

EXECUTIVE SUMMARY

The Minneapolis Pedestrian Crash Study assessed trends, contributing factors, and characteristics of pedestrian crashes in the City of Minneapolis over the past 10 years to better understand where, how, and why pedestrian crashes are occurring in Minneapolis. The statistics shown in this summary provide a glimpse of trends across the city. For complete crash analysis, see **Chapter 5** and **Appendix B**.

Minneapolis is a Good City for Walking

- **MINNEAPOLIS IS UNIQUE.** The alarming national trends of increasing numbers of pedestrian crashes over the past several years does not hold true in Minneapolis.
- **THERE IS STRENGTH IN NUMBERS.** Over the decade, while pedestrian counts have risen, pedestrian crash numbers have held steady.
- **SLOWING DOWN YIELDS LESS SEVERE CRASHES.** Pedestrian crashes are less likely to be severe on lower-speed streets. While the vast majority of pedestrian crashes occur on streets with a 30 MPH speed limit, **pedestrian crashes increase in severity when they occur along higher speed streets.**

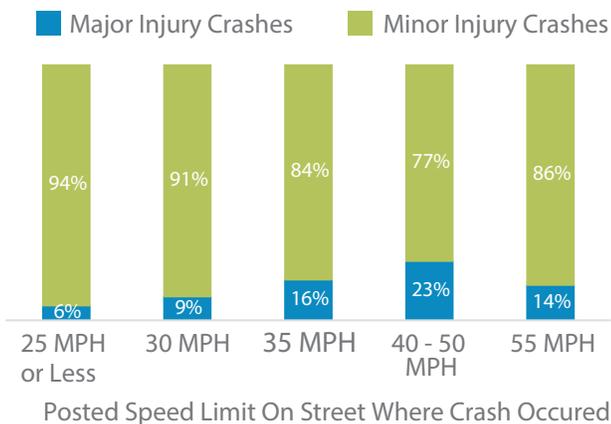


Figure ES-1. Pedestrian Crash Severity by Posted Speed Limit

Source for Pedestrian Crash Data: 10-Year Dataset

- **FEWER LANES ARE BETTER FOR PEDESTRIANS.** Streets with fewer lanes have fewer pedestrian crashes per mile.
- **CRASHES ARE CONCENTRATED TO A SMALL NUMBER OF STREETS.** Eighty percent of all pedestrian crashes occurred on 10 percent of the streets in the city, and seventy-five percent of fatal and serious injury pedestrian crashes occurred on 5 percent of streets in the city. Focusing improvements on these streets will yield the greatest benefits in pedestrian safety.

Minneapolis Pedestrian Crash Trends

While the rate of major pedestrian crashes is lower in Minneapolis than other cities and states (as described in **Appendix A**), these crashes are still occurring and are preventable.

- **THE MAJORITY OF PEDESTRIAN CRASHES HAPPEN AT INTERSECTIONS.** Over two-thirds of pedestrian crashes occur at traffic signals, and the most common location for a pedestrian crash is in a crosswalk area.
- **CRASHES ARE PREVENTABLE.** Vehicle drivers were found to be most at fault in 62 percent of pedestrian crashes and drivers are more likely than pedestrians to have at least one contributing factor in the crash. The most common contributing factor by a vehicle is failing to yield to the pedestrian right of way.

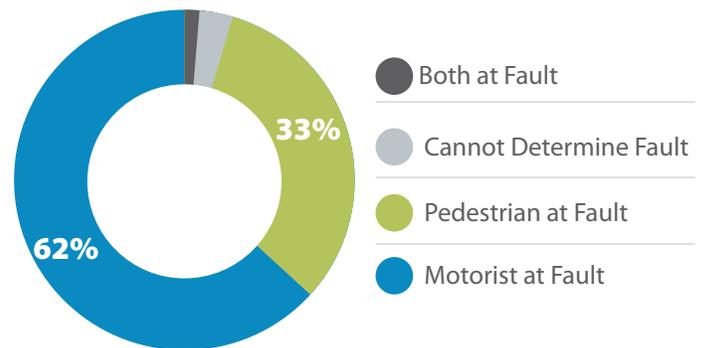
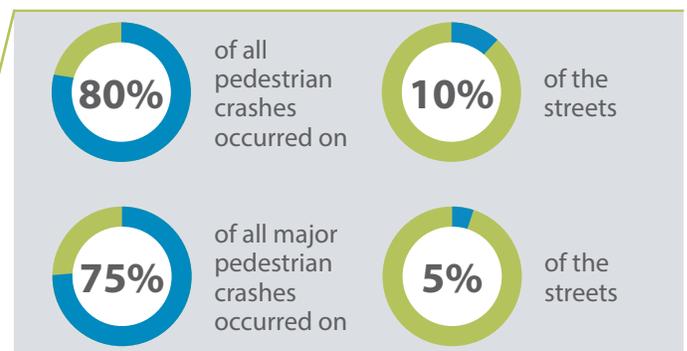


Figure ES-2. Pedestrian Crash Fault

Source for Pedestrian Crash Data: 3-Year Dataset



- **LEFT TURNING VEHICLES POSE A UNIQUE THREAT TO PEDESTRIANS.** Just under half of pedestrian crashes involved a turning vehicle, and nearly three-quarters of those crashes involve a left-turn parallel path movement.

