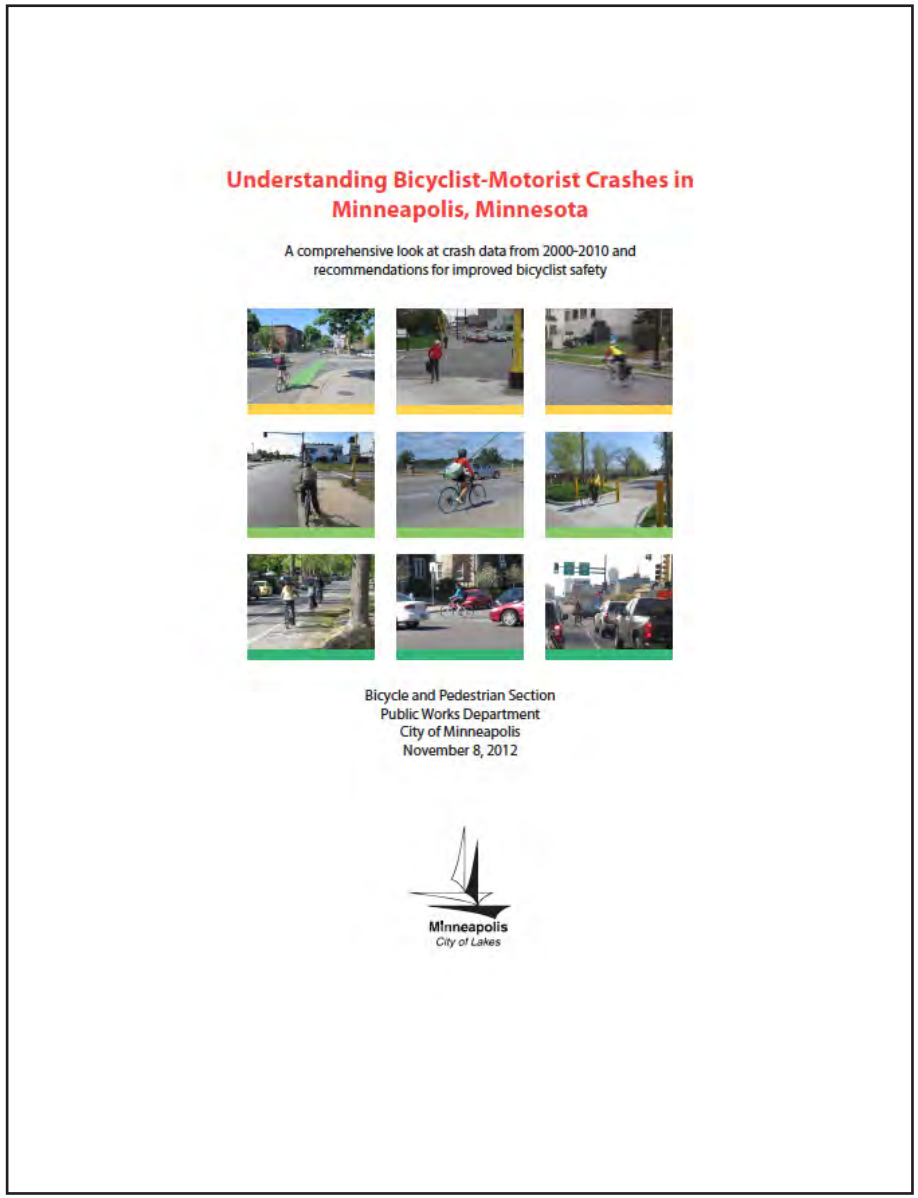
Understanding Bicyclist-Motorist Crashes in Minneapolis

A comprehensive look at crash data from 2000-2010 and recommendations for improved bicyclist safety

Presentation to City Council
Transportation and Public Works Committee
January 15, 2013

New report:

