

Pedestrian Safety is a Public Health Epidemic

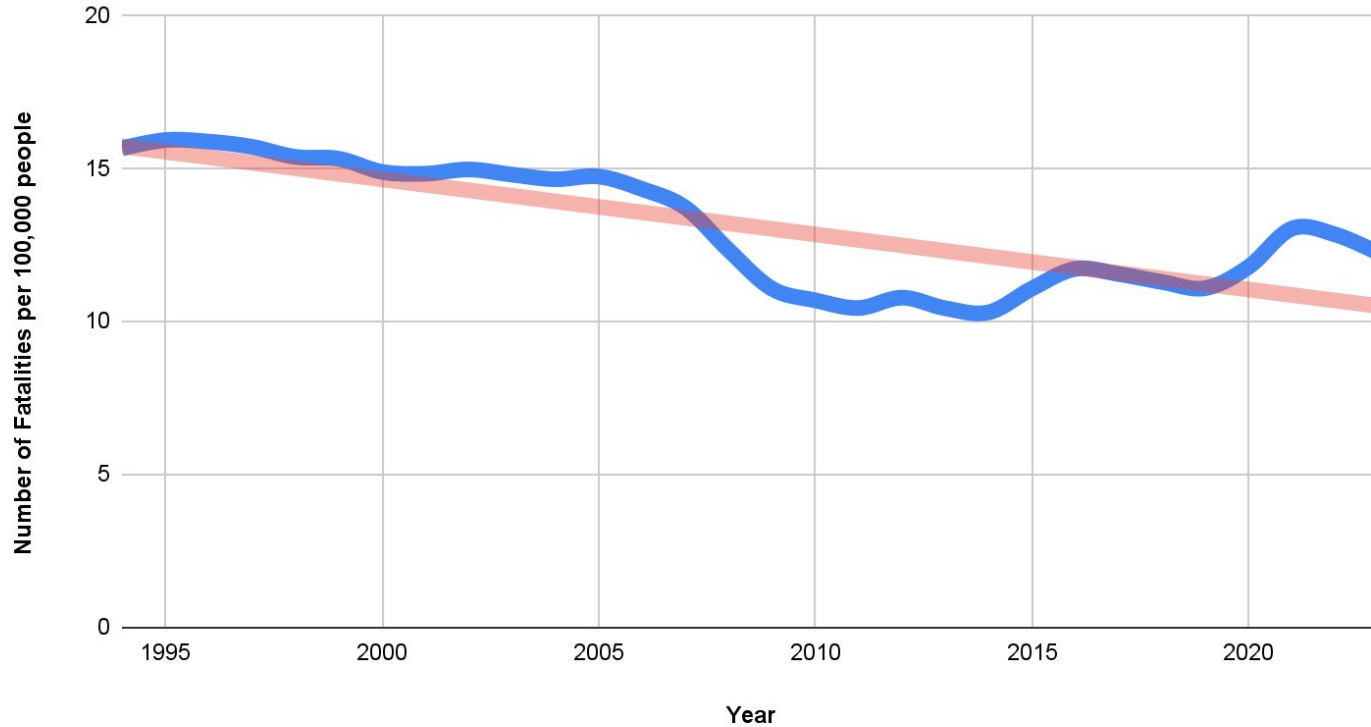
The Human Cost of Unsafe Roads

February 23, 2026

National Trends

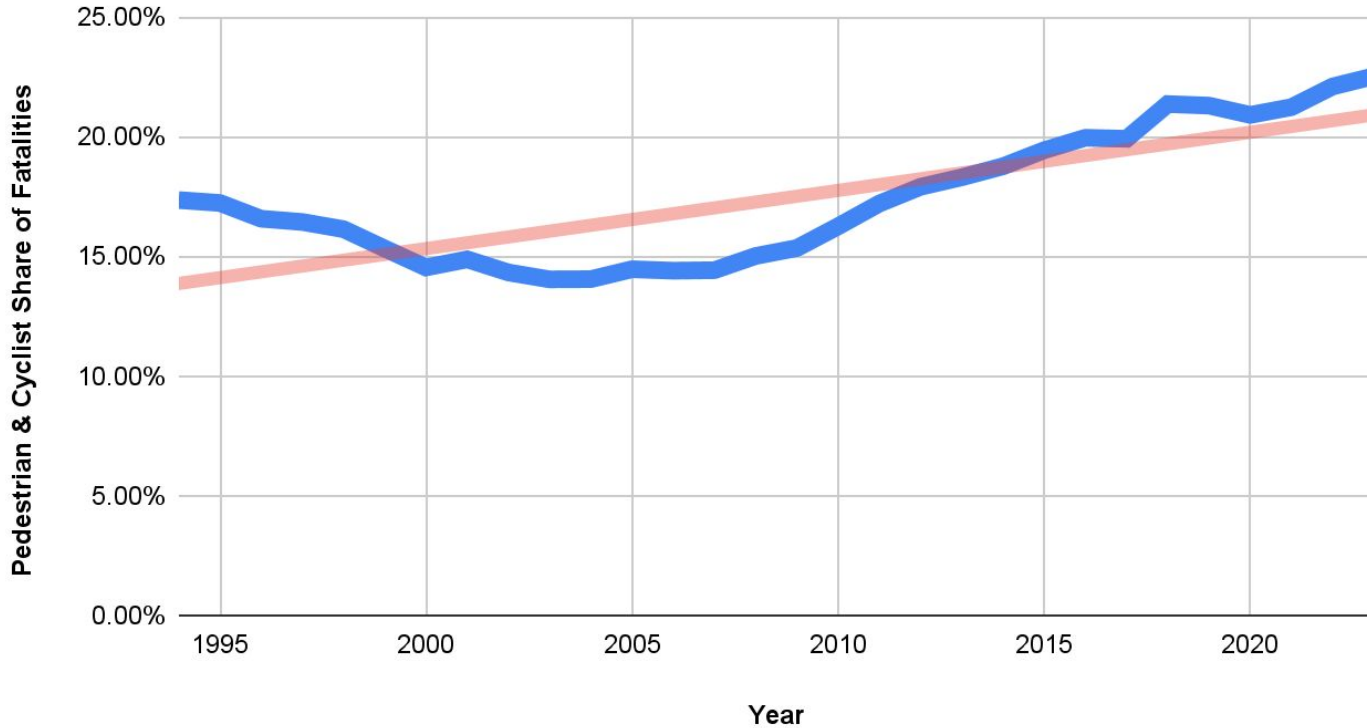
Why Are So Many Pedestrians Dying in the U.S.?

