

Filmore and Hayes Safety Review

City Council July 21, 2026



A safe transportation network for all

Tonight's Outline



- Minnesota Best Practices
- Count Locations
- Vehicle Speeds / Counts
- Pedestrian Counts / Recommendations
- All-Way Stop Review
- Questions / Comments

Minnesota's Best Practices for Pedestrian and Bicycle Safety Guidelines



Safety Enhancements Evaluated

1. High-visibility crosswalk markings
2. Raised crosswalk
3. Advance yield signage
4. In-street Pedestrian crossing signage
5. Curb extensions
6. Pedestrian refuge island
7. Rectangular Rapid-Flashing Beacon (RRFB)
8. Road diet
9. Pedestrian Hybrid beacon

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	1 2 4 5 6	1 7 9	1 5 6 2 7 9	1 4 5 6	1 5 6 7 9	1 5 6 7 9	1 4 5 6	1 5 6 7 9	1 5 6 7 9
3 lanes with raised median (1 lane in each direction)	1 2 3 4 5	1 3 7 9	1 3 5 7 9	1 3 7 9	1 3 5 7 9	1 3 5 7 9	1 3 5 7 9	1 3 5 7 9	1 3 5 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3 4 5 6 7 9	1 3 5 7 9	1 3 5 7 9	1 3 7 9	1 3 5 7 9	1 3 5 7 9	1 3 5 7 9	1 3 5 7 9	1 3 5 7 9
4+ lanes with raised median (2 or more lanes in each direction)	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9	1 3 5 7 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Minnesota's Best Practices for Pedestrian and Bicycle Safety Guidelines



- Daily traffic < 9,000
- Roadway configuration
2 Lanes
- Speed limit
30 mph

Filled-in circle indicates that a safety enhancement should always be considered

Just a number indicates a safety enhancement should always occur in conjunction with other countermeasures

Blank indicates that a safety enhancement may not be needed or appropriate, but there are exceptions

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Minnesota's Best Practices for Pedestrian and Bicycle Safety Guidelines



- The Local Road Research Board recommends that on roads with a speed limit of less than 35 MPH at least 20 pedestrians must use a crossing in one hour for the crossing to be marked.
- At crossings used primarily by children this threshold can be reduced by 33% to 13 pedestrians in one hour.
- For this analysis 13 pedestrians in one hour was the threshold for all crossings.

Intersection Locations / Traffic Count Locations



Pedestrian Counts

- Roosevelt Drive & Hayes Drive
- Hayes Drive & Filmore Street
- Carter Drive & Filmore Street

Traffic Counts/Speed Data

- Hayes Drive south of Pointe Lane
- Grant Drive north of Grant Court



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- An aerial photograph of a suburban neighborhood. The map shows several streets including ROOSEVELT DR W, JOHNSON DR, ROOSEVELT DR E, POINTE DR, GATE POINTE DR, POINTE DR, GATE POINTE DR, HAYES DR, and GREENFIELD DR W. A large green area, likely a golf course, is visible on the right side. Three red circles are placed on the map: one on ROOSEVELT DR W, one on POINTE DR, and one on GATE POINTE DR. Red arrows point from these circles to specific locations: one arrow points to a location on POINTE DR, and another points to a location on GATE POINTE DR. A purple rectangle is located in the bottom left corner of the map.

Traffic Counts Filmore Street / Hayes Drive



- Counts collected May 27th through June 3rd
- Average Daily Traffic: 710 Vehicles per Day
- Average speed: 25 MPH
- 85% speed: 29 MPH
- No Speeding Concerns based on data



