

REGULAR CITY COUNCIL WORK SESSION
January 7, 2020
Council Chambers
4100 Lakeview Avenue North
Robbinsdale, Minnesota
Following the
7:00 p.m. regular City Council Meeting

AGENDA

1. CITY COUNCIL WORK SESSION CALLED TO ORDER BY MAYOR PRO TEM
2. ROLL CALL: Blonigan, Rogan, Selman, Backen, Mayor Murphy
3. DISCUSS: Parking Lot Leased to Beach South
4. DISCUSS: Parking Lot Agreement with 4150-4180 W Broadway
5. DISCUSS: Pedestrian Safety Issues
6. REVIEW: Strategic Direction & Identify Key topics for 2/08/20 goal session
7. MONTHLY UPDATE: Problem Properties
8. OTHER BUSINESS
9. ADJOURNMENT



Pedestrians

Safety education

We all must take responsibility to follow the law, pay attention and share the road. Follow the law and these safety guidelines to keep everyone safe.

Safety tips for pedestrians and motorists

Pedestrians

Look before you cross

- Make eye contact with drivers and ensure they see you and will stop
- Clearly show your intentions to cross
- Watch for turning and passing vehicles
- Look across ALL lanes for moving vehicles before proceeding



Make yourself visible to drivers

- Stand clear of buses, hedges, parked cars or other obstacles before crossing
- Cross in a well-lit area at night
- Wear bright-colored clothing and reflective material
- Mount a safety flag on a wheelchair, motorized cart or stroller



Avoid dangerous and distracted behaviors

- Cross streets at marked crosswalks or intersections; don't cross mid-block
- Remove headphones and stay off cell phones while crossing
- Obey all traffic signals
- Don't solely rely on traffic signals; look for vehicles before crossing
- Always walk on the sidewalk; if there is no sidewalk, walk facing traffic
- If intoxicated, don't walk without assistance—a cab ride home may be a safer option



Motorists

Stop for crossing pedestrians

2019 Pedestrian Involved Crashes

Date	Time	Location	Type	Comments
07/20/19	12:14 p.m.	47 th & CR 81	Car vs Bicycle	Right turn into bicycle in crosswalk. Driver fail to yield.
08/08/19	3:40 p.m.	Town Centre Lot & W. Brdwy (40 ½ Av N)	Car vs Bicycle	Vehicle stopped then proceeded from parking lot to W. Brdwy. Bicycle (13year old rider) traveling on sidewalk crashed into side of vehicle. Low speeds.
11/01/19	7:15 p.m.	Lake Dr & Lake Rd	Car vs. Ped – H&R	Ped crossing SB on Lake Rd. Vehicle WB on Lake Dr. Marked crosswalk.
11/18/19	8:07 p.m.	CR 9 & Yates	Car vs. Ped	11 year old crossing. Outside lane traffic stopped. Ped crossing stepped into inside lane when struck by vehicle. Coded obstructed view.
12/20/19	3:45 p.m.	36 th & Kyle	Car vs. Ped	16 year old ped. Vehicle turned left into crosswalk. Driver stopped to check status then left scene. Driver fail to yield

Minnesota pedestrian deaths up in 2019, but it's not clear why

Matt Mikus Moorhead, Minn. March 7, 2019 2:52 p.m.



Pedestrian deaths in Minnesota stayed steady the past few years even as national rates rose. But the first few months of 2019 have proved to be dangerous here. State officials are working to understand what's happening. [Jeffrey Thompson | MPR News 2012](#)

Pedestrian deaths in Minnesota stayed steady the past few years even as national rates rose. But the first few months of 2019 have proved to be dangerous here. State officials are working to understand what's happening. [Jeffrey Thompson | MPR News 2012](#)

Pedestrian deaths in Minnesota stayed steady the past few years even as national rates rose. But the first few months of 2019 have proved to be dangerous here, and state officials are working to understand what's happening.

"Where we're at right now, we've had 10 pedestrian fatalities, and at this time last year we were at five," said Mike Hanson, director of the state's Office of Traffic Safety.

It's too early to determine exact causes for these deaths — Hanson said some of the crashes may still be under investigation. But he offered some educated observations, including that hearty Minnesotans are willing to exercise and be out of their homes during the winter even as it gets dark.

He also suggested higher snowbanks and restricted access to sidewalks due to snow may be contributing to the increase, along with distracted driving and walking.

"If we look at 2017 data, 41 percent of these crashes were attributed to pedestrian error, while 59 percent were caused by driver error," Hanson said.

When a crash was determined to be a pedestrian error, the main cause documented was due to dashing into a roadway. When it's a driver error, the primary factor was failing to yield the right of way.

