

## Community Oriented Public Safety Initiative Reserve Fund

March 29, 2004

### a) Action Plan Strategy

The neighborhood will use Strategy 5.1.1.1 – Traffic Plan. This strategy includes a police buy-back program designed to calm traffic in the neighborhood and to enforce parking laws. The current conditions lead poor intersection visibility, increasing the potential for vehicle crashes and reduced pedestrian safety.

### b) Process used to develop and approve the neighborhood strategy

During Phase One planning, the neighborhood surveyed the community to assess residents concerns. In this survey traffic and related interactions between vehicles, pedestrians, and bicycles was one of the top concerns of the responders. The neighborhood first devised a plan of physical impediments for installation on neighborhood streets. Residents on the affected streets did not overwhelmingly support these impediments so the neighborhood looked to others efforts.

In 2001, during the neighborhood's Phase One Re-allocation process, the community passed a new traffic calming program dependant on behavior modification and education not physical barriers. This new program included a concentrated effort of police patrols at peak travel times. The goal of this program is to enforce traffic laws and provide traffic safety education so that the neighborhood becomes friendlier to pedestrians, bicycles and vehicles.

The neighborhood sees this program as a vital effort to maintain safety in East Calhoun. The Uptown area is growing with hundreds of new housing units and multiple new restaurants and businesses. Although the community is fortunate to have this positive grow, ECCO has a desire to preserve its character offering unique urban living. The neighborhood is an area, considering the abundance of natural and built amenities that thrives on pedestrian traffic, attracts children and families and encourages bicycling. The program works to maintain this harmony.

This program would involve bicycle, foot, and vehicle patrols. Police officers would work in East Calhoun throughout the spring, summer and autumn of this year. The patrols will serve in two capacities, (1) to enforce traffic laws and (2) to provide a presence where the officer can interact an educate residents and visitors on traffic, pedestrian, and bicycle safety and regulations.

### c) and d) Amount requested and program budget

ECCO NRP requests \$15,000 to cover the cost of program. This would cover around 400 officer hours. The program would run for 20 weeks with at least officer hours a week. The patrols should target peak travel times Sunday through Saturday. The neighborhood will work with the Minneapolis Police Department to determine the most effective policing schedule.

#### e) Desired Outcomes

ECCO's goal for this program is to calm traffic, improve pedestrian and bicycle safety. The neighborhood will measure success based on vehicle speeds, improved vehicle stops, improved sightlines at intersections, reduction in illegal parking, improved pedestrian safety, and higher community awareness of traffic safety.

#### f) Time frame for spending

As previously stated the neighborhood will conduct this program this spring, summer, and autumn for a period of 20 weeks. Since this is an effort for education and behavior modification it is important that this program run for a sustain period.

#### g) Reporting Plan

ECCO NRP will prepare a scope of service that is similar to its current Parkway police buy-back program detailing patrolling and reporting requirements.

#### h) Addressing the selection criteria

1. This program addresses not address Serious Uniform Crimes, it primarily addresses quality of life crimes the impact neighborhood safety and livability.
2. This program addresses the primary concern of the neighborhood that it identified in a survey during NRP planning.
3. The neighborhood has worked for the past three years to craft a program that encourages safe vehicle, pedestrian and bicycle travel through the community. ECCO has in the past participated in projects in conjunction with the Minneapolis Police Department that focused on these nuisance issues. The community could be able to assist in this program.
4. Reporting of this program is primarily a recording of citations and warnings over the period of the program. As the program proceeds the number of citation should decrease if a consistent effort is met. This program already has neighborhood support and additional funds are available to provide marketing and communication materials for this project.
5. The neighborhood worked with the Minneapolis Police Department primarily in 2001-2002 during the initiatives development. With the introduction of the COPS

program, the neighborhood communicated with the Minneapolis Police Department to modify to program to fit this program.

6. Aside from performance measure already described in part 4, measuring the effectiveness will be evident at every intersection. If there continues to be illegally park vehicles and unsafe interactions between vehicles, pedestrians, and bicycles than the program was not a success. To the contrary, when there are clear sightlines at these same intersections and vehicles, pedestrians, and bicycles interact in a safer manner this program can be deemed a success.
7. This program can provide for a pilot type program that determines the best method to encourage traffic safety and educated residents and visitors to the importance of this effort. The precinct can replicate this effort throughout when communities approach it for solutions to traffic concerns.
8. This is an initiative of ECCO alone, but it can have some benefits on surrounding neighborhoods. ECCO, with its location between the Uptown business district and Lake Calhoun, has been a preferred route of pedestrian, bicycles and vehicles from neighboring communities.