Total U.S. Traffic Fatalities per 100,000 People 1994–2023



Source: National Highway Traffic Safety Administration Fatality Analysis Reporting System (FARS)

Pedestrian & Bike Share of U.S. Traffic Fatalities, 1994–2023



Source: National Highway Traffic Safety Administration Fatality Analysis Reporting System (FARS)

This epidemic continues to grow worse because our nation's streets are **dangerous by design**, designed primarily to move cars quickly at the expense of keeping everyone safe.



Source: Dangerous by Design Report (2024) Smart Growth America (page 11)

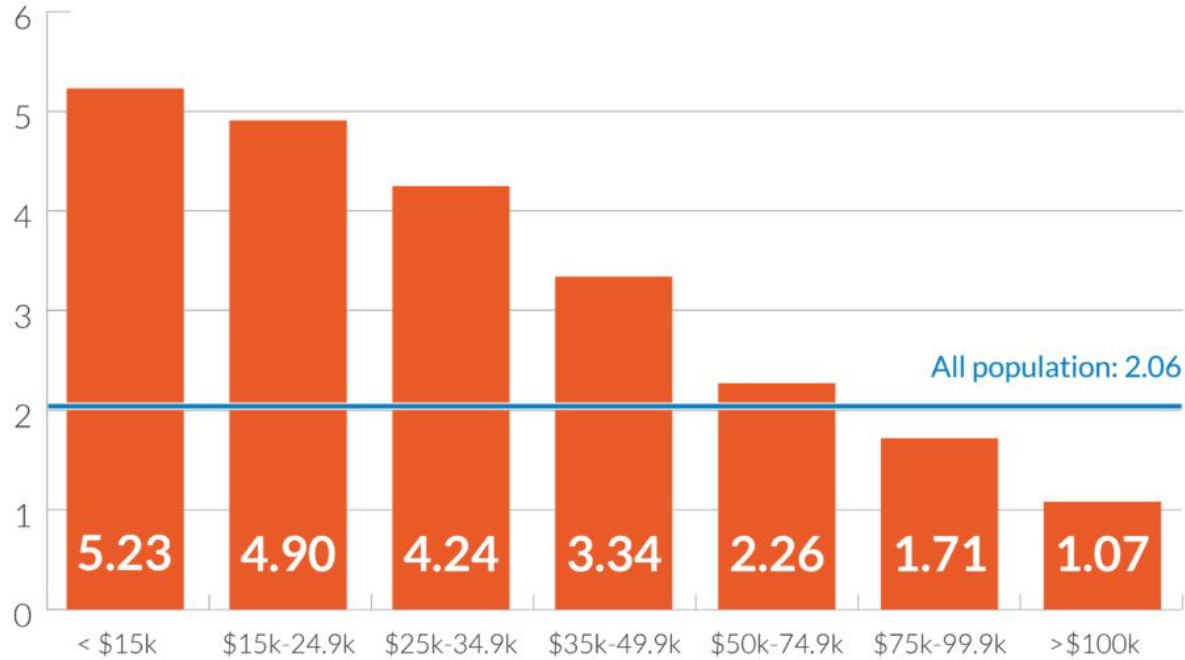
Unsafe Roadway Designs in Tennessee (Left) and Minnesota (Right)



Left: Credit Smart Growth America. *Right:* Credit Our Streets, Olson Memorial Highway