Pedestrian traffic crashes in Minnesota

Traffic accidents involving pedestrians are increasing throughout the state in the last two years, though the rate of fatal crashes for pedestrians have remained slightly flat. Data for 2018 crashes are preliminary.

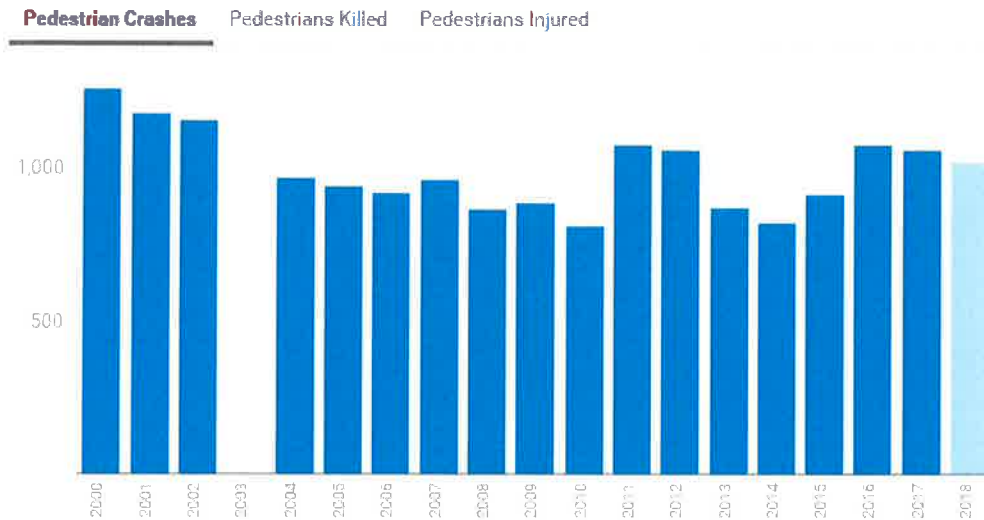


Chart: Matt Mikus | MPR News • Source: [Minnesota Department of Public Safety](#) • [Get the data](#) • Created with [Datawrapper](#)

Minnesota had been bucking the national trend of increased pedestrian fatalities. While the number of pedestrian fatal crashes has increased by 35 percent in the past decade, Minnesota has stayed close to its average of about 39 fatal pedestrian crashes a year within the same time frame.

While pedestrian fatalities have remained within an average of just under 40 a year, injuries and crashes have increased in the last three years. Crashes, injuries and fatalities all saw an increase in 2016, but Hanson said the data suggests the high deaths in that year is more of an outlier than part of a trend.

The goal, he added, isn't to only reduce deaths but crashes overall. "What we're trying to prevent is a funeral and a family going through a horrible event."

National trend

Pedestrian fatalities nationwide

Pedestrian crash deaths have increased to a projected 6,227 deaths, the highest rate since 1990. 2018 estimate is based on preliminary data and historical trends.

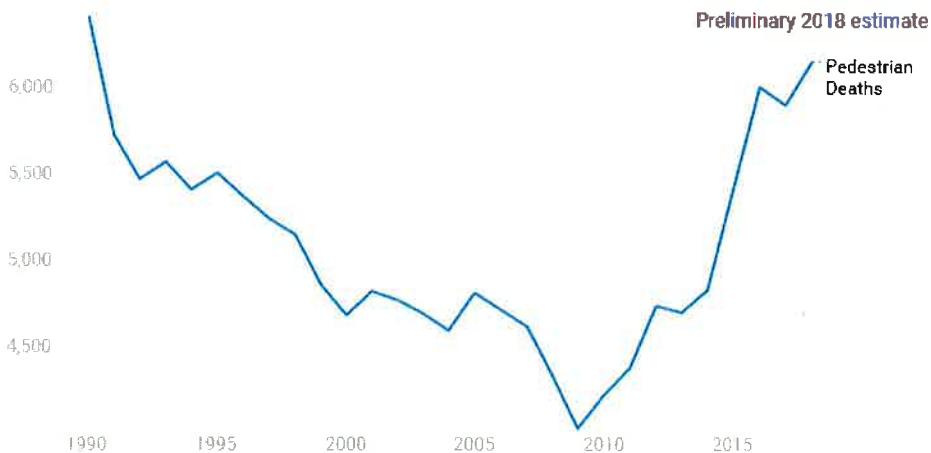


Chart: Matt Mikus | MPR News • Source: [NHTSA and GHSA](#) • [Get the data](#) • Created with [Datawrapper](#)

The Governors Highway Safety Association estimates 6,227 pedestrians were killed last year nationwide. If that estimate holds, it'll be the highest rate of pedestrian deaths since 1990.