Analyzing 2,973 reported bicyclist-motorist crashes from 2000-2010



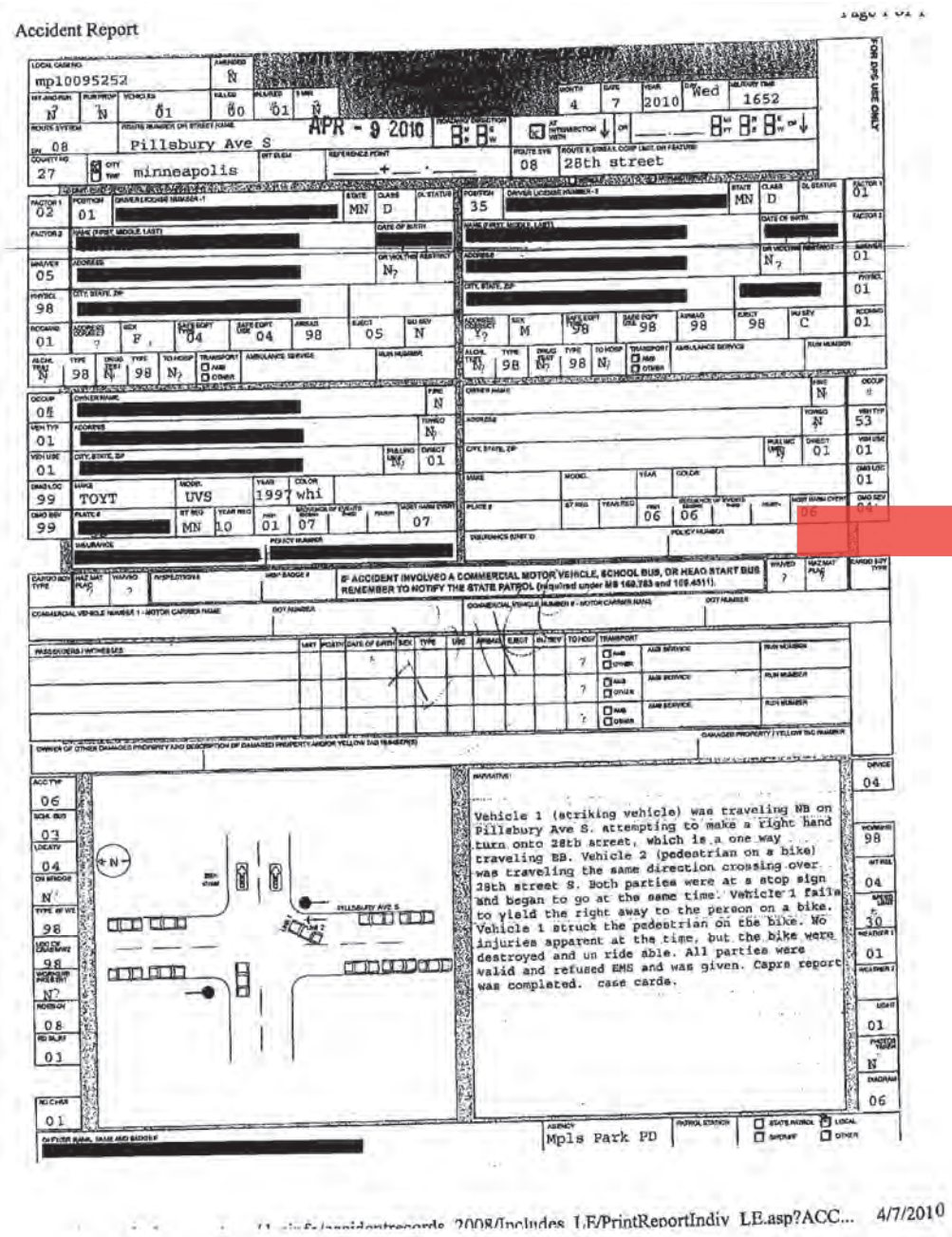
Understanding Bicyclist-Motorist Crashes in Minneapolis, Minnesota

A comprehensive look at crash data from 2000-2010 and recommendations for improved bicyclist safety

Bicycle and Pedestrian Section
Public Works Department
City of Minneapolis
November 8, 2012

Minneapolis
City of Lakes

2,973 reported crashes from 2000-2010


Accident Report

mp10095252

Pillsbury Ave S

APR - 9 2010

minneapolis

28th street

Wed

1652

TOYT

UVS

1997

whi

Vehicle 1 (striking vehicle) was traveling NB on Pillsbury Ave S. attempting to make a right hand turn onto 28th street, which is a one way traveling EB. Vehicle 2 (pedestrian on a bike) was traveling the same direction crossing over 28th street S. Both parties were at a stop sign and began to go at the same time. Vehicle 1 fails to yield the right away to the person on a bike. Vehicle 1 struck the pedestrian on the bike. No injuries apparent at the time, but the bike were destroyed and un ride able. All parties were valid and refused EMS and was given. Caprs report was completed. case cards.

Mpls Park PD

4/7/2010

Our Analysis

Context & Injury

- Date & Time
- Intersection (location)
- Weather & Road Surface
- Circumstance (Hit and Run)
- Injury Severity

