



1. INTRODUCTION

The City of Minneapolis has demonstrated a commitment to safe and comfortable travel throughout the city for all users. Several policies, plans, and studies highlight this commitment for pedestrians in particular:

- The **Complete Streets Policy** passed in 2016 prioritizes public right-of-way use for walking above biking, transit, and motor vehicles.
- The **Pedestrian Master Plan** of 2009 (a part of Access Minneapolis) sets several goals and objectives to improve pedestrian safety and reduce pedestrian crashes.
- The **Minneapolis Public Works Safe Routes** program initiated in 2006 prioritizes pedestrian safety enhancements around schools and encourages walking through formalized route identification like **Walking Routes for Youth**.
- The additional funding available through the 2016 **Neighborhood Parks and Streets Ordinance** and the project weighting of the **20 Year Streets Funding Plan** were reflective of the Complete Streets modal priority and included pedestrians as a unique consideration.

The Minneapolis Pedestrian Crash Study assesses trends, contributing factors, and characteristics of pedestrian crashes in the City of Minneapolis over the past 10 years.

“Walking is an essential mode of transportation for everyone in Minneapolis, and it contributes to the success of public transit, vibrant business districts, healthy citizens, and safe neighborhoods.”

- City of Minneapolis Pedestrian Master Plan (2009)



Purpose

Recognizing that pedestrians are the most vulnerable users, and that all trips begin and end as a pedestrian, improving pedestrian safety must be the highest priority because they are the most at risk users.

Crashes for all modes in Minnesota (which are dominated by vehicle-vehicle crashes and pedestrian crashes statewide) have been on the rise since 2012. However, pedestrian crashes in the City of Minneapolis have remained relatively constant over the study period. This study was initiated to better understand where, how, and why these pedestrian crashes are occurring in Minneapolis.

This data-driven approach will be valuable in future planning and programming of projects to improve pedestrian safety. The results of this analysis are intended to be used in both reactive and proactive ways – to reduce crashes that are happening and identify areas where crashes could happen in the future.

Using This Report

This study is an informational document that looks at pedestrian crash trends city-wide. The information is intended to be used to identify locations for future studies and develop strategies for capital improvement programs.

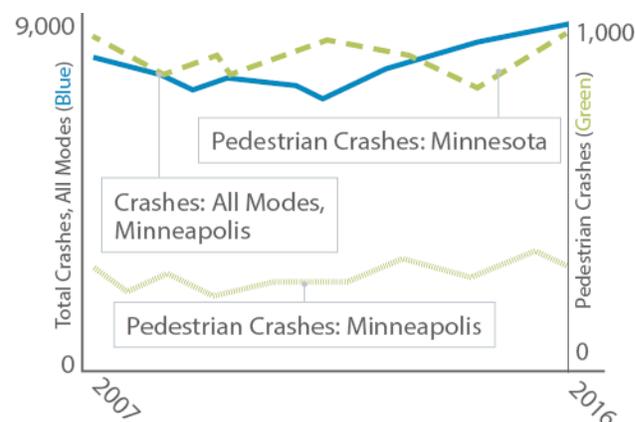


Figure 1-1. Crashes Over Time

While crashes involving all modes and pedestrian crashes statewide have increased, pedestrian crashes in Minneapolis have remained constant over the decade.

Sources:

Source for Crashes, All Modes, Minnesota: MnCMAT

Source for Pedestrian Crash Data in Minneapolis: 10-Year Dataset

Source for Pedestrian Crash Data in Minnesota: Minnesota Motor Vehicle Crash Facts (2015)

Report Structure

This report begins with an overview of national trends in pedestrian crashes in Chapter 2. Chapter 3 discusses crash and other data available in Minneapolis. Chapter 4 discusses the approach and methodology used for the pedestrian crash analysis. Chapter 5 presents the results of the analysis. These results include details on when crashes are occurring and how those crashes correlate with street characteristics, intersections, demographics, and other factors.

There is a growing trend across the United States to focus on systemic safety improvements to improve safety at locations that may not have had a crash yet. The results of this analysis can be used by Minneapolis departments and committees, as well as other agencies with infrastructure in Minneapolis, to implement design, policy, and other countermeasures to reduce pedestrian crashes.

Additional information can be found in **Appendices A, B, C, and D** of this report, including an in-depth national review on crashes (**Appendix A**), supplemental crash data and findings (**Appendix B**), and detailed intersection information (**Appendix C**).