It would also be an increase of 4 percent from 2017 when 5,977 people on foot lost their lives to a motor vehicle crash. Pedestrian crashes have been trending up since 2009.

Nationwide, 75 percent of pedestrian crashes occur after dark, according to the governors' group.

How to prevent pedestrian crashes

Pedestrians should cross at crosswalks when possible, look both ways at least twice, have strong situational awareness and avoid distractions while walking along the road or across, he said. If walking in the dark, wear bright or reflective clothing.

Drivers should avoid any distracted driving, keep an eye on speed and treat every corner like a crosswalk, even if it's not an official crosswalk, he added.

Legally, drivers must always yield to pedestrians.

"It's a two-way street," he said. "Pedestrians and drivers both need to look out for each other. Pedestrians need to be seen, and drivers need to see."

VI: PEDESTRIAN CRASHES

This section deals with motor vehicle crashes that injure or kill pedestrians. Prior to 1984, a crash was defined as a pedestrian crash only if the pedestrian was the first "object" struck by a motor vehicle. Since 1984, a pedestrian crash is defined as any crash where a pedestrian is struck and injured or killed.

Pedestrian crashes decrease

In 2018, there were 1,017 crashes in which at least one pedestrian was injured or killed by a motor vehicle. This represents a 4% decrease from the previous year.

Deaths decrease and injuries increase

In 2018, 45 pedestrians were killed, 3 more than in 2017. In addition, 987 pedestrians were injured, a 6% decrease from the previous year. About 5% of all pedestrian crashes resulted in a death, compared to less than one-half of 1% of all traffic crashes resulting in a death.

Males at greater risk

In 2018, persons less than 25 years of age accounted for 18% of the pedestrians killed and 32% of pedestrians injured. Male pedestrians were more likely than females to be killed. Males accounted for 71% of all pedestrian fatalities and 57% of all pedestrian injuries.

Urban/rural areas and time of day

In 2018, 92% of pedestrian crashes occurred in urban areas (defined as areas with populations over 5,000). Thirty-one percent (31%) of pedestrian crashes occurred during the weekday rush hour driving time periods - the rush hour driving time period is defined as Monday through Friday 6:00-9:00 a.m. and 3:00-6:00 p.m. Almost one third (29%) of pedestrian fatal crashes occurred during the late night hours 9:00 p.m.-3:00 a.m.

Prior actions of vehicles

Half (53%) of all motor vehicles involved in pedestrian injury crashes and 76% involved in fatal pedestrian crashes in 2018 were moving forward on the roadway prior to the crash. Twenty-seven percent (27%) of all motor vehicles involved in pedestrian crashes were making a right or left turn.

Prior actions of pedestrians

Fifty-three percent (53%) of pedestrians killed and 61% of pedestrians injured were walking across traffic in the roadway.

Contributing factors

Darting/dashing into the roadway was the most frequently cited contributing factor for pedestrians (20%). For motor vehicle drivers, failure to yield right of way was reported most prevalent (20%). Of all contributing factors reported, 41% were attributed to pedestrians, and 59% attributed to motor vehicle drivers.

Drinking Pedestrian Fatalities

Of the 45 pedestrians killed, 36 were tested for the presence of alcohol in their blood system. Of those tested, 25% (9) tested positive for alcohol. All nine of these killed pedestrians had BACs of 0.08 or higher.

TABLE 6.01

PEDESTRIAN CRASH SUMMARY, 2009 - 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Pedestrian Crashes	883	808	857	878	868	818	911	1,072	1,056	1,017
Pedestrians Killed	41	36	40	40	35	17	41	60	42	45
Pedestrians Injured	880	824	859	874	867	837	904	1,037	1,053	987

TABLE 6.02

PEDESTRIAN CRASHES BY ROUTE SYSTEM, 2009 - 2018

Route System	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Interstate	12	8	19	10	10	12	18	9	11	15
US Trunk Hwy	35	35	36	42	41	34	31	35	25	26
MN Trunk Hwy	101	82	75	82	87	79	86	73	67	76
CSAH	272	253	278	280	267	260	231	208	230	188
County Road	4	8	5	4	6	2	4	11	10	6
Township Road	1	1	4	4	3	6	2	14	6	0
Local Road	441	413	423	447	443	411	531	668	646	654
Other	13	4	15	6	11	12	7	54	61	52
Unknown	4	4	2	3	0	2	1	0	0	0
Total	883	808	857	878	868	818	911	1,072	1,056	1,017