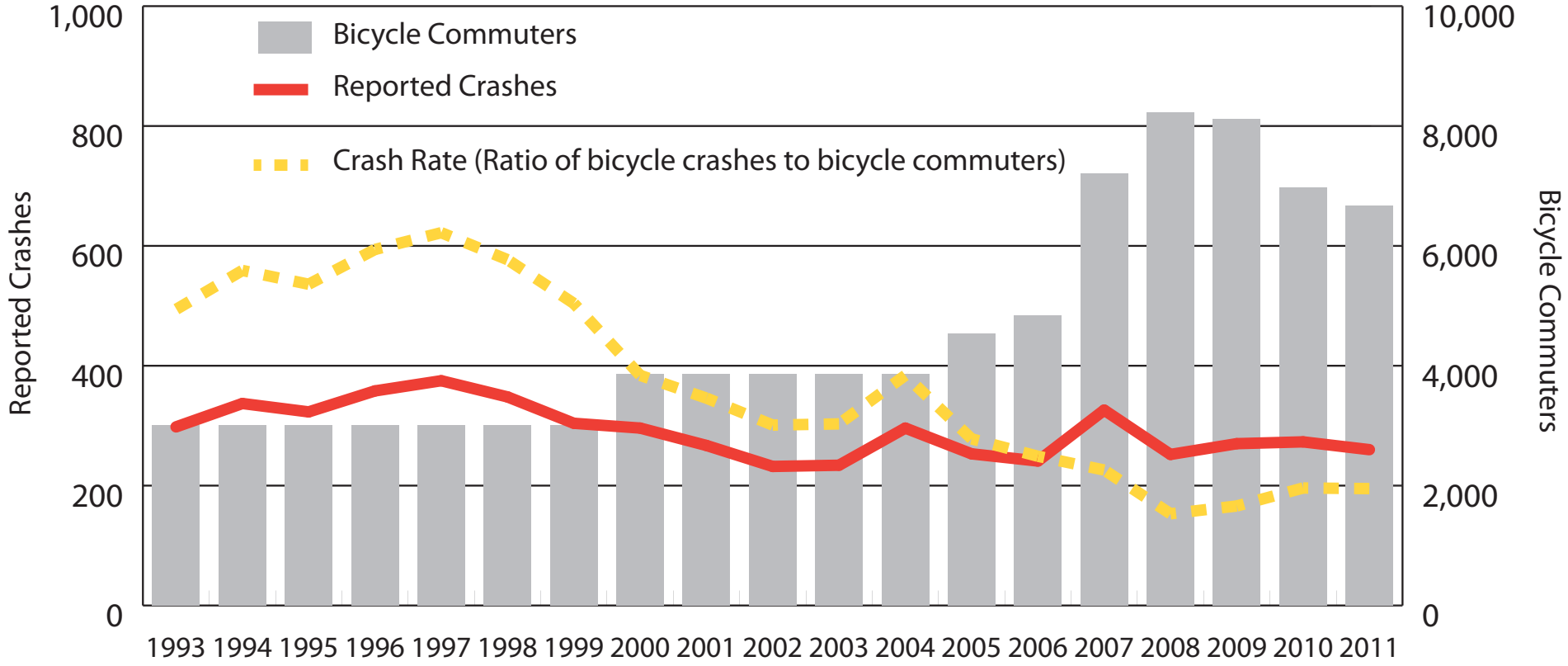
Bicyclist Information

- Bicyclist Contributing Factor
- Bicyclist Pre-Crash Maneuver
- Bicyclist Condition
- Bicyclist Date of Birth

Motorist Information

- Motorist Contributing Factor
- Motorist Pre-Crash Maneuver
- Motorist Condition
- Motorist Vehicle Type

Safety in Numbers



Source: U.S. Census Bureau 1990-2000 Decennial Census, 2005-2011 American Community Survey, Bicyclist-motorist crashes from 2000-2010 as reported to the City of Minneapolis by the Minneapolis Police Department and Minneapolis Park Police.

3 Main Conclusions

1. Most crashes are occurring at intersections along major arterials.

2. Motorists are not seeing or yielding to bicyclists.

3. Bicyclists are not riding in a predictable manner.

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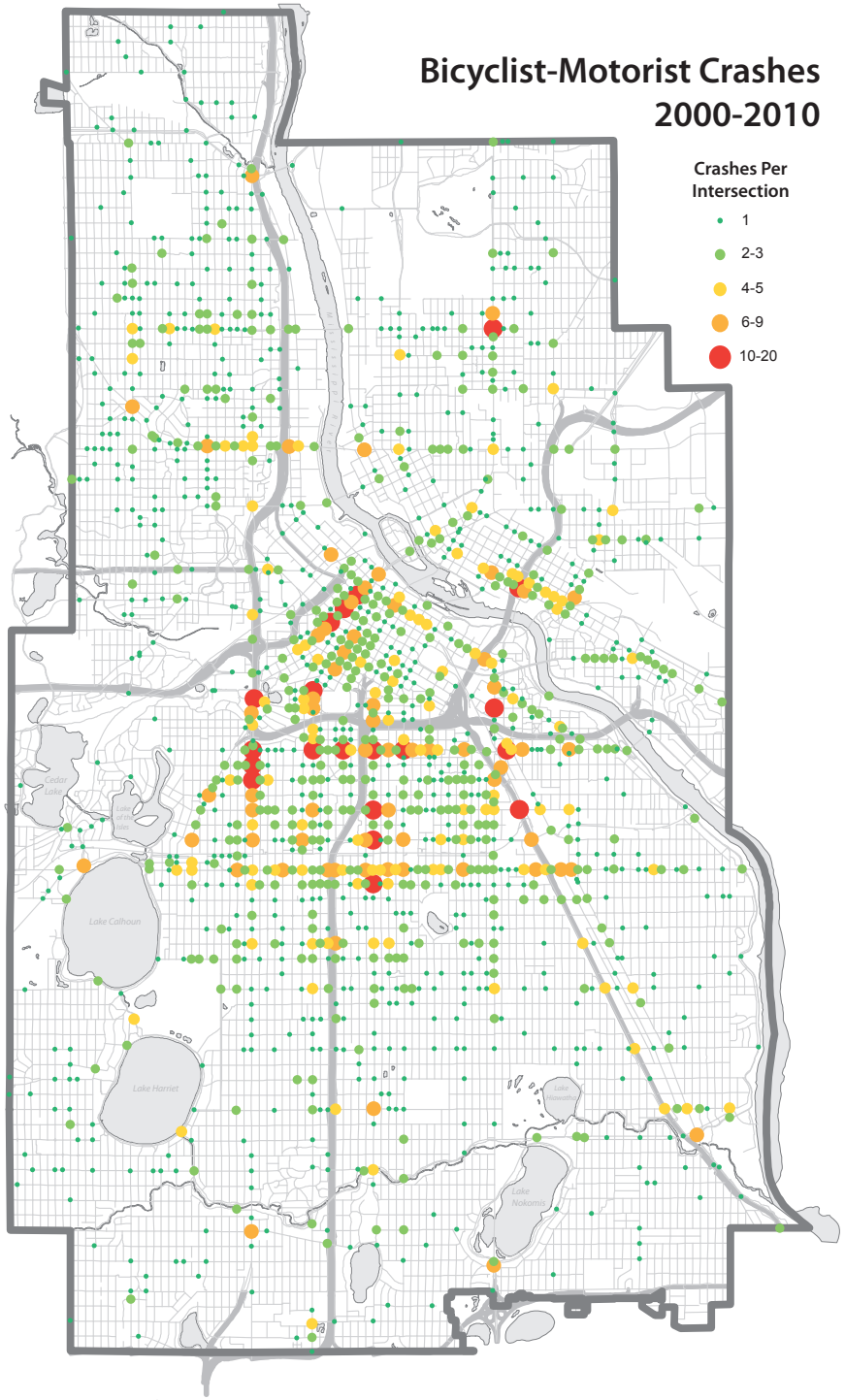
→ 81% of crashes occur within 50-ft of an intersection