Traffic Counts Grant Drive



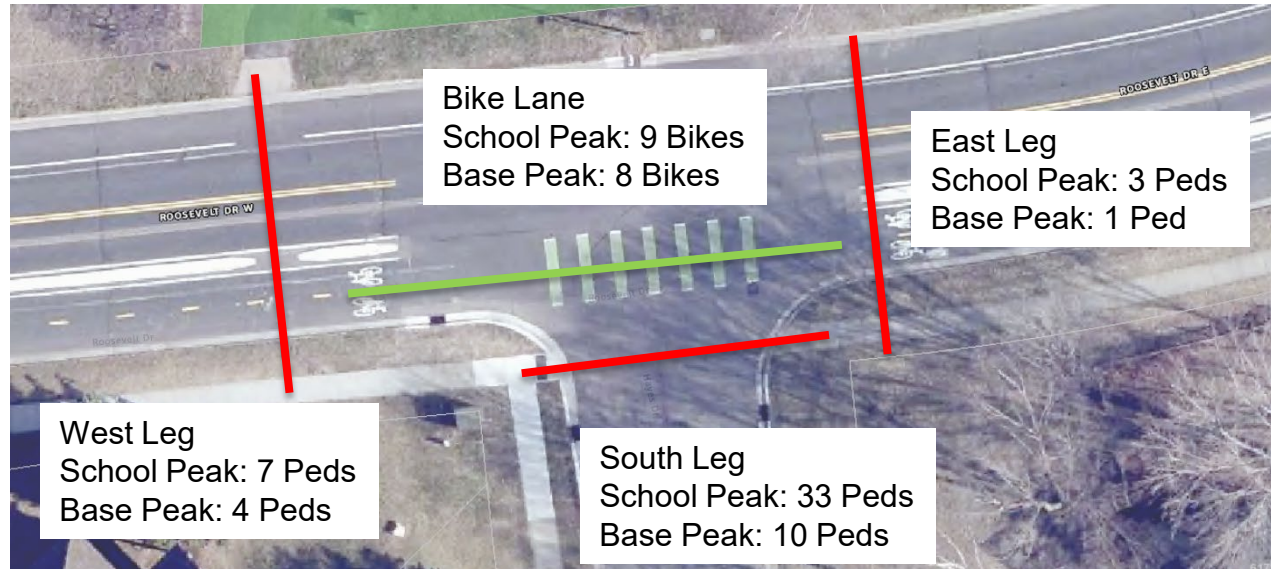
- Counts collected May 4th through June 12th
- Average Daily Traffic: 301 Vehicles per Day
- Average speed: 20 MPH
- 85% speed: 25 MPH
- No Speeding Concerns based on data



Pedestrian Counts Roosevelt Drive & Hayes Drive



- Peak hour counts for each leg.
- Counts collected May 26th, 28th, June 2nd, and 26th



Base means non-school day counts

Recommendations Roosevelt Drive & Hayes Drive



- The south leg crossing is over the 13 pedestrians per hour threshold for crossings used primarily by children.
- Mark the south leg crossing with a high visibility crosswalk



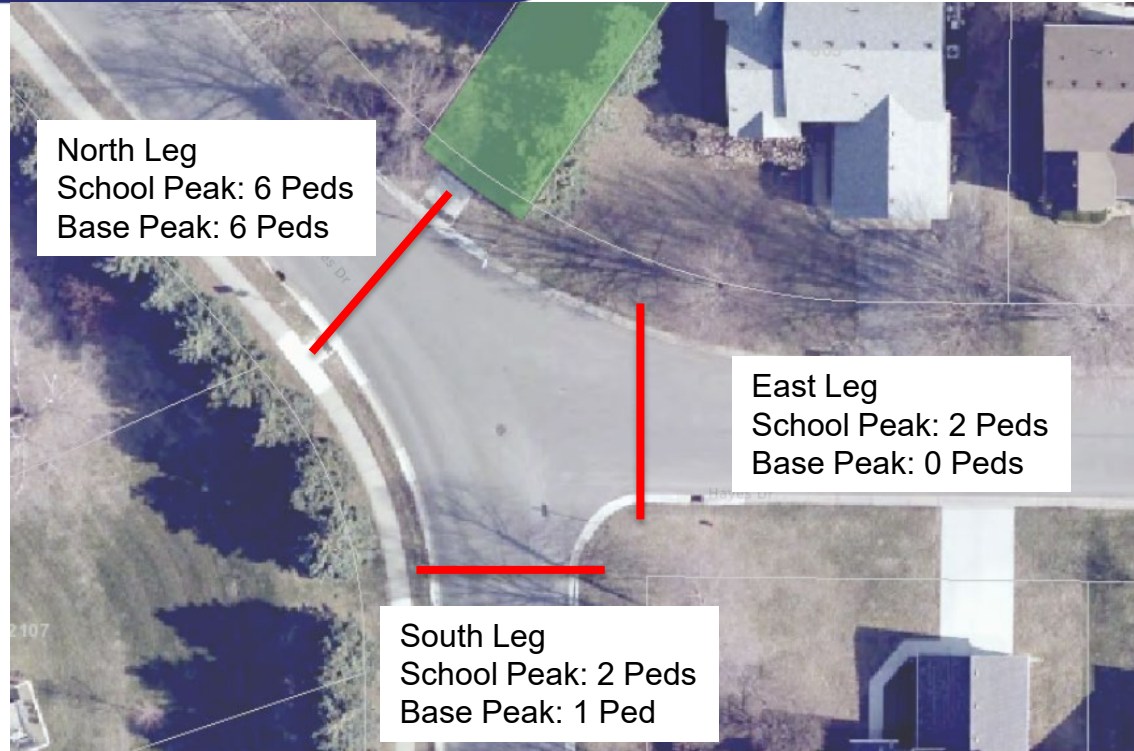
Pedestrian Counts

Hayes Drive & Filmore Street



- Peak hour counts for each leg.
- Counts collected May 21st, 26th, June 1st, and 22nd