TABLE 6.03

PEDESTRIANS KILLED OR INJURED BY AGE AND GENDER, 2018

Age Group	Killed			Serious Injuries			Minor Injuries			Possible Injuries			Total Injuries		
	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total*
0 - 4	2	0	2	7	1	8	6	4	10	3	4	7	16	9	25
5 - 9	0	0	0	2	1	3	13	8	21	2	2	4	17	11	28
10 - 14	0	0	0	8	3	11	18	19	37	11	5	17	37	27	65
15 - 19	1	1	2	6	5	12	34	28	62	9	9	18	49	42	92
20 - 24	4	0	4	11	5	16	27	28	55	19	21	40	57	54	111
25 - 29	3	1	4	11	3	15	26	13	39	23	19	42	60	35	96
30 - 34	1	0	1	13	4	17	27	15	42	20	14	34	60	33	93
35 - 39	1	2	3	8	5	13	23	9	32	22	11	33	53	25	78
40 - 44	0	0	0	5	3	8	9	12	21	13	11	24	27	26	53
45 - 49	1	2	3	9	5	14	14	12	26	8	6	15	31	23	55
50 - 54	4	0	4	5	5	10	15	14	29	6	17	23	26	36	62
55 - 59	7	2	9	10	2	12	20	7	27	15	13	29	45	22	68
60 - 64	2	1	3	5	4	9	15	6	21	10	9	19	30	19	49
65 - 69	1	1	2	7	2	9	5	12	17	11	9	21	23	23	47
70 - 74	3	1	4	2	4	6	5	2	7	6	1	7	13	7	20
75 - 79	0	2	2	2	1	3	2	2	4	2	2	4	6	5	11
80 - 84	1	0	1	1	0	1	1	2	3	1	4	5	3	6	9
85 & Older	1	0	1	0	1	1	3	2	5	2	3	5	5	6	11
Unknown	0	0	0	1	0	2	2	2	4	3	2	8	6	4	14
Total	32	13	45	113	54	170	265	197	462	186	162	355	564	413	987

* Within column categories, where rows do not add across, gender was not stated on crash report.

