

Pedestrian Safety

Bus Bike Walk

October 8, 2020



Why a Pedestrian Plan?

- Mode of travel – we all walk or use a wheelchair as part of every trip we take.
- 30% of people don't drive
- Expense of building/maintaining car-centric infrastructure
- Walkable environments – multiple benefits
- Health impacts of lack of physical inactivity – obesity epidemic (COVID 19 co-morbidities)

NHTSA

National Highway Traffic
Safety Administration

2018 – more recent
available data in U.S.

- 6,283 = pedestrians
killed in traffic
crashes
- Most deaths since
1990

Pedestrian traffic crashes in Minnesota

Traffic accidents involving pedestrians are increasing throughout the state in the last two years, though the rate of fatal crashes for pedestrians have remained slightly flat. Data for 2018 crashes are preliminary.

Pedestrian Crashes Pedestrians Killed Pedestrians Injured

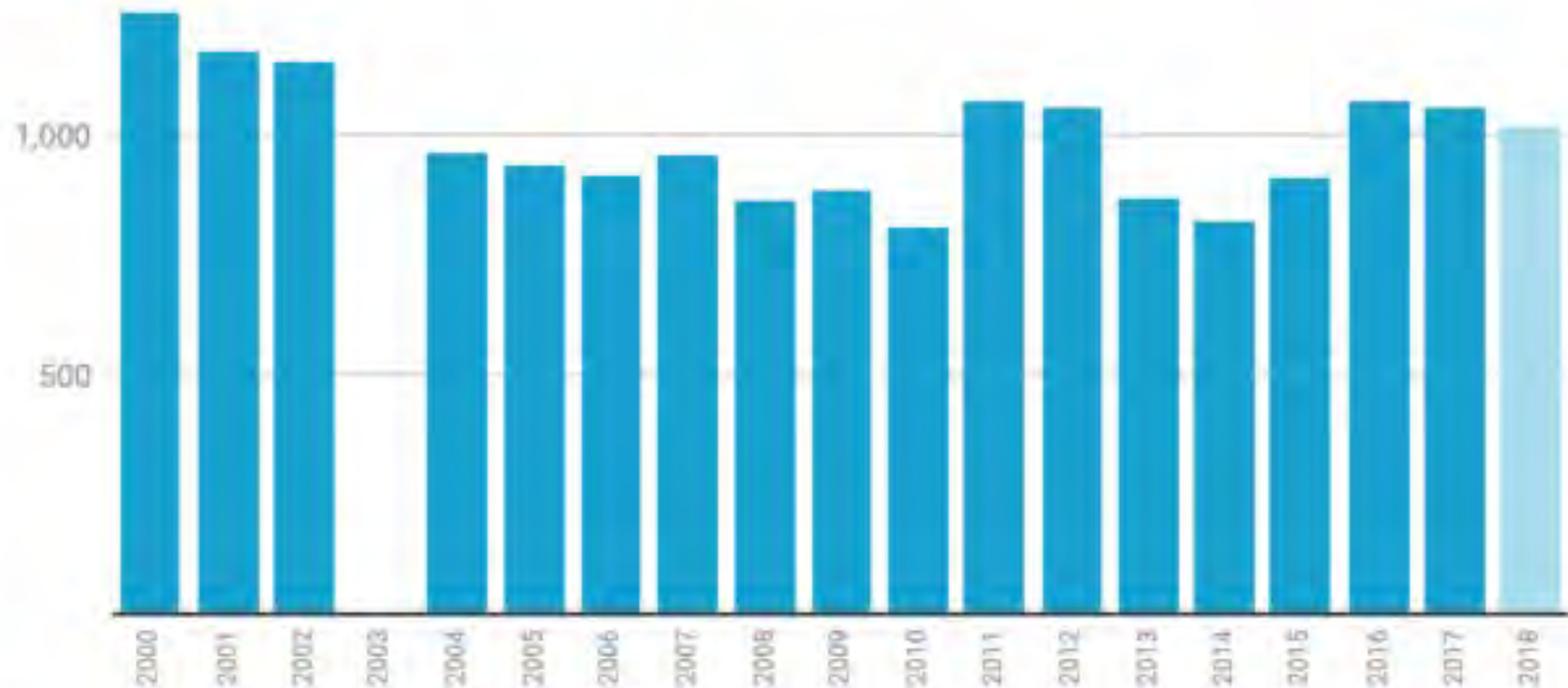
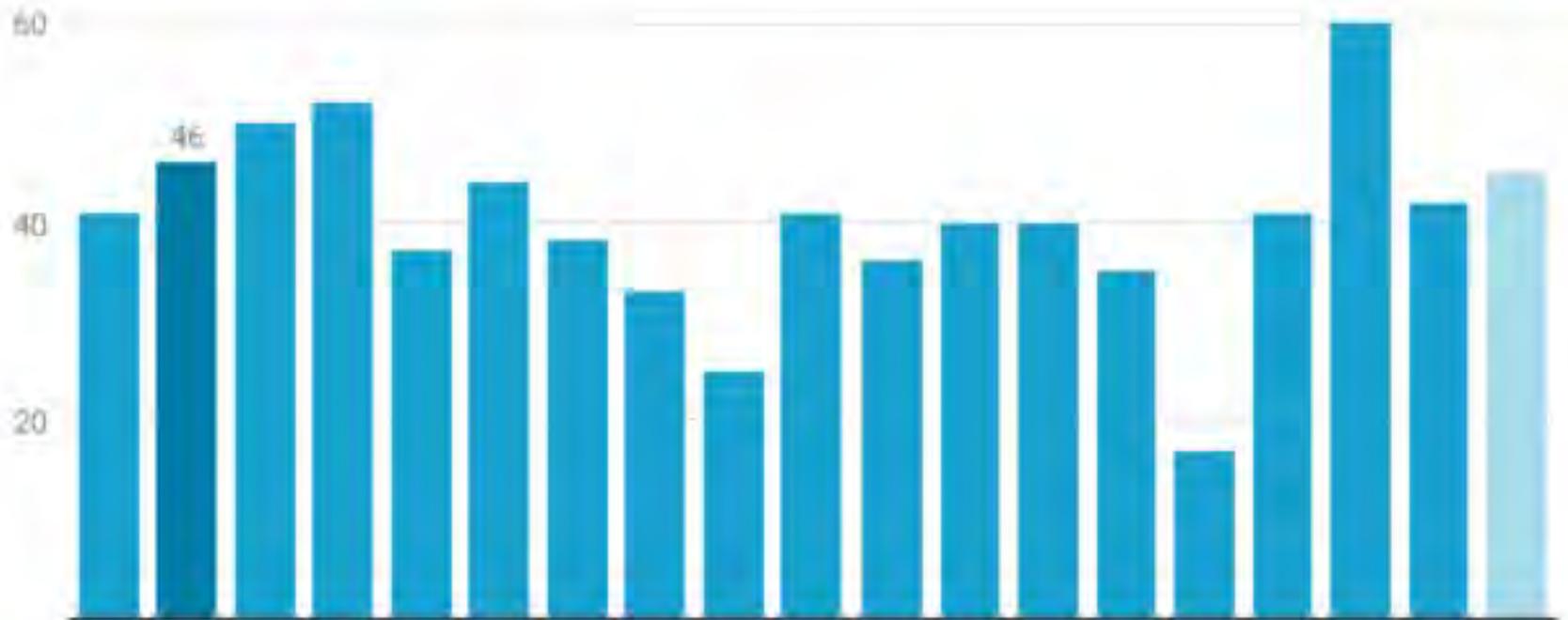


Chart: Matt Mikus / MPR News • Source: [Minnesota Department of Public Safety](#) • [Get the data](#) • Created with [Datawrapper](#)