Base means non-school day counts

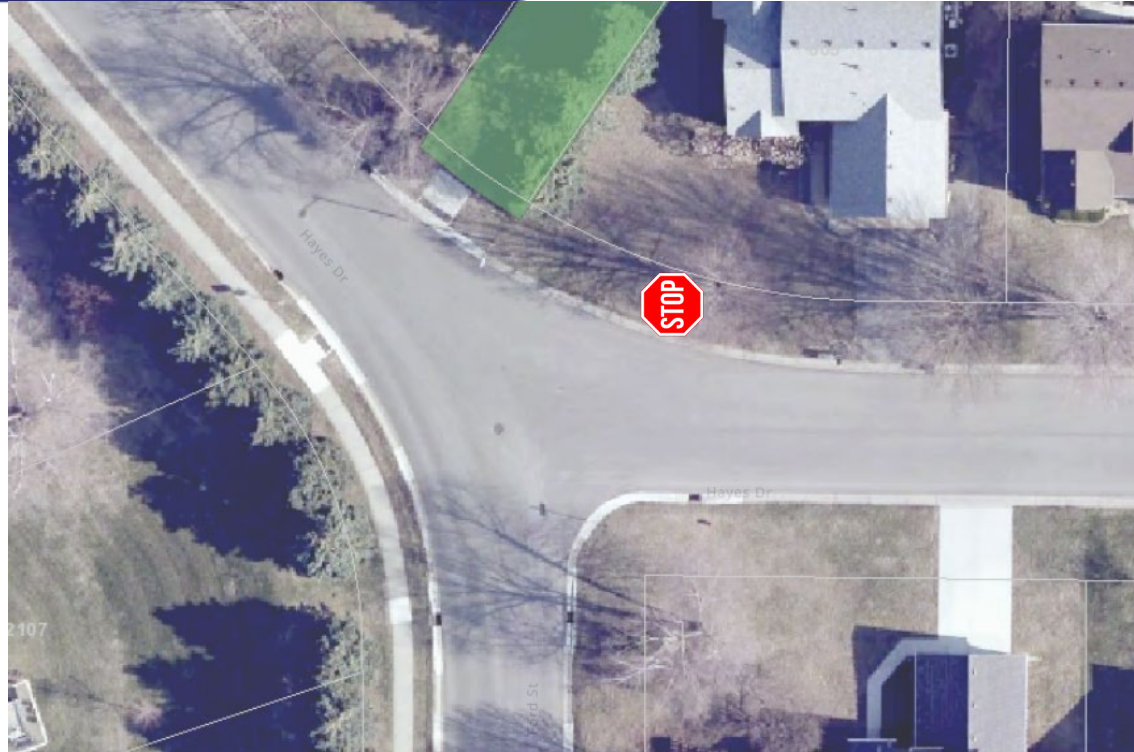


Recommendations

Hayes Drive & Filmore Street



- None of the legs meet the minimum crossings required to mark the crosswalks
- Replace the yield sign with a stop sign on the east leg (westbound approach)