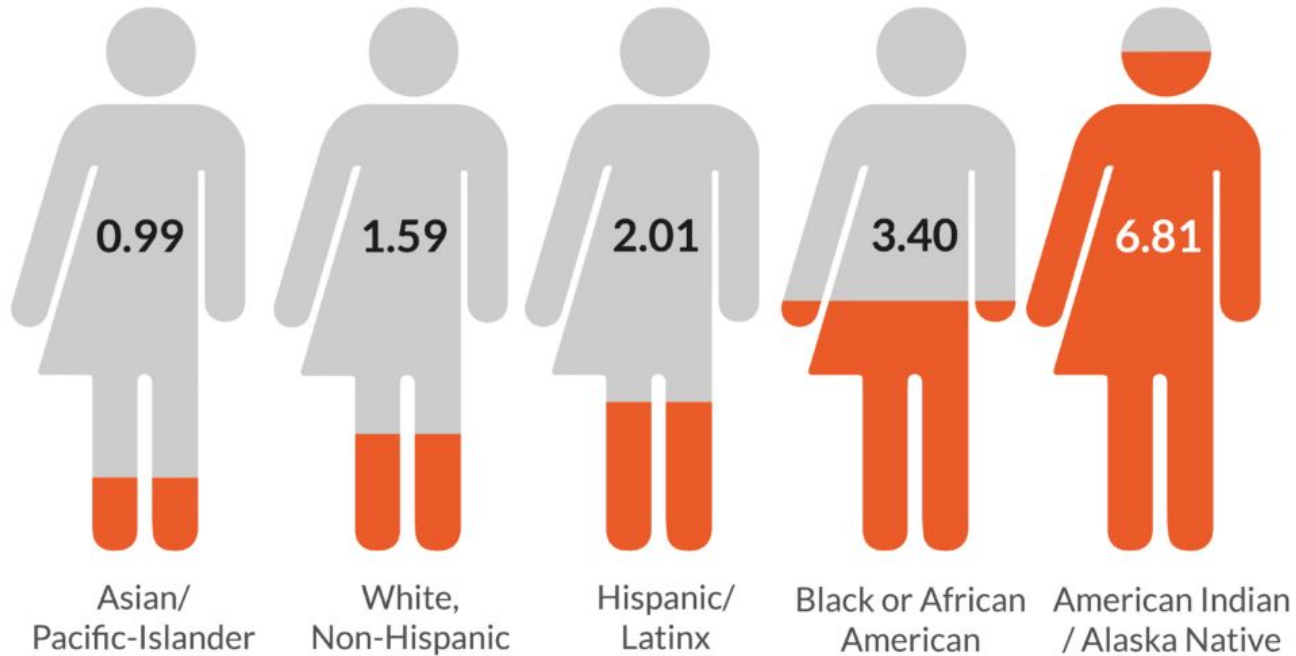
Lower-income areas have far higher rates of pedestrian deaths

Pedestrian fatalities per 100,000 people by census tract income



Source: Dangerous by Design Report (2024) Smart Growth America (page 11) Data from National Highway Traffic Safety Administration

Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



Source: Dangerous by Design Report (2024) Smart Growth America (page 11) Data from National Highway Traffic Safety Administration

State Trends

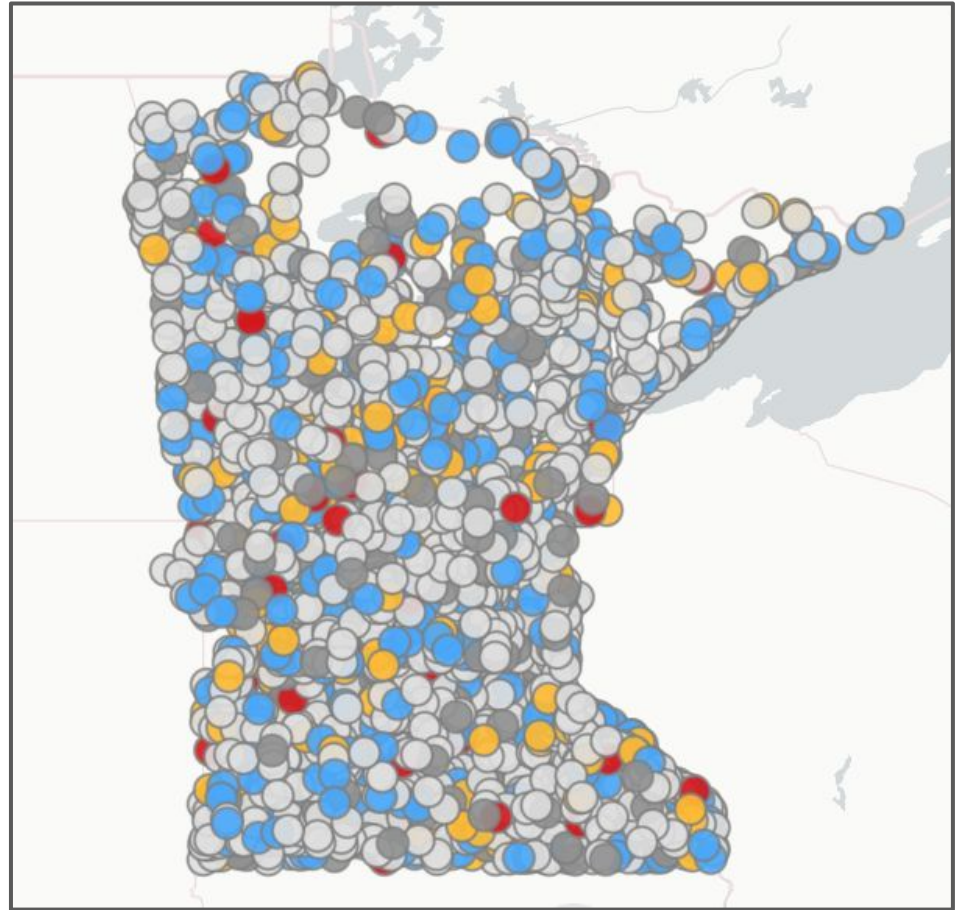
How does Minnesota Compare to the U.S.?



