Non-Motorized Facility Inventory
Carver County

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Based on data from the 2009 National Household Travel Survey, over the past 20 years, non-motorized modes of transportation have increased.

Although this trend is a positive change, safety is a concern for these modes of transportation.
2010 crash facts

National Statistics (2009 Data)
4,092 pedestrians killed
59,000 pedestrians injured
630 bicyclists killed
51,000 bicyclists injured

In Minnesota...
36 pedestrians killed
824 pedestrians injured
9 bicyclists killed
882 bicyclists injured

4% of all pedestrian crashes resulted in death, compared to 0.5% of traffic crashes resulting in death. Clearly, these are vulnerable roadway users.
why is this important?

Less than a month ago:
'Bad timing' cost cyclist his life in Minnetonka

Each story devastates a community.
project background

The goal of many public agencies, engineers and planners is to: lower the number of injuries and fatalities while increasing the percentage of trips made by bicycling and walking.

Carver County has taken the initiative to complete an assessment of their roadway system by:

1. Identifying the deficiencies for non-motorized modes of transportation
2. Assessing safety issues for biking and walking along their County roadway facilities
study goals

1. **Complete an inventory and assessment** of the non-motorized facilities along Carver County roadways

2. **Identify the gaps and barriers** that are limiting pedestrians and bicyclists from accessing high priority areas, including:

   - 56 public and private schools
   - 8 transit facilities
study methodology

The following safety criteria was used to identify potential issues relating to the safety and mobility of pedestrians and bicyclists along Carver County roadways near each identified high pedestrian generator location:

1. Traffic volumes (ADT)
2. Vehicle speeds
3. Lighting at major intersections
4. Pedestrian exposure to vehicular traffic
5. History of pedestrian/bicycle crashes
6. Traffic control at major intersections
7. Marked crosswalks
8. Non-motorized facilities: trail/sidewalk/useable shoulder
high pedestrian generator locations
Watertown-Mayer Elementary
traffic volumes (>400 ADT)
speed limit (>40 mph)
lighting and traffic control
pedestrian & bicycle crashes
usable shoulder (> 6 feet)
trails | sidewalks | crosswalks
### Identification of Pedestrian and Bicycle Criteria on County Roadways

<table>
<thead>
<tr>
<th>Criteria</th>
<th>CR 117</th>
<th>CSAH 14</th>
<th>CSAH 15</th>
<th>CSAH 17</th>
<th>CSAH 18</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CSAH Total Miles</strong></td>
<td>0.58</td>
<td>3.87</td>
<td>3.08</td>
<td>2.24</td>
<td>3.45</td>
</tr>
<tr>
<td>1. Traffic Volume &gt; 400 AADT</td>
<td>0.58</td>
<td>100%</td>
<td>3.87</td>
<td>100%</td>
<td>3.08</td>
</tr>
<tr>
<td>2. Speed Limit &gt; 40 MPH</td>
<td>0.58</td>
<td>100%</td>
<td>3.87</td>
<td>100%</td>
<td>3.08</td>
</tr>
<tr>
<td>3. Lighting at Major Intersections</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>4. 3 or 4 Lane Undivided Roadway</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>5. Pedestrian/Bicycle Crashes</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>6. Traffic Control at Major Intersections</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>7. Marked Crosswalks</td>
<td>2</td>
<td>10</td>
<td>5</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td><strong>Non-Motorized Facilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trails*</td>
<td>0.71</td>
<td>123%</td>
<td>5.89</td>
<td>152%</td>
<td>2.85</td>
</tr>
<tr>
<td>Sidewalks*</td>
<td>0.00</td>
<td>0%</td>
<td>0.01</td>
<td>0%</td>
<td>0.05</td>
</tr>
<tr>
<td>6' Shoulder</td>
<td>0.00</td>
<td>0%</td>
<td>3.49</td>
<td>90%</td>
<td>1.03</td>
</tr>
</tbody>
</table>

*Facilities within 100-ft of county roadway. Percentage can exceed 100% if trail/sidewalk is on both sides of roadway.
non-motorized facilities inventory
GIS mapping capabilities
An assessment of their system walkability and identifying the needs and priorities to increase safety for non-motorized modes of transportation will assist Carver County in prioritizing future safety needs.
contact information

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questions??