FIGURE 6.01

PEDESTRIAN FATALITIES BY AGE GROUP, 2009 - 2018 COMBINED

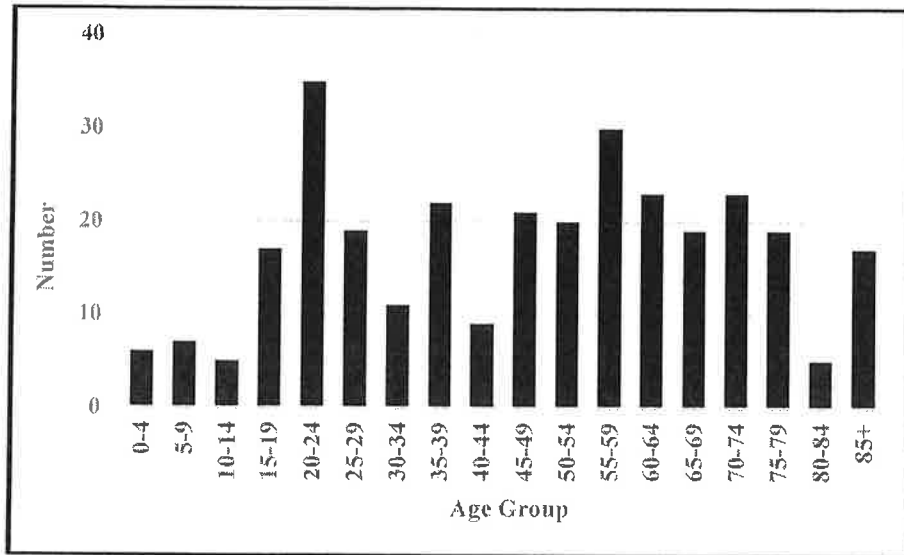


FIGURE 6.02

PEDESTRIANS KILLED OR INJURED BY AGE AND GENDER, 2018

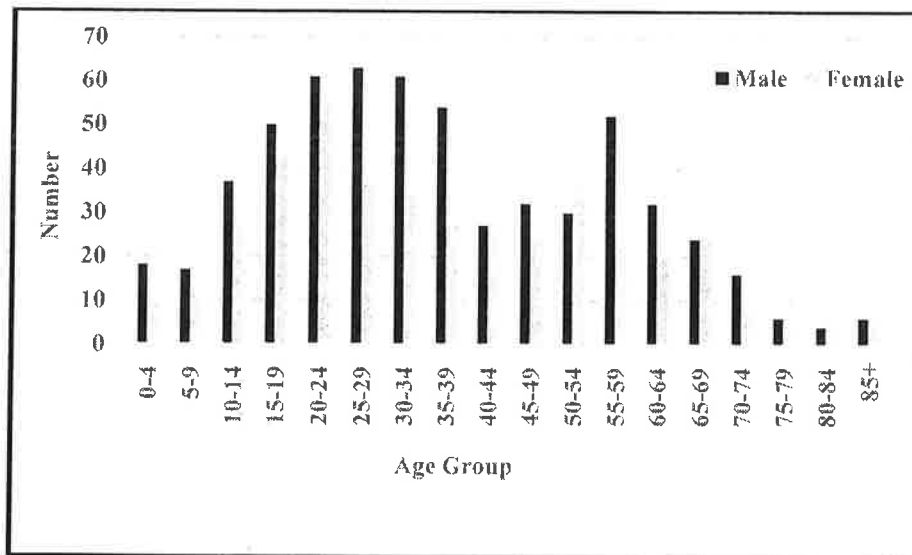


TABLE 6.04

PEDESTRIAN CRASHES BY MONTH, 2018

Month	Fatal Crashes	Injury Crashes	Total Crashes	Killed	Injured
January	1	93	94	1	93
February	4	70	74	4	70
March	3	68	71	3	70
April	3	53	56	3	54
May	1	78	79	1	77
June	2	78	80	2	81
July	2	89	91	2	89
August	4	72	76	3	77
September	8	97	105	8	94
October	5	99	104	5	99
November	5	90	95	5	95
December	7	85	92	8	88
Total	45	972	1,017	45	987

TABLE 6.05

PEDESTRIAN CRASHES BY POPULATION OF AREA, 2018

Population of City or Township	Fatal Crashes	Injury Crashes	Total Crashes	Pedestrians Killed	Pedestrians Injured
250,000 and Over	5	474	479	4	486
100,000 - 249,999	2	19	21	2	19
50,000 - 99,999	8	129	137	8	129
25,000 - 49,999	9	99	108	9	98
10,000 - 24,999	7	134	141	7	138
5,000 - 9,999	2	49	51	2	53
2,500 - 4,999	2	22	24	2	22
1,000 - 2,499	2	7	9	2	5
Under 1,000	8	39	47	9	37
Total	45	972	1,017	45	987

TABLE 6.06

PEDESTRIAN CRASHES BY TIME AND DAY, 2018

Time of Day	Fatal Crashes	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total
Mid - 2:59 AM	3	18	6	1	4	5	7	13	54
3:00 - 5:59 AM	1	4	6	7	2	7	4	8	38
6:00 - 8:59 AM	6	4	22	24	27	22	19	4	122
9:00 - 11:59 AM	4	14	17	12	5	14	21	12	95
Noon - 2:59 PM	2	9	25	19	20	32	25	13	143
3:00 - 5:59 PM	6	18	29	37	51	41	41	18	235
6:00 - 8:59 PM	13	15	30	28	22	37	37	33	202
9:00 - 11:59 PM	10	8	19	17	17	14	25	28	128
Total	45	90	154	145	148	172	179	129	1,017