Road Safety Information Center

Traffic Safety is a Statewide Problem and Demands Statewide Solutions, Especially for Vulnerable Road Users

Map Depicting Crashes Across Minnesota.
Source: DPS Road Safety Information Center

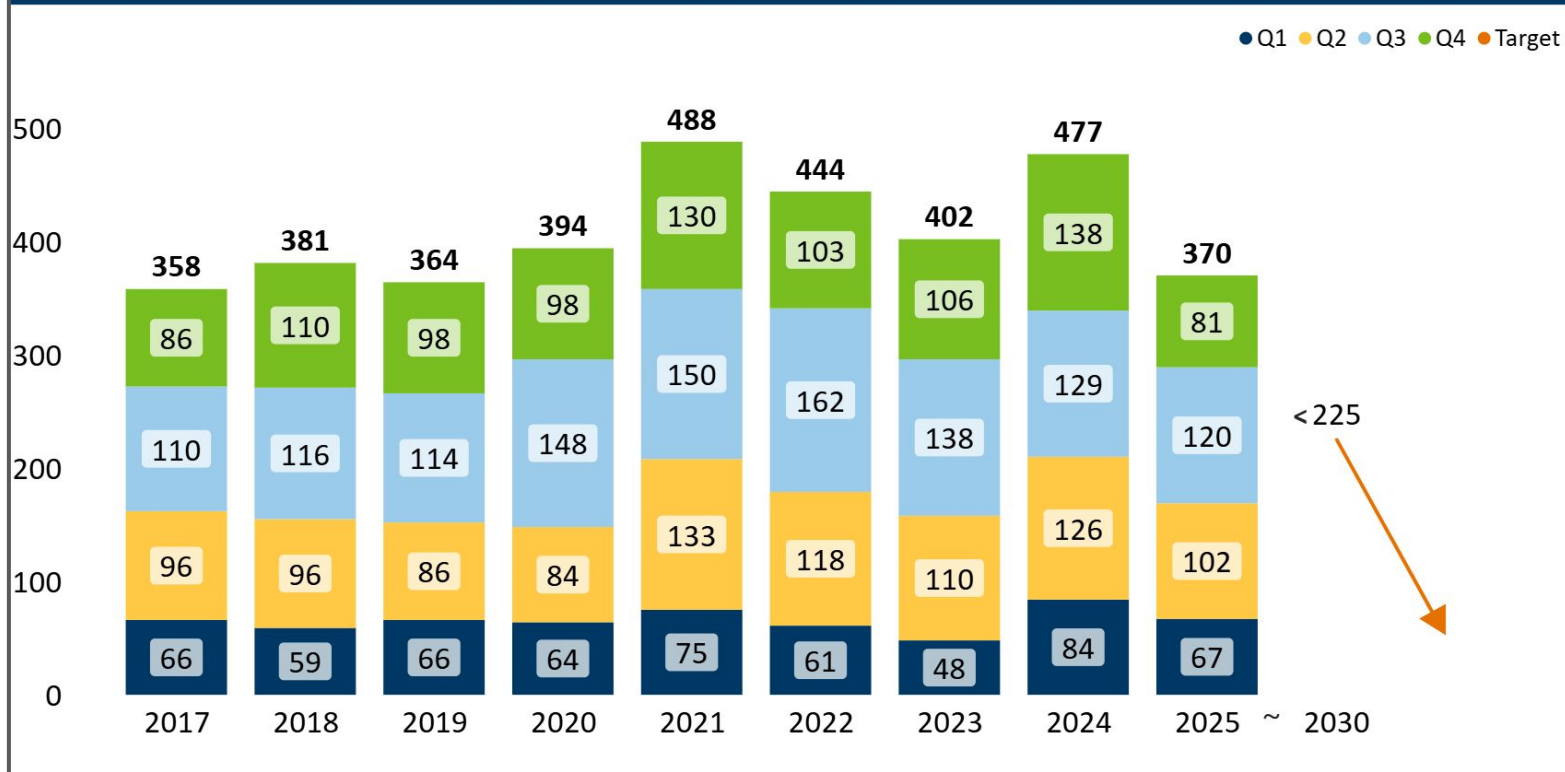


Annual Traffic Fatalities on Minnesota Roadways

2024 & 2025 data is preliminary. Data updated 11/12/2025

Fatalities

Fatality Rate



Source: MnDOT

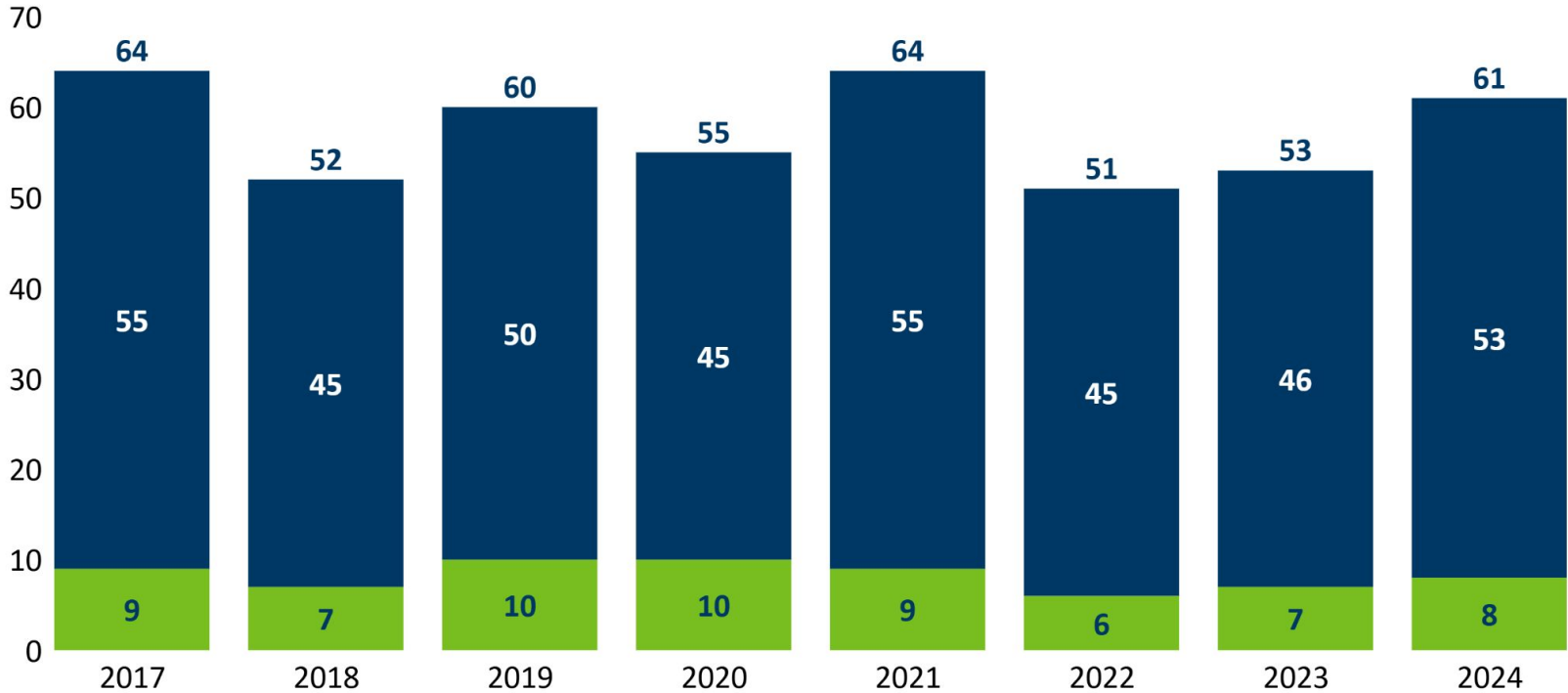
Bicycle and Pedestrian Fatalities

