Request for City Council Committee Action
From the Department of Public Works

Date: January 15, 2013

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: **Report: Understanding Bicyclist-Motorist Crashes in Minneapolis**

Recommendation:

Receive and File

Previous Directives:

No previous directives

Prepared by: Simon Blenski, Traffic and Parking Services, 612-333-1274

Approved by:

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Steven A. Kotke, P.E., City Engineer, Director of Public Works

Presenters: Simon Blenski, Traffic and Parking Services, 612-333-1274

Reviews:

Permanent Review Committee (PRC):	Not Applicable
Civil Rights Affirmative Action Plan:	Not Applicable
Policy Review Group (PRG):	Not Applicable

Financial Impact:

No budget impact

Community Impact

Neighborhood Notification: No

City Goals:

- Livable Communities, Healthy Lives – Active lifestyles, walkable, bikeable, swimmable
- A City that Works – Streets, bridges, sidewalks, sewers, bike lanes & paths – well managed and well maintained

Comprehensive Plan: NA

Zoning Code: NA

Background and Purpose

The 2011 Minneapolis Bicycle Master Plan calls for a 10 percent annual reduction in the number of bicyclist-motorist crashes. To better understand what is causing crashes and to meet reduction goals, Public Works examined 2,973 bicyclist-motorist crash records from 2000-2010. Specific crash attributes were extracted from Minnesota Department of Public Safety accident reports, analyzed and mapped.

Summary of Findings

The analysis of the 2,973 bicyclist-motorist crash records found that crashes are complex events and there is no one factor that is contributing to crashes.

However, three primary conclusions emerge from the data:

- Most crashes are occurring at intersections along major arterials.
- Motorists are not seeing or yielding to bicyclists.
- Bicyclists are not riding in a predictable manner.

Detailed findings can be found in the attached report.

Over the past decade, Minneapolis has made great strides in the area of bicyclist safety. This analysis confirms that many of the improvements made are effective and should continue. Colored bike lanes, bicycle traffic signals and separated facilities are just some of the engineering treatments currently used in Minneapolis. Outreach to bicyclists, motorists and commercial drivers have also been priorities in recent years. The findings also highlight the need for new focus areas, including an expanded relationship with the Minneapolis Police Department and continued use of best practices in engineering.

Attachments
Attachment A – Presentation: Understanding Bicyclist-Motorist Crashes in Minneapolis
Attachment B – Report: http://wcms/wcm1/groups/public/@publicworks/documents/images/wcms1p-102346.pdf
Attachment C – Appendix: http://wcms/wcm1/groups/public/@publicworks/documents/images/wcms1p-102359.pdf