FIGURE 6.03

PEDESTRIAN CRASHES BY TIME OF DAY, 2018

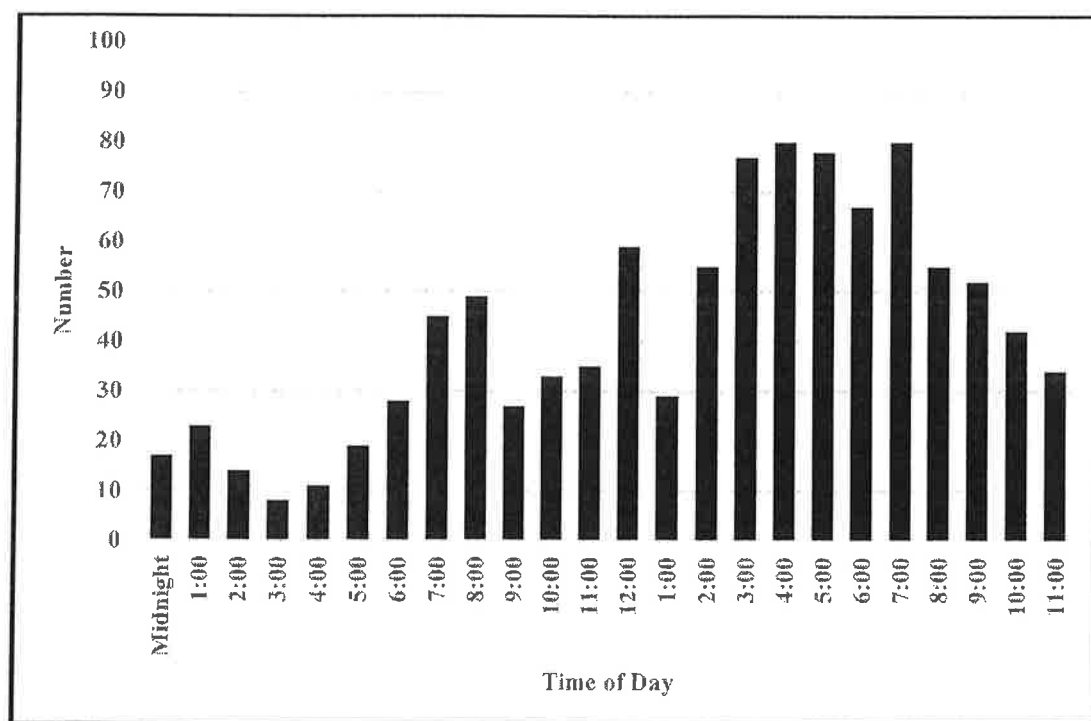


TABLE 6.07

PRIOR ACTION OF VEHICLES IN PEDESTRIAN CRASHES, 2018

Action	Vehicles in Fatal Crashes	Vehicles in Injury Crashes	Vehicles in All Crashes
Entering/Leaving Parked Position	2	50	52
Moving Forward	39	557	596
Wrong Way Into Opposing Traffic	0	2	2
Turning Right	0	92	92
Turning Left	2	206	208
Making a U Turn	0	4	4
Slowing	0	16	16
Swerved/Attempt to Avoid Object	0	10	10
Changing Lanes	0	2	2
Overtaking/Passing	0	2	2
Leaving Traffic Lane	0	3	3
Entering Traffic Lane	0	5	5
Negotiating a Curve	0	5	5
Backing	1	53	54
Vehicle Stopped/Stalled in Roadway	4	16	20
Other	0	5	5
Unknown	3	19	22
Total*	51	1,047	1,098

* The number of vehicles in total crashes exceeds the number of crashes because some crashes involved more than one vehicle.

TABLE 6.08

PRIOR ACTION OF PEDESTRIANS KILLED OR INJURED, 2018

Action	Number Pedestrians Killed	Percent Pedestrians Killed	Number Pedestrians Injured	Percent Pedestrians Injured
Walking Across Traffic/Roadway	24	53.3%	606	61.4%
Standing/Stopped	2	4.4%	68	6.9%
Walking With Traffic	4	8.9%	76	7.7%
Walking Against Traffic	2	4.4%	37	3.7%
Walking on Sidewalk	0	0.0%	40	4.1%
In Roadway (Working, Playing, etc.)	4	8.9%	41	4.2%
Adjacent to Roadway (Shoulder, Median, etc.)	1	2.2%	16	1.6%
Going to or from School	0	0.0%	1	0.1%
Going to or from School Bus	0	0.0%	2	0.2%
Working in Traffic/Roadway	1	2.2%	9	0.9%
Going to or from Public Transit	0	0.0%	5	0.5%
Other Pedestrian Action	2	4.4%	59	6.0%
Unknown	5	11.1%	27	2.7%
Total*	45	100.0%	987	100.0%

* Percent totals may not sum to 100% due to rounding.

TABLE 6.09

CONTRIBUTING FACTORS IN PEDESTRIAN CRASHES, 2018

Contributing Factors	Number Attributed to Pedestrians	Percent Attributed to Pedestrians	Number Attributed to Motor Vehicle Drivers	Percent Attributed to Motor Vehicle Drivers
Human Factors				
Dart/Dash	121	20.0%	0	0.0%
In Roadway Improperly	66	10.9%	0	0.0%
Not Visible	58	9.6%	0	0.0%
Failure to Yield Right of Way	51	8.4%	175	20.0%
Disregard Traffic Signs/Road Markings	49	8.1%	17	2.0%
Inattention/Distracted	17	2.8%	40	4.6%
Disabled Vehicle	14	2.3%	0	0.0%
Congestion Backup Related	8	1.4%	7	0.8%
Wrong Way Riding/Walking	7	1.2%	0	0.0%
Entering/Exiting Parked Vehicle	7	1.2%	0	0.0%
Improper Turn/Merge	4	0.7%	17	2.0%
Improper Passing	2	0.3%	7	0.8%
Traffic Control Device Gone/Inoperative	2	0.3%	8	0.9%
Following too Closely	0	0.0%	4	0.5%
Improper Backing	0	0.0%	12	1.4%
Vision Obscured	0	0.0%	61	7.1%
Run off Road	0	0.0%	14	1.6%
Ran Red Light/Ran Stop Sign	0	0.0%	11	1.2%
Wrong Side or Wrong Way	0	0.0%	2	0.2%
Improper Lane Usage	0	0.0%	14	1.6%
Careless/Negligent/Erratic Driving	0	0.0%	140	16.1%
Driver Swerved	0	0.0%	17	2.0%
Overcorrecting/Oversteering	0	0.0%	5	0.6%
Driver Speeding	0	0.0%	10	1.2%
Other Human Factors	62	10.2%	93	10.8%
Vehicular Factors				
Defective Brakes	0	0.0%	6	0.7%
Defective Exhaust System	0	0.0%	1	0.1%
Miscellaneous Factors				
Road Surface Conditions	117	19.4%	150	17.3%
Other	21	3.4%	54	6.3%
Total Contributing Factors Cited	606	100.0%	865	100.0%
Vehicles for Which There Was "No Clear Contributing Factor"	455		373	
Total Number of Persons Involved	1,172		1,266	