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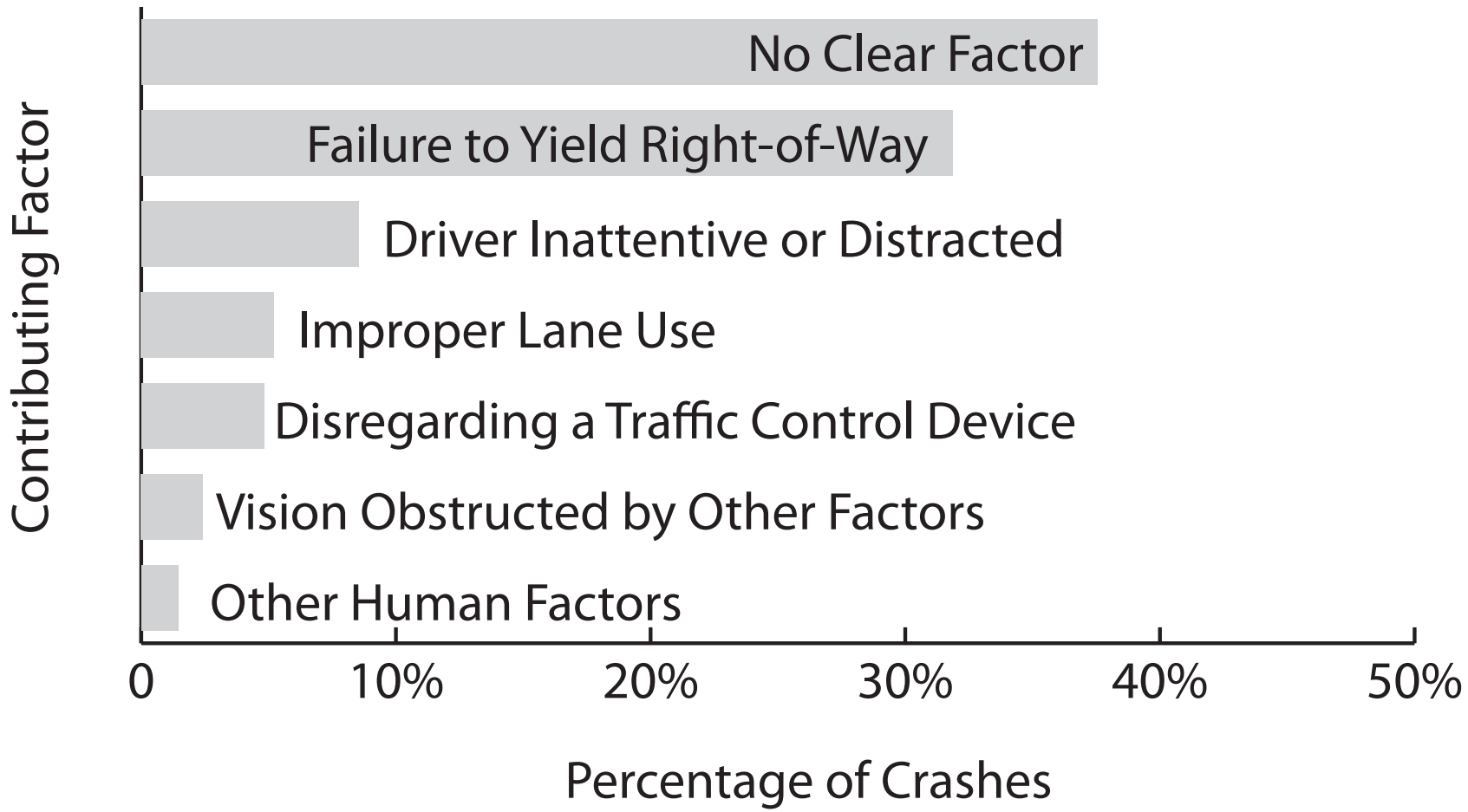