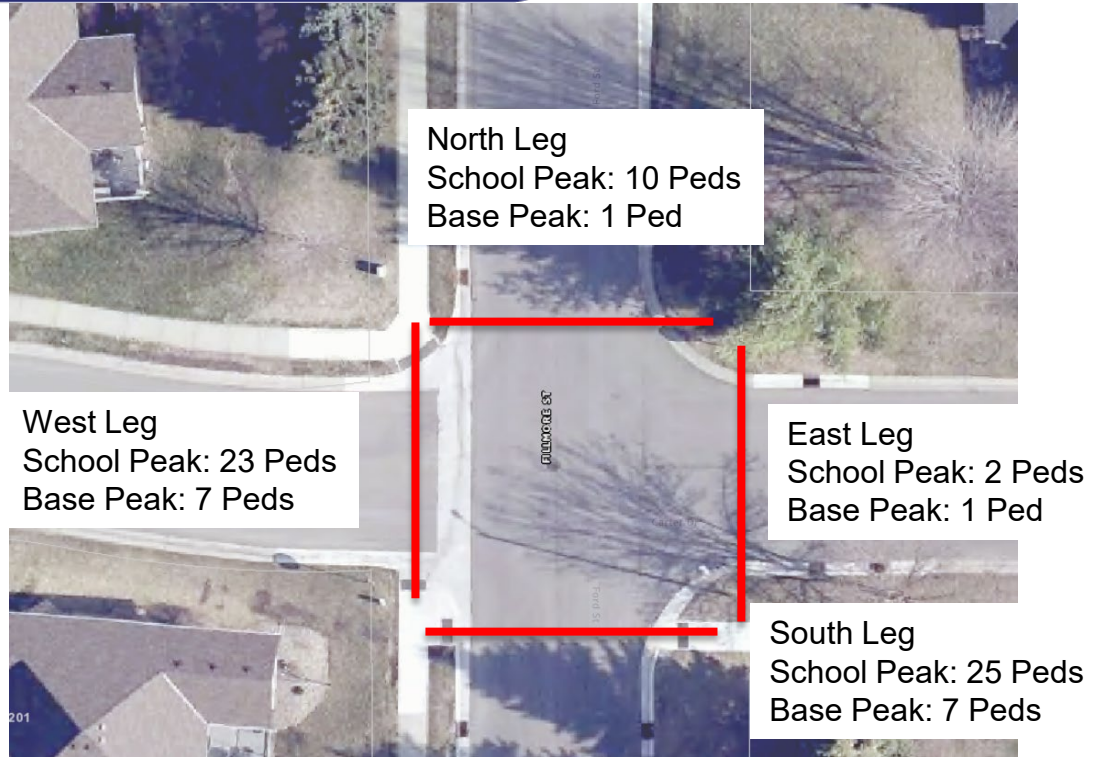
Pedestrian Counts

Carter Drive & Filmore Street



- Peak hour counts for each leg.
- Counts collected May 21st, 26th, June 1st, and 22nd

Base means non-school day counts



Recommendations

Carter Drive & Filmore Street



- West leg and south leg are over the 13 pedestrians per hour threshold to mark crosswalks
- Mark the west and south legs with high visibility crosswalks
- Add crossing signs to the south leg crossing
- Additional pedestrian safety countermeasures that could be added
 - RRFB on South Leg for Fillmore Crossing
 - Bumpout/Narrowing of the south leg of the intersection

Note: The south leg is the highest pedestrian crossing volume, but minimal current vehicle conflicts with southbound left the primary movement that doesn't conflict with pedestrians.

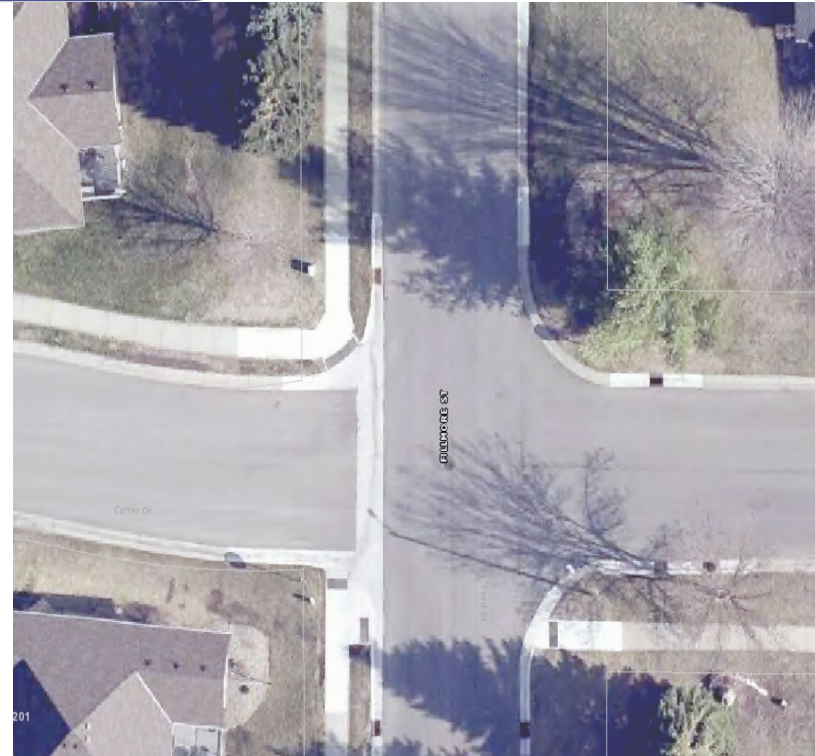


All-Way Stop Review

Carter Drive & Filmore Street



- MnMUTCD guidance for All-Way stop
- Warrant A – Crash experience
 - 5 or more reported crashes in a 12 months. No reported crashes in the last 10 years.
- Warrant B – Sight Distance
 - In reviewing the intersection adequate sight distance is provided
- Warrant C – Transition to a signal
- Warrant D – 8-hour volume
 - 300 units per hour for each of any 8 hours of a typical day for the major street, or 200 units per hour for any 8 hours from the minor street. Vehicle volume is not met.
- Recommendation is to not install an All-Way stop



Recommendation Summary



- Add high visibility crosswalk markings to:
 - The South leg of Roosevelt Dr. and Hayes Dr.
 - The West and South legs of Carter Dr. and Filmore St.
- Add crossing signs to the south leg of Carter Dr. and Filmore St.
- Replace the Yield sign at Hayes Dr. and Filmore St. with a stop sign
- Reassess after TH 246 turnback improvements are completed by the middle school (work with school district staff to encourage drop-off and pick-up in front of the middle school after the improvements)



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