Up to eight contributing factors may be attributed to a single driver. This may cause the sum of the factors cited to differ from the number of drivers. Percentages are based on all contributing factors cited. They may not sum to 100 due to rounding.

TABLE 6.10

**PEDESTRIAN FATALITIES'
LEVEL OF ALCOHOL CONCENTRATION, 2009 - 2018**

Year	Killed	Tested	Alcohol Concentration*			
			(.00)	(.01 - .07)	(.08 - .09)	(.10 or more)
2009	41	33	22 (67%)	0 (0%)	1 (3%)	10 (30%)
2010	36	29	19 (66%)	0 (0%)	0 (0%)	10 (34%)
2011	40	33	21 (64%)	3 (9%)	0 (0%)	9 (27%)
2012	40	22	16 (73%)	0 (0%)	0 (0%)	6 (27%)
2013	35	31	15 (48%)	3 (10%)	0 (0%)	13 (42%)
2014	17	10	6 (60%)	0 (0%)	0 (0%)	4 (40%)
2015	41	30	20 (67%)	0 (0%)	0 (0%)	10 (33%)
2016	60	49	29 (59%)	2 (4%)	0 (0%)	18 (37%)
2017	42	37	22 (59%)	2 (5%)	0 (0%)	13 (35%)
2018	45	36	27 (75%)	0 (0%)	1 (3%)	8 (22%)

* The percentage figures shown are based on the number of fatally injured pedestrians who were tested for alcohol concentration. (The law requires testing of all drivers and pedestrians, 16 years of age or older, who die within four hours as a result of a motor vehicle crash.)

TABLE 6.11

**PEDESTRIAN FATALITIES'
LEVEL OF ALCOHOL CONCENTRATION BY AGE, 2018**

Age Group	Killed	Tested	Alcohol Concentration			
			(.00)	(.01 - .07)	(.08 - .09)	(.10 or more)
< 15	2	0	0	0	0	0
15 - 19	2	2	2	0	0	0
20 - 24	4	3	2	0	1	0
25 - 29	4	3	3	0	0	0
30 - 34	1	0	0	0	0	0
35 - 39	3	3	3	0	0	0
40 - 44	0	0	0	0	0	0
45 - 49	3	3	2	0	0	1
50 - 54	4	4	1	0	0	3
55 - 59	9	9	5	0	0	4
60 - 64	3	2	2	0	0	0
65 - 69	2	2	2	0	0	0
70 - 74	4	1	1	0	0	0
75 - 79	2	2	2	0	0	0
80 - 84	1	1	1	0	0	0
85 & Older	1	1	1	0	0	0
Total	45	36	27	0	1	8

TABLE 6.12

**PEDESTRIAN FATALITIES' LEVEL OF ALCOHOL
CONCENTRATION BY TIME OF DAY, 2018**

Time of Day	Killed	Tested	Alcohol Concentration			
			(.00)	(.01 - .07)	(.08 - .09)	(.10 or more)
Mid - 2:59 AM	3	2	2	0	0	0
3:00 - 5:59 AM	1	1	1	0	0	0
6:00 - 8:59 AM	6	4	3	0	0	1
9:00 - 11:59 AM	5	1	1	0	0	0
Noon - 2:59 PM	2	2	1	0	0	1
3:00 - 5:59 PM	6	5	5	0	0	0
6:00 - 8:59 PM	13	13	10	0	0	3
9:00 - 11:59 PM	9	8	4	0	1	3
Total	45	36	27	0	1	8

Properties with Chronic Code Enforcement Issues – January, 2020.

Owner occupied or non-rental property

3800 Vera Cruz

The fines for the ongoing rubbish problem have doubled to the maximum and unlicensed dog violations have also doubled. The owner has asked to meet with City staff. Staff is expecting an update from the County Attorney's office by the second week in January.

3415 Zenith Ave. N.

Staff is monitoring. No recent code enforcement concerns.

4154 Beard Ave. N.

Citations at the maximum for ongoing property maintenance code violations. (Each additional citation is \$2000@)

3822 Noble Ave. N.

6th nuisance violation with an arrest for stolen vehicle. No current code enforcement issues.