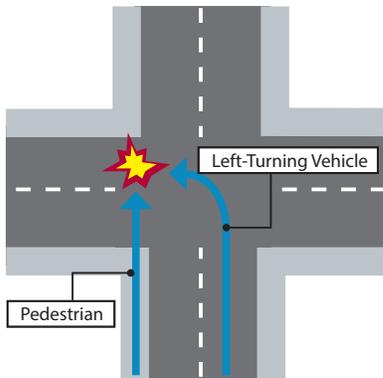


Figure ES-3. Left-Turn Pedestrian Crashes

A motorist left-turn parallel path crash occurs when the motorist and pedestrian are initially traveling on the same street in the same direction before the vehicle crosses the path of the pedestrian with a left turn.

- **SOME POPULATIONS ARE OVER-REPRESENTED IN PEDESTRIAN CRASHES.** Areas of the city with majority non-white populations and lower income experience more pedestrian crashes per capita than other areas of the city.

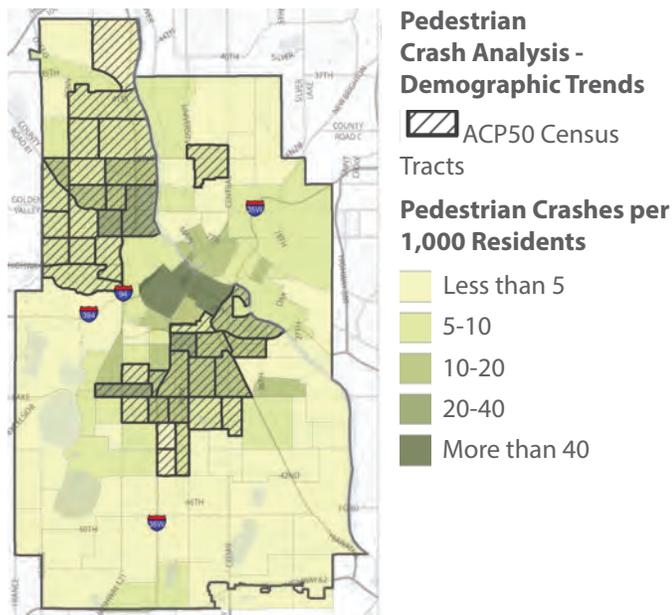


Figure ES-4. Crashes per Resident and ACP50 Census Tracts

Source for Pedestrian Crash Data: 10-Year Dataset

- **PEDESTRIAN AGE MAKES A DIFFERENCE IN CRASH SEVERITY.** Pedestrians over the age of 45 are over-represented in major crashes, and when fatal crashes are considered alone, pedestrians over the age of 65 are significantly over-represented.

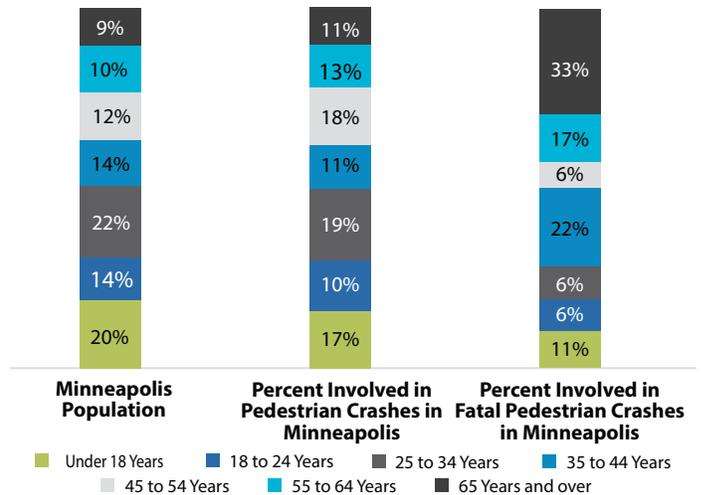


Figure ES-5. Pedestrian Crashes by Age

Safety Improvement Strategies

Efforts to improve pedestrian safety should involve all 6 E's - engineering, education, enforcement, encouragement, evaluation, and equity.

- **ENGINEERING** strategies such as improving crosswalk visibility, creating pedestrian refuge islands, minimizing corner radii, extending curbs at intersections, reducing speed limits, and adding protected left-turn lanes and/or phases can improve safety.
- **EDUCATION** campaigns should be tailored to underrepresented populations, and at-risk age groups, eliminating distracted driving, highlighting safe travel practices near transit.
- **ENFORCEMENT** at priority intersections, especially during peak crash periods, could bring awareness of safety issues.
- **ENCOURAGEMENT** through supporting neighborhood events, enhancing pedestrian realms, and implementing pedestrian-friendly land use policies to reinforce safety in numbers.
- **EVALUATION** should occur both before and after implementation of any of these safety measures to determine their effectiveness.
- **EQUITY** should remain a priority in project selection and implementation.