the severity of crashes

- MnDOT did a study on crashes in roundabouts with pedestrian facilities and without pedestrian facilities
- Melbourne, Australia did a similar study and has a similar population
- PROWAG and the New AASHTO Ped Guide will require bacons or signals

- The Truck Aprons can look inviting to pedestrians
- There was a group bike ride along 40MPH and 50MPH roads to look at the bike infrastructure and the group agreed that the hardest part was the roundabouts.

Diverging Diamond Interchange (DDI_)

- The maintenance strips make it confusing for pedestrians because they look like a sidewalk.
- There are many phases for pedestrians to get across.
- The sidewalk is in the middle which is not the expected location.
 - There was a study in Rodgers and 60% of people walked along the shoulders and only 40% used the median
- There is a new phasing for DDIs
 - The old phasing had the two intersections tied together
 - The new has one controller but is running the two signals separately

Round Robin Discussion

- The DOT in Fargo does not do at-grade pedestrian crossings at freeway ramps due to a fatality
- Carver County has a 10' multiuse trail in a rural area that runs along an old railroad bed. There are many driveways that cross the trail and bikes are not yielding at the crossings. Some of the driveways are for businesses and there have been some near misses since there are trees along the driveway/trail. Any recommendations of similar problems/solutions can be sent to Chad or Dan at Carver County
- Utah DOT has a key that they give to adults working the school crossings that can extend the signal times.
- MnDOT is interested in trying this since it can be a cheap solution and is only in effect when school crossings are occurring.