Unlicensed/Presumed rental

5624 42nd Ave. N.

Fence height being cut down to four feet after conversation with occupant (not owner). The owner has not yet applied for a rental license. A new citation with maximum fine has been sent for failure to obtain a rental license. Working with prosecuting attorney re: renting without a license violation for possible court action.

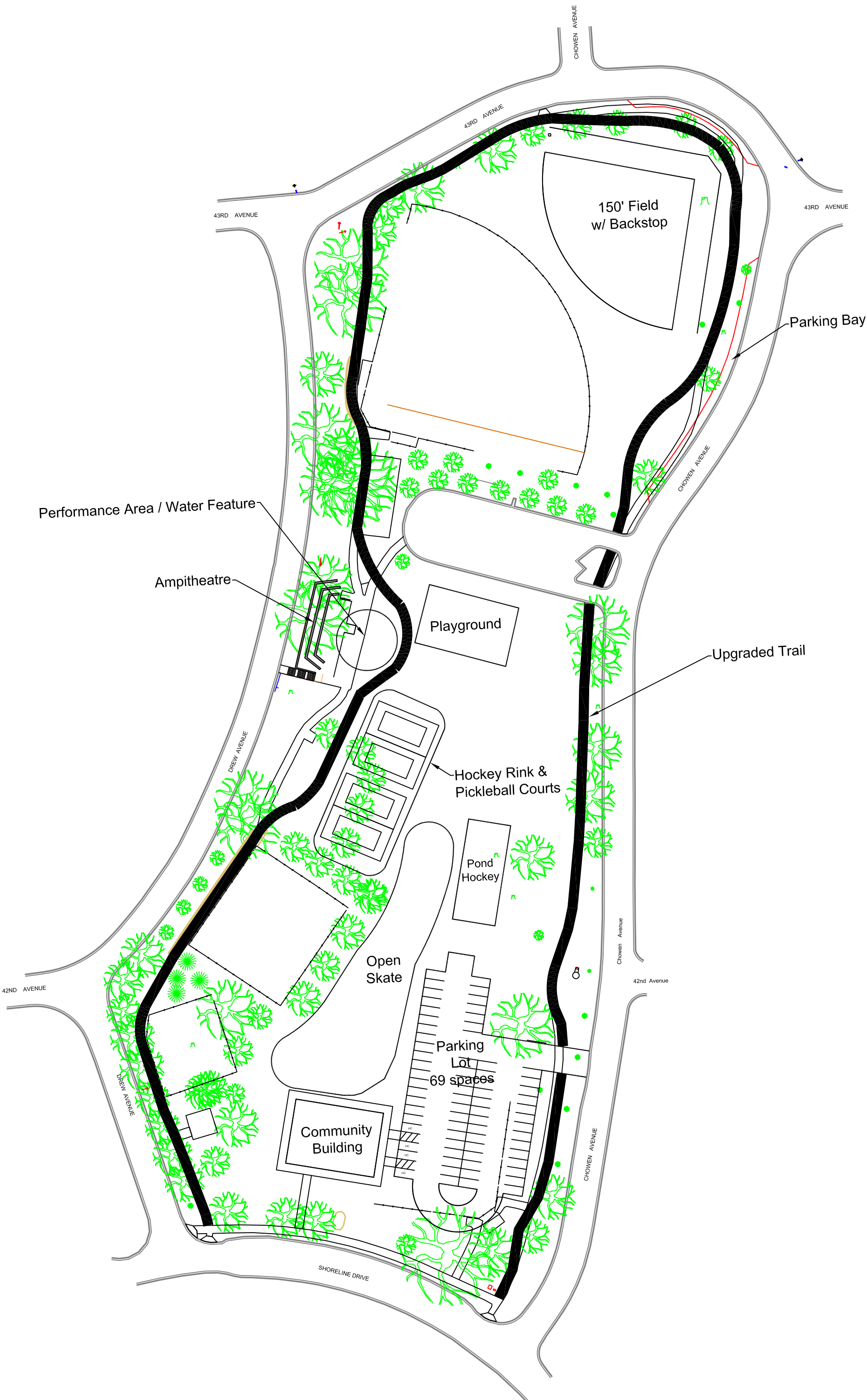
Licensed Rental properties

2618 McNair Ave.

Eviction letter sent second week in December.

5500 42nd Ave. N. "Robbins Way"

Common Bond has agreed to plant more Little Blue Stem in the front yard in the spring. Staff will monitor the work.



Performance Area / Water Feature

Ampitheatre

Playground

Hockey Rink &
Pickleball Courts

Pond
Hockey

Open
Skate

Community
Building

Parking
Lot
69 spaces

150' Field
w/ Backstop

Parking Bay

Upgraded Trail