Date: Wednesday, September 21st, 2016
Time: 1:00-2:30 PM
Location: Humphrey School, Room 186 (301 19th Avenue S, Minneapolis, MN 55445)
Speaker: Greg Lindsey (University of Minnesota)
Topics: MnDOT Pedestrian/Bike Counting Project

Attendees

Natalie Lindsoe (HDR), Caitlin Wotruba (Kimley-Horn), Jason Pieper (Hennepin Co), Dan McCormick (Carver Co), Chad Braun (Carver Co), KC Atkins (Toole Design Group), Ellie Lee (HDR), Emily Gross (SRF), Jesse Sonju (Minneapolis), Steve Mosing (Minneapolis)

Committee Updates

- Next Meeting is November 2, 2016, 8-10am (Joint Meeting with Intersection Traffic Control Committee)
  - Nick Ollrich (Metro Transit) and JoNette Kuhnau (Kimley-Horn) will be presenting on the Blue Line Pedestrian Grade Crossing Technical Memo. The meeting will be at MnDOT Water's Edge, Conference Rooms A & C
- Early December (Panel discussion on processing public requests)
  - We're planning to assemble a panel with representatives from various city/county/state agencies to share experience with processing public requests. Please let Natalie know if you or anyone you know would be interested in participating as a panelist.
- Early January (2017 Brainstorming Meeting)

Presentation

The goal of the project was to develop data and tools to make the streets safer.

MnDOT 2050 Vision is a multi-modal transportation system. MnDOT wanted the bike and pedestrian counting to integrate with the vehicle counting system.

Questions to answer for the project:

1. What are the bike and pedestrian volumes?
2. What are the bike impacts on traffic?

Different brands and types of counters were tested but the one that was decided on in the end was Eco Viso and uses a loop and infrared to detect bikes and pedestrians. If the infrared detects a person at the same time as the loop then it is counted as a bike, if only the infrared sensor detects a person then it is counted as a pedestrian.

Next year there will be at least two count spots in each district.

More information about the project

The count data can be found at the following sites:

Live data   http://www.eco-visio.net   Username: mndot   Password: countingmn

Static Reports   http://arcg.is/2a9ZRWc

From these resources, patterns can be classified based on daily/weekly/monthly trends.

Round Robin Discussion

- Carver County is working with the parks department to try to switch to less restrictive roadway crossings. Switching stop control to yield control or stop control to no control and them supplementing with more advanced warnings.
- Carver County is also having problems with people not wanting bike paths
- MS Sedco Microwave bike detection was placed in Northfield and seems to be working well.
- Hennepin County is working on independent bike signal at some intersection to give bikes a head start
- Hennepin County is having trouble with the maintenance of their delineators and beacons for the bike lanes. Many of them become damaged, especially in the winter.
- The group discussed their experience with a few different detection brands (Mio Vision, Counting Cars, etc.) for counting cars, trucks, peds, and bikes.
- Minneapolis is finishing up with about 6 miles of protected bike lanes.
- The midtown greenway has had positive feedback on determining if bikes or vehicles are stopped at crossings based on which has more traffic.
- Minneapolis has changed about 4,000 crosswalks to the Minneapolis zebra pattern (either 2' x 10' or 2' x 15' blocks)
- Minneapolis will be working on a pedestrian crash study, RFP will likely come out sometime late 2017.