Note: Recent year data is subject to change

Fatalities

Serious Injuries

● Bicycle ● Pedestrian



Source: MnDOT

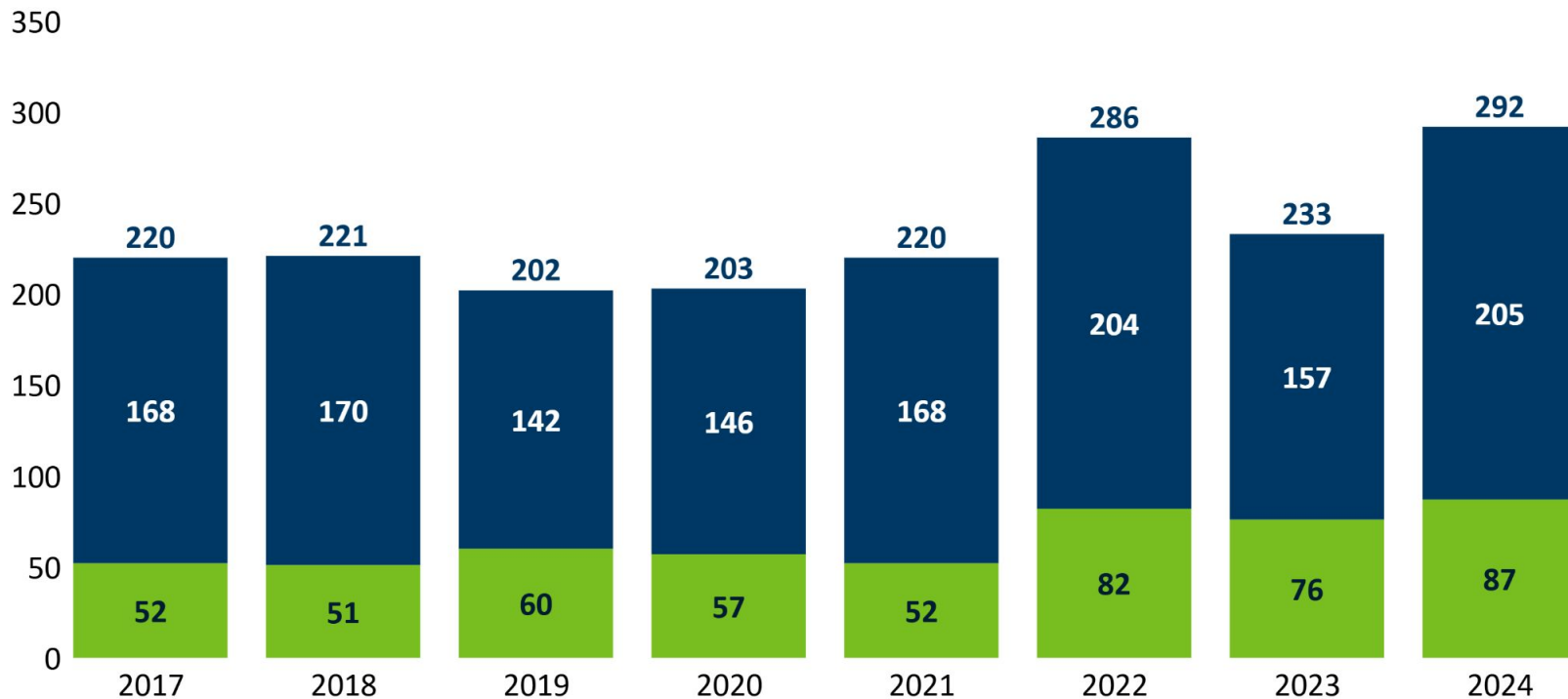
Bicycle and Pedestrian Serious Injuries

Note: Recent year data is subject to change

Fatalities

Serious Injuries

● Bicycle ● Pedestrian



Source: MnDOT

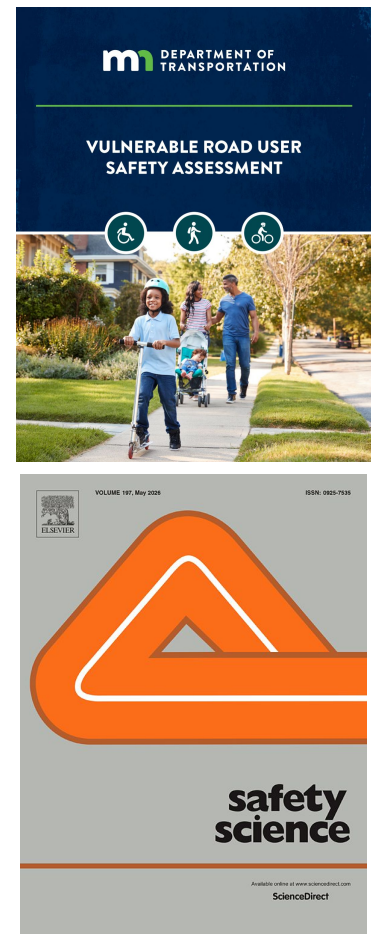
Transit



Over **40%** of fatal and injury pedestrian crashes statewide occurred within 500 feet of a transit stop.

Source: MnDOT Vulnerable Road User Safety Assessment (page 41)

Consistent with findings in other studies, including Ukkusuri et. al 2012, Safety Science Volume 50, Issue 4, April 2012



Local Case Studies

When the Rubber Hits the Road, Where Does Minnesota fall short on Safety?

February 23, 2026



MnDOT Safety Analysis Findings

82 Crashes per year, on average
2017-2021

Nearly **1/2** of crashes results in death or injury

1/3 Crashes involving people walking or bicycling results in death or serious injury
2012-2021