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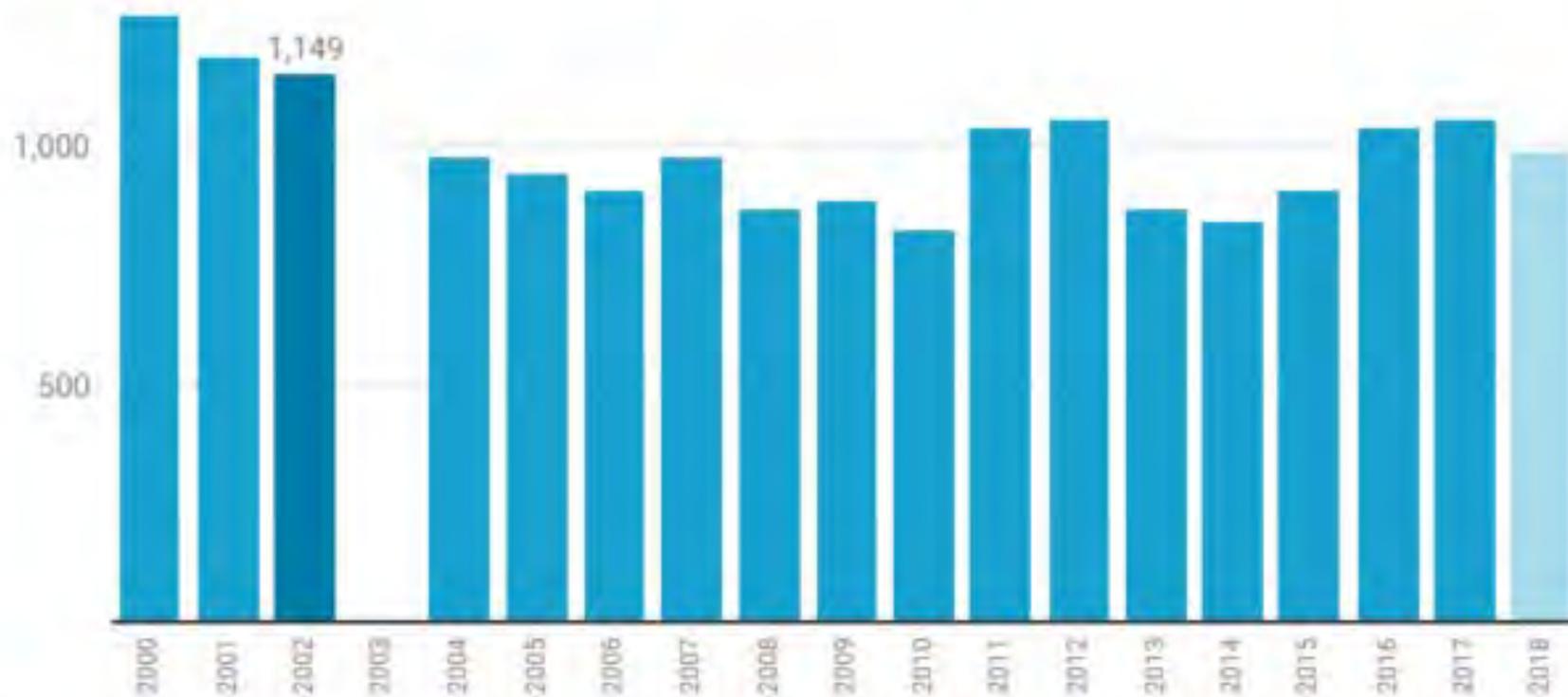
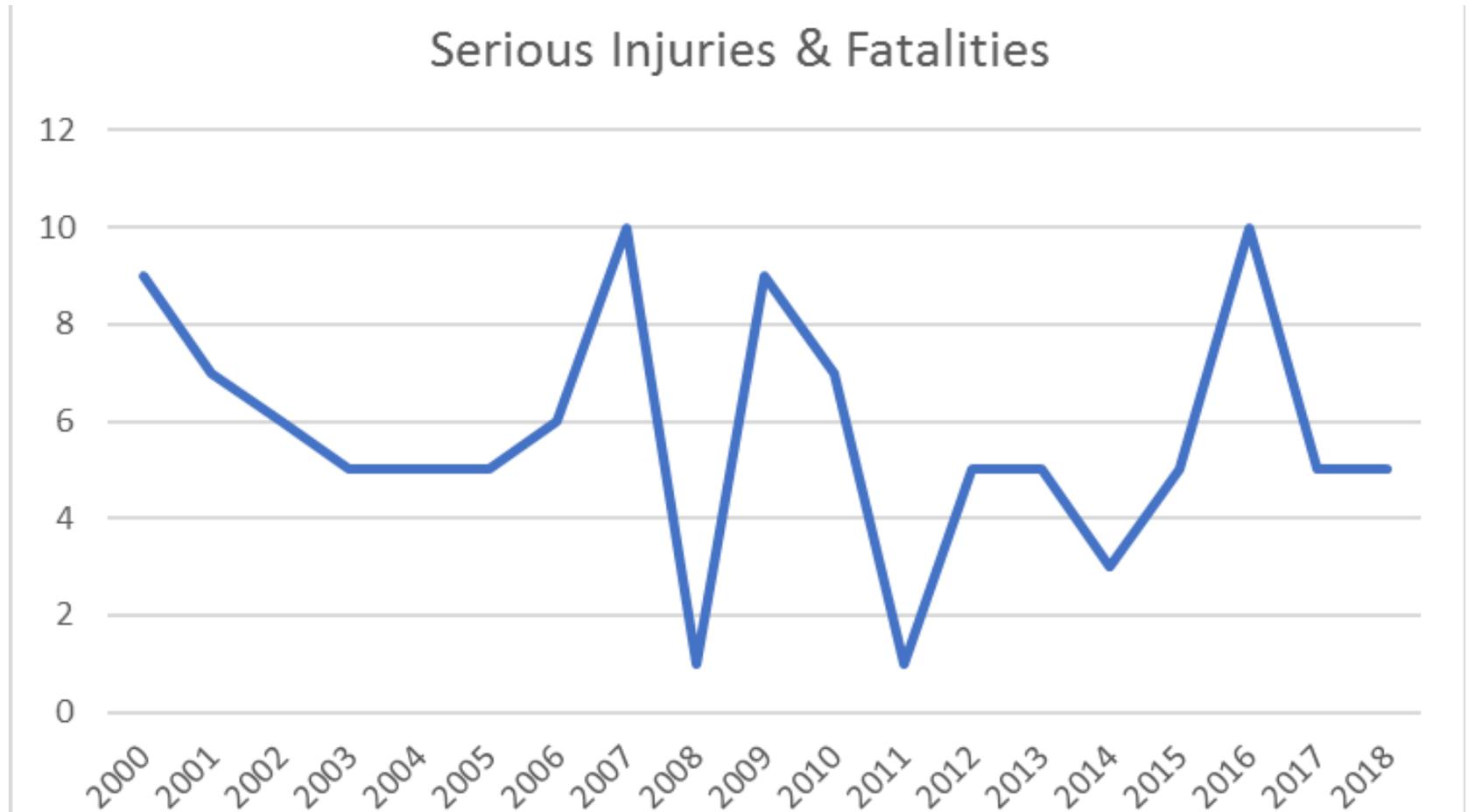