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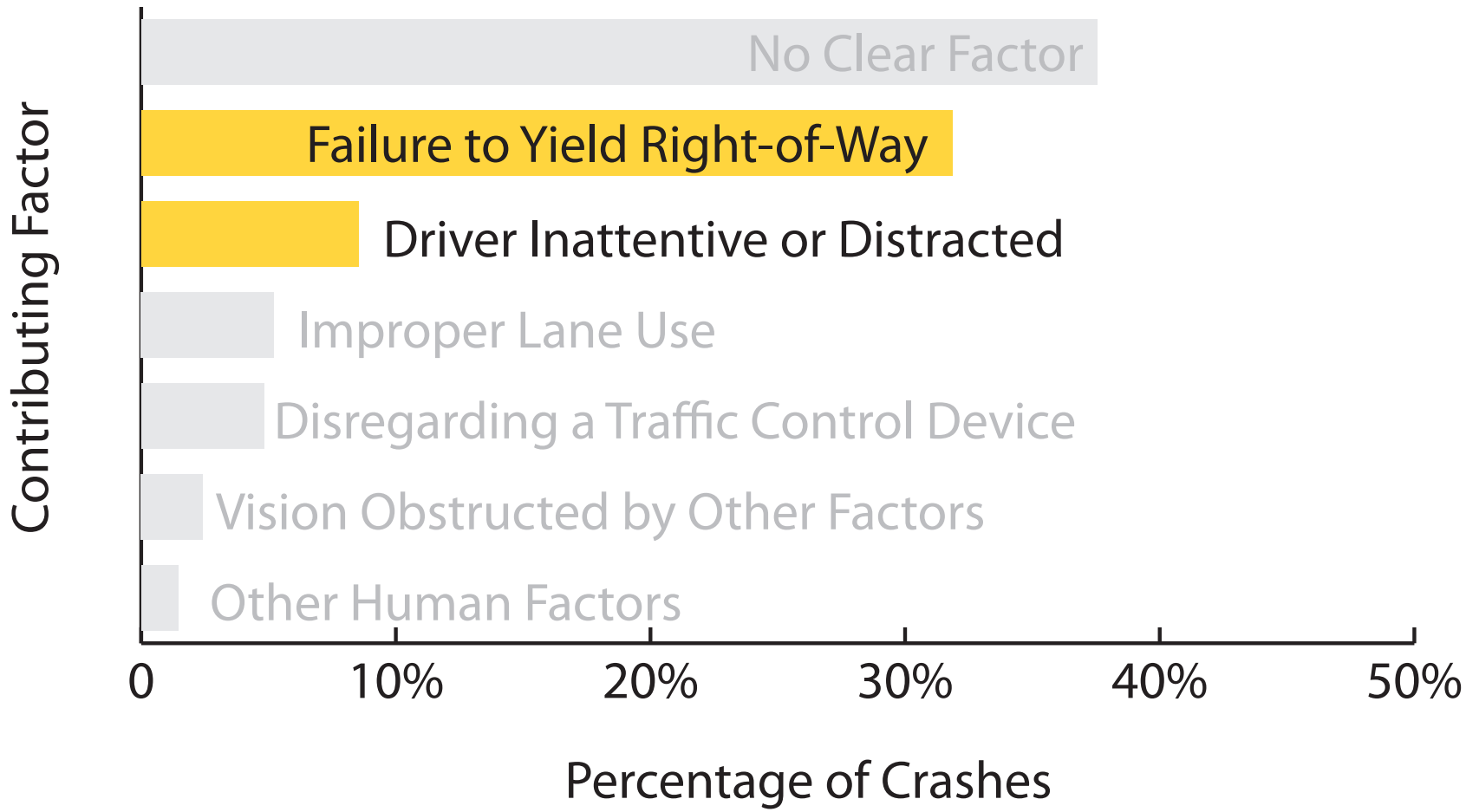