1/2 of all crashes occurred at I-94 ramps



Rethinking I-94 Scoping Criteria That Prioritize Safety: 2

Alternative	Walkability and Bikeability – comfort, mobility and risks for people walking, bicycling, and rolling		Safety for People in Motorized Vehicles – cars, freight, and transit		Infrastructure Condition – state of repair		Mobility for People in Motorized Vehicles – cars, freight, and transit														
	Non-Motorized Connectivity and Performance		Network Crashes		Pavement Condition	Bridge Condition	Systemwide Mobility		Corridor Mobility		Corridor Throughput	Interchange Area Mobility		Interchange Area Throughput	Freight Mobility	Travel Time Reliability	Connectivity		Transit Mobility	Transit Reliability	
	Distance between Crossings ¹	Travel Time between Origin-Destination Pairs (Destinations within identified travesheds)		Qualitative Assessment – Alternative addresses the number and severity of crashes along the corridor (Yes/No) ⁴	Crash comparison to similar facility types ⁵	Qualitative Assessment – Does the alternative address pavement condition (Yes/No) ⁶	Qualitative Assessment – Does the alternative address bridge condition (Yes/No) ⁷	Vehicle Hours Traveled (VHT) [Daily] ⁸	Person Hours Traveled (PHT) [Daily] ⁹	Mainline Speed (average over corridor) [Peak Period] ¹⁰	Person Throughput (people/day) ¹¹	Vehicle Hours Traveled (VHT) in Interchange Area [Daily] ¹²	Person Hours Traveled (PHT) in Interchange Area [Daily] ¹³	Person Throughput (people/day) ¹⁴	Freight Travel Times (minutes) ¹⁵	Variability of Travel Time (Travel Time Index) ¹⁶	Intersection density ¹⁷	Qualitative Assessment – Does the alternative increase access to land use? ¹⁸	Transit Travel Times in the Corridor (minutes) [Peak Period] ¹⁹	Transit Travel Times in Interchange Area (minutes) ²⁰	Variability in Transit Travel Times (Travel Time Index) ²¹
		Pedestrian ²	Bicycle ³																		
No Build - General Maintenance	Most crossings spaced 1/8-1/4 mile apart. One location with >1/2 mile spacing.	Transit Stations: 18 Schools: 29 Libraries: 3 Parks: 37 Other Regional: 1 <i>(No change in network from existing conditions)</i>	Transit Stations: 37 Schools: 96 Libraries: 8 Parks: 76 Other Regional: 2 <i>(No change in network from existing conditions)</i>	No - This alternative would not make any geometric or operational changes, so no change in the number or severity of crashes would be expected.	Mainline Crash Rate: 0.926 Total Crashes/day: 1.08 F/A Crash Rate: 0.66 F/A Crashes/day: 0.008 Routes within 1-Mile Total Crashes/day: 3.65 F/A Crashes/day: 0.056	No	No	2,570,000	3,281,000	40-55 mph	Total: 426,000 Auto: 418,000 Transit: 8,480 Auto Occupancy: 1.27	21,609	27,530	2,588,000	8-11	2.0 (Mean) 3.6 (95th Percentile)	1.3 access points/mile <i>(No access points added or removed)</i>	Existing access locations would be maintained. No change in access to land use.	22	6	2.0 (Mean) 3.6 (95th Percentile)
Maintenance - A	Most crossings spaced 1/8-1/4 mile apart. One location with >1/2 mile spacing.	Transit Stations: 18 Schools: 29 Libraries: 3 Parks: 37 Other Regional: 1 <i>(No change in network from existing conditions)</i>	Transit Stations: 37 Schools: 96 Libraries: 8 Parks: 76 Other Regional: 2 <i>(No change in network from existing conditions)</i>	No - This alternative would not make any geometric or operational changes, so no change in the number or severity of crashes would be expected.	Mainline Crash Rate: 0.926 Total Crashes/day: 1.08 F/A Crash Rate: 0.66 F/A Crashes/day: 0.008 Routes within 1-Mile Total Crashes/day: 3.65 F/A Crashes/day: 0.056	No	No	2,570,000	3,281,000	40-55 mph	Total: 426,000 Auto: 418,000 Transit: 8,480 Auto Occupancy: 1.27	21,609	27,530	2,588,000	8-11	2.0 (Mean) 3.6 (95th Percentile)	1.3 access points/mile <i>(No access points added or removed)</i>	Existing access locations would be maintained. No change in access to land use.	22	6 <i>(One stop; Route 94)</i>	2.0 (Mean) 3.6 (95th Percentile)
Maintenance - B	Most crossings spaced 1/8-1/4 mile apart. One location with >1/2 mile spacing.	Transit Stations: 18 Schools: 29 Libraries: 3 Parks: 37 Other Regional: 1 <i>(No change in network from existing conditions)</i>	Transit Stations: 37 Schools: 96 Libraries: 8 Parks: 76 Other Regional: 2 <i>(No change in network from existing conditions)</i>	Yes - Widening the right shoulder is associated with a reduction in crashes of all types and severities. Widen shoulder by 1 ft (CMF ID 5342) -Increase shoulder width from 10 ft to 12 ft (CMF ID 5509)	Mainline Crash Rate: 0.926 Total Crashes/day: 1.08 F/A Crash Rate: 0.66 F/A Crashes/day: 0.008 Routes within 1-Mile Total Crashes/day: 3.65 F/A Crashes/day: 0.056	Yes	Yes	2,570,000	3,281,000	40-55 mph	Total: 425,000 Auto: 418,000 Transit: 7,150 Auto Occupancy: 1.27	21,609	27,530	2,588,000	8-11	2.0 (Mean) 3.6 (95th Percentile)	1.3 access points/mile <i>(No access points added or removed)</i>	Existing access locations would be maintained. No change in access to land use.	17	6 <i>(One stop; Route 94)</i>	2.0 (Mean) 3.6 (95th Percentile)
	Most crossings spaced 1/8-1/4 mile apart. One location with >1/2 mile spacing. <i>-Potential to add new crossings. -Distance between grade-separated</i>	Transit Stations: 18 Schools: 29 Libraries: 3 Parks: 37 Other Regional: 1 <i>-No change in network</i>	Transit Stations: 37 Schools: 96 Libraries: 8 Parks: 76 Other Regional: 2 <i>-No change in network from existing conditions</i>	No - Net expected fatal and serious injury crashes/day	Mainline Crash Rate: 1.87						Total: 219,000 Auto: 211,000										