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Duluth-Superior Urban Area



Reasons Why?

- Research is on-going but some initial thoughts:
- Prevalence of larger vehicles (SUVs, trucks) – higher profile/point of contact when a motorist and pedestrian crash – smaller vehicle will hit a pedestrian legs vs body (blunt force)
- Distracted driving is up – widespread adoption of smart phones
- Driving longer distances –
 - More driving means less time to accomplish other things, and using that drive-time to get things done
 - More automatic pilot mode – how long can a person keep vigilant attention





Apts
AVAILABLE

Village Place

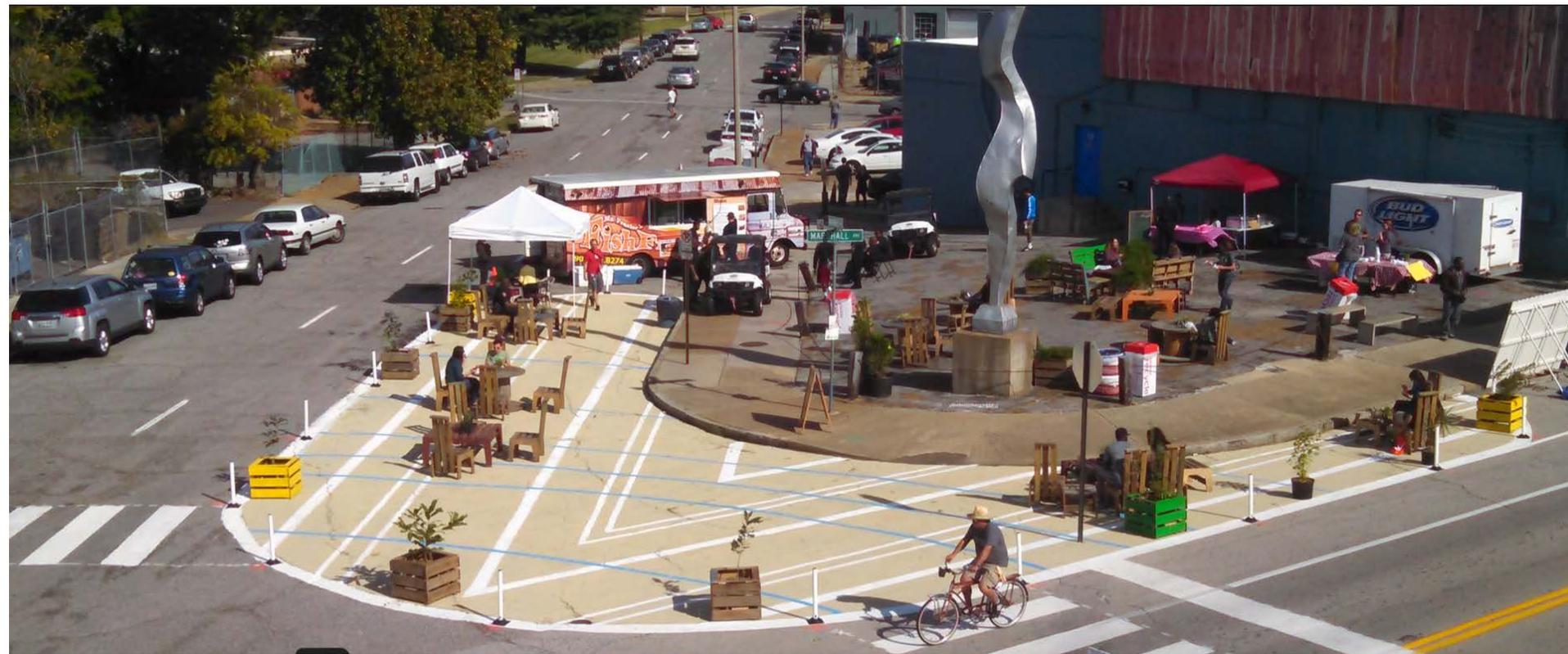
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ROAD
WORK
AHEAD









- Improving safety of walking = multi-faceted

FIELD OF VISION AT DIFFERENT SPEEDS

HIT BY A VEHICLE
TRAVELING AT:
**20
MPH**
10%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:
**30
MPH**
40%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:
**40
MPH**
80%
DEATH RISK



What this plan is recommending to improve safety

- Design with the pedestrian user as first priority
 - Design with pedestrian desire lines in mind
 - Design for pedestrian comfort and safety
- Reduce pedestrian exposure to risk
 - Shorten crossing distances across motor vehicle lanes
 - Create better visibility between motorists and pedestrians
 - Add dynamic elements to the street that alerts drivers that a pedestrian is crossing
- Fail-safe design - when someone makes a mistake, design that reduces it becoming a tragedy
 - If a person slips, trips off a sidewalk, it doesn't end with them in the traffic lane
 - If a motorist is distracted and hits a pedestrian, the pedestrian has a high chance of living due to the motorist traveling at a slow enough speed.





Road Diets

- 1980s
 - Superior St – Downtown Duluth
- 1990s
 - 21st Ave East – London Rd to Woodland Ave
 - Hammond Ave – Blatnik Bridge to Belknap St
- 2000s
 - Grand Ave – Carlton Ave to 59th Ave W
 - Tower Ave – Downtown Superior
 - Hwy 23 – Gary New Duluth to Fond du Lac Neighborhoods
- 2010s
 - Pecan Ave – Central Entrance to Rice Lake Rd
 - Glenwood St – 43rd Ave E to Snively/Jean Duluth Rd
 - Hammond Ave – 21st to 28th St
 - Tower Ave – South End
 - London Rd – 14th Ave E to 21st Ave E

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