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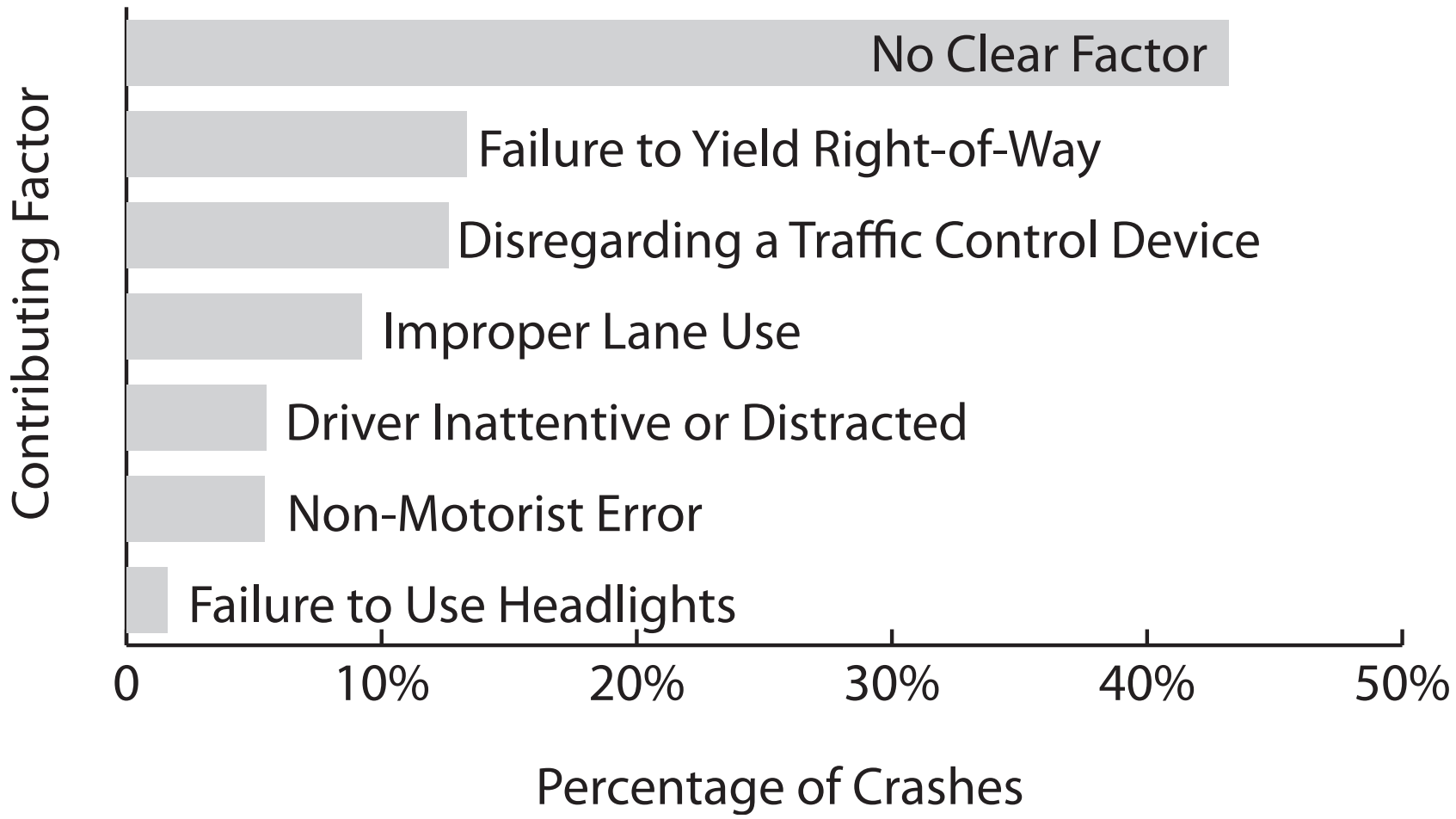

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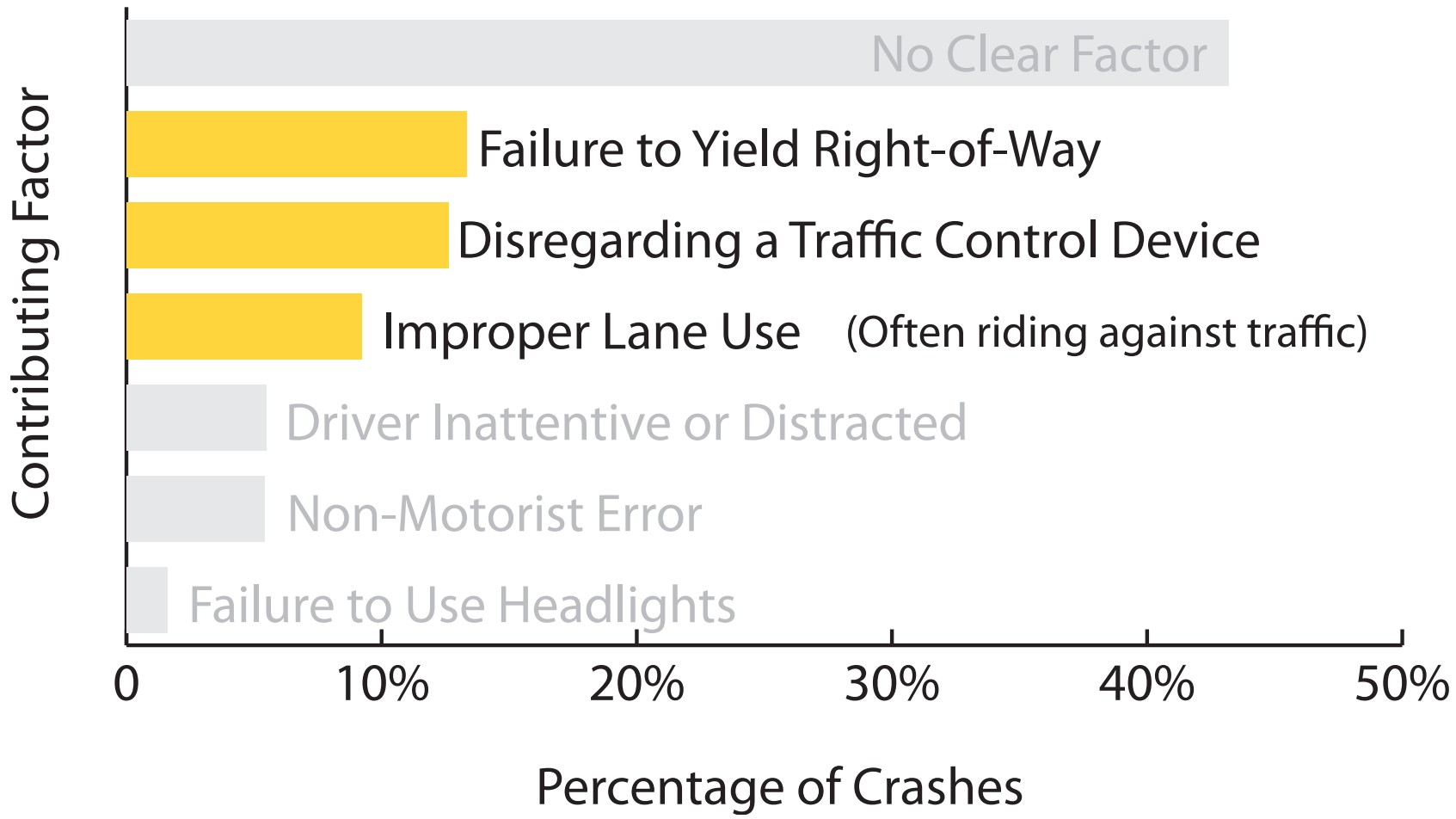

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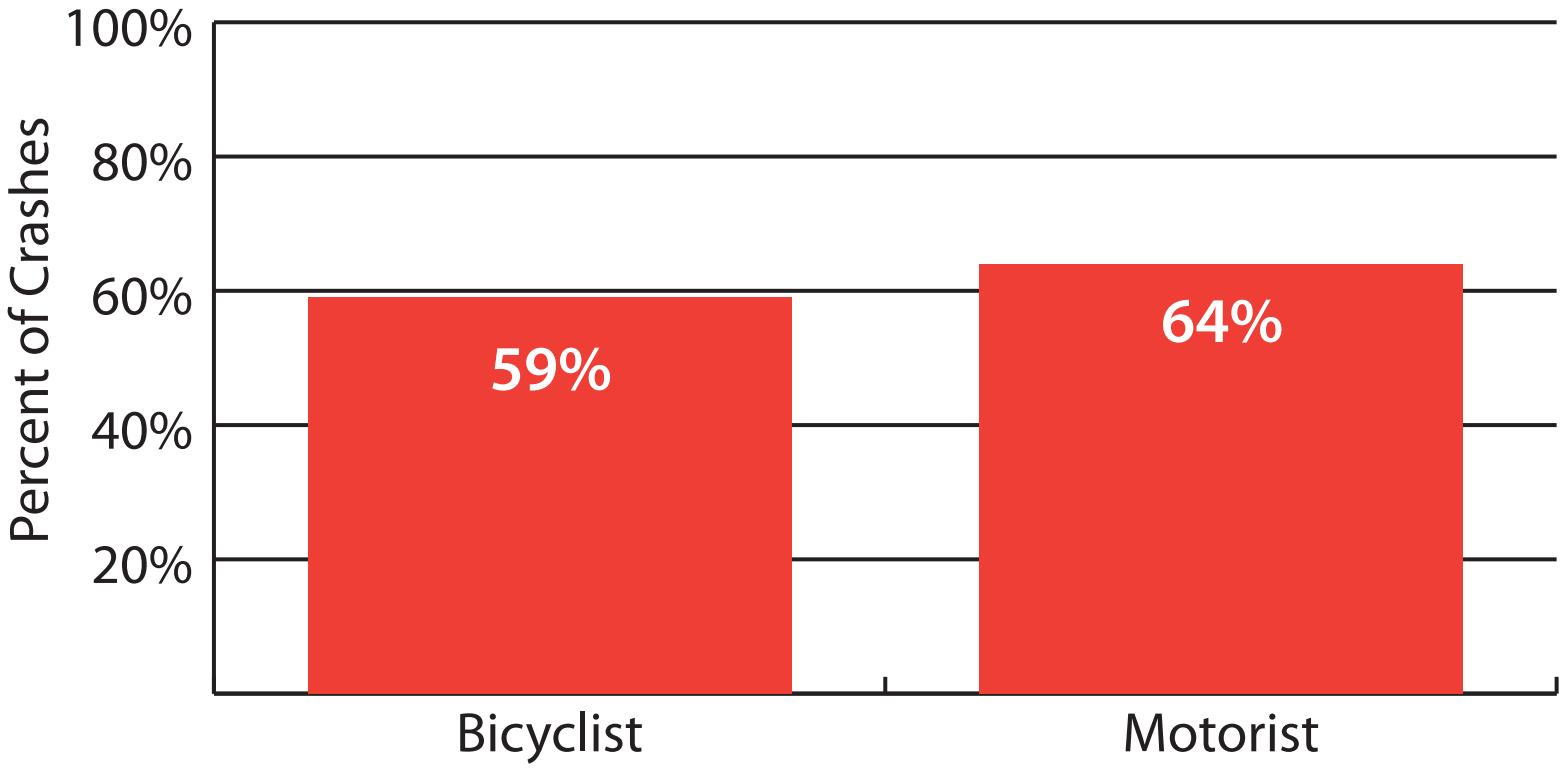
Who is contributing to crashes?

(Often times it is both parties)



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Approaching Bicyclist Safety

The 6 E's of Bicycling

- Equity
- Engineering
- Enforcement
- Education
- Encouragement
- Evaluation

Reducing Perceived Risks

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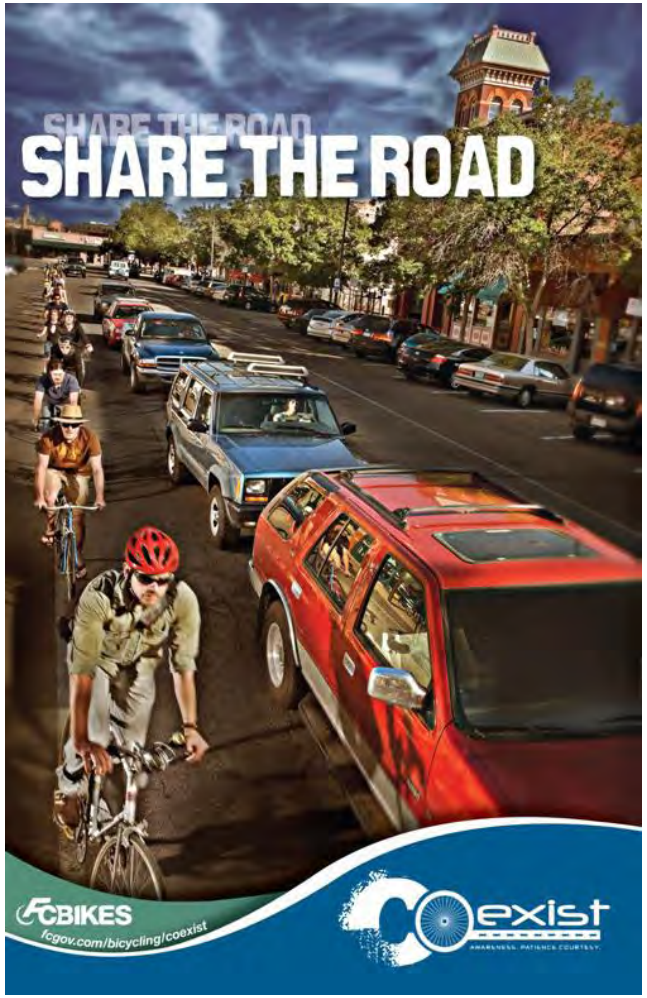
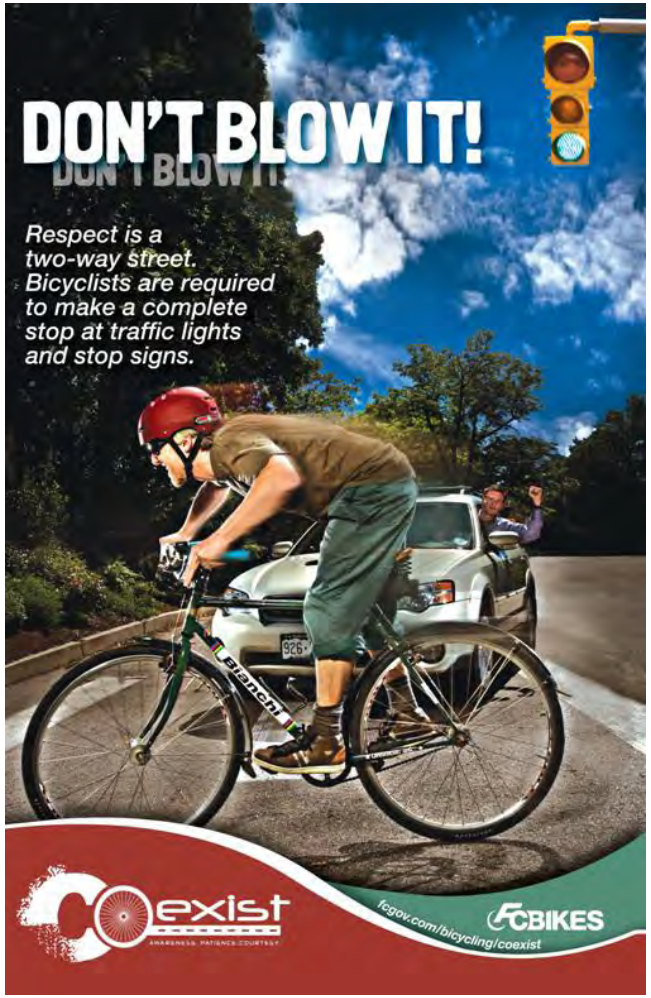
Reducing Perceived Risks

Equity & Education - Keeping Messages Balanced





Safety Campaign from Fort Collins, CO.

Focused Education Efforts

Fatal Crashes, 2000-2011

Year	Location	Truck or Bus
2000	12th St N & W Linden Ave	X
2002	3rd St NE & Lowry Ave NE	X
2003	52nd Ave N & James Ave N	
2006	University & Washington Av SE	
2007	W Lake St & Dean Pkwy S	X
	Broadway St NE & Quincy St NE	
2008	Washington Av N & Dowling Av N	X
	W Excelsior Blvd & W 32nd St	
	5th St S & Nicollet Mall	X
2009	14th St E & Park Av S	X
2010	Monroe St NE & 15th Ave NE	
	1st Ave N & 5th St N	X
2011	15th Ave SE & 4th St SE	X
	W River Pkwy & E Franklin Ave	

Source: Bicyclist-motorist crashes from 2000-2010 as reported to the City of Minneapolis by the Minneapolis Police Department and Minneapolis Park Police.

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Engineering

Broadway St NE & 5th St NE

Guiding bicyclists through intersections

Engineering

Highlight potential conflict areas

Engineering

Providing a designated & comfortable space to ride

Enforcement

Bicycle Advisory Committee members meet with MPD staff

Expand relationship between Public Works & MPD

More Topics in the Report

- Crash reporting process
- When crashes occur
- Hit-and-runs
- Specific crash types
- Condition of driver/rider
- Bicyclist age
- Bicyclist light use
- Injuries and costs
- Crash rates
- Corridor analysis

Report available online at:
www.minneapolismn.gov/bicycles