Source: MnDOT Freedom of Information Act Request 2024

Rethinking I-94 Scoping Criteria That Prioritize Moving A Lot of Cars, Fast : 14

Iterative	Walkability and Bikeability – comfort, mobility and risks for people walking, bicycling, and rolling		Safety for People in Motorized Vehicles – cars, freight, and transit		Infrastructure Condition – state of repair		Mobility for People in Motorized Vehicles – cars, freight, and transit																			
	Non-Motorized Connectivity and Performance		Network Crashes		Pavement Condition	Bridge Condition	Systemwide Mobility			Corridor Mobility		Corridor Throughput	Interchange Area Mobility		Interchange Area Throughput	Freight Mobility	Travel Time Reliability	Connectivity		Transit Mobility		Transit Reliability				
	Distance between Crossings ¹		Travel Time between Origin-Destination Pairs (Destinations within identified travelsheds)		Qualitative Assessment - Alternative addresses the number and severity of crashes along the corridor (Yes/No) ⁴		Crash comparison to similar facility types ⁵		Qualitative Assessment - Does the alternative address pavement condition (Yes/No) ⁶		Qualitative Assessment - Does the alternative address bridge condition (Yes/No) ⁷		Vehicle Hours Traveled (VHT) [Daily] ⁸	Person Hours Traveled (PHT) [Daily] ⁹	Mainline Speed (average over corridor) [Peak Period] ¹⁰	Person Throughput (people/day) ¹¹	Vehicle Hours Traveled (VHT) in Interchange Area [Daily] ¹²	Person Hours Traveled (PHT) in Interchange Area [Daily] ¹³	Person Throughput (people/day) ¹⁴	Freight Travel Times (minutes) ¹⁵	Variability of Travel Time (Travel Time Index) ¹⁶	Intersection density ¹⁷	Qualitative Assessment - Does the alternative increase access to land use? ¹⁸	Transit Travel Times in the Corridor (minutes) [Peak Period] ¹⁹	Transit Travel Times in Interchange Area (minutes) ²⁰	Variability in Transit Travel Times (Travel Time Index) ²¹
	Pedestrian ²	Bicycle ³	Transit Stations: 18 Schools: 29 Libraries: 3 Parks: 37 Other Regional: 1 <i>(No change in network from existing conditions)</i>	Transit Stations: 37 Schools: 96 Libraries: 8 Parks: 76 Other Regional: 2 <i>(No change in network from existing conditions)</i>	No - This alternative would not make any geometric or operational changes, so no change in the number or severity of crashes would be expected.	Mainline Crash Rate: 0.926 Total Crashes/day: 1.08 F/A Crash Rate: 0.66 F/A Crashes/day: 0.008 Routes within 1-Mile Total Crashes/day: 3.65 F/A Crashes/day: 0.056	No	No	2,570,000	3,281,000	40-55 mph	Total: 426,000 Auto: 418,000 Transit: 8,480	Auto Occupancy: 1.27	21,609	27,530	2,588,000	8-11	2.0 (Mean) 3.6 (95th Percentile)	1.3 access points/mile <i>(No access points added or removed)</i>	Existing access locations would be maintained. No change in access to land use.	22	6	2.0 (Mean) 3.6 (95th Percentile)			
Build - general maintenance	Most crossings spaced 1/8-1/4 mile apart. One location with >1/2 mile spacing.	Transit Stations: 18 Schools: 29 Libraries: 3 Parks: 37 Other Regional: 1 <i>(No change in network from existing conditions)</i>	Transit Stations: 37 Schools: 96 Libraries: 8 Parks: 76 Other Regional: 2 <i>(No change in network from existing conditions)</i>	No - This alternative would not make any geometric or operational changes, so no change in the number or severity of crashes would be expected.	Mainline Crash Rate: 0.926 Total Crashes/day: 1.08 F/A Crash Rate: 0.66 F/A Crashes/day: 0.008 Routes within 1-Mile Total Crashes/day: 3.65 F/A Crashes/day: 0.056	No	No	2,570,000	3,281,000	40-55 mph	Total: 426,000 Auto: 418,000 Transit: 8,480	Auto Occupancy: 1.27	21,609	27,530	2,588,000	8-11	2.0 (Mean) 3.6 (95th Percentile)	1.3 access points/mile <i>(No access points added or removed)</i>	Existing access locations would be maintained. No change in access to land use.	22	6	2.0 (Mean) 3.6 (95th Percentile)				
Maintenance -	Most crossings spaced 1/8-1/4 mile apart. One location with >1/2 mile spacing.	Transit Stations: 18 Schools: 29 Libraries: 3 Parks: 37 Other Regional: 1 <i>(No change in network from existing conditions)</i>	Transit Stations: 37 Schools: 96 Libraries: 8 Parks: 76 Other Regional: 2 <i>(No change in network from existing conditions)</i>	No - This alternative would not make any geometric or operational changes, so no change in the number or severity of crashes would be expected.	Mainline Crash Rate: 0.926 Total Crashes/day: 1.08 F/A Crash Rate: 0.66 F/A Crashes/day: 0.008 Routes within 1-Mile Total Crashes/day: 3.65 F/A Crashes/day: 0.056	No	No	2,570,000	3,281,000	40-55 mph	Total: 426,000 Auto: 418,000 Transit: 8,480	Auto Occupancy: 1.27	21,609	27,530	2,588,000	8-11	2.0 (Mean) 3.6 (95th Percentile)	1.3 access points/mile <i>(No access points added or removed)</i>	Existing access locations would be maintained. No change in access to land use.	22	6 (One stop; Route 94)	2.0 (Mean) 3.6 (95th Percentile)				
Maintenance -	Most crossings spaced 1/8-1/4 mile apart. One location with >1/2 mile spacing.	Transit Stations: 18 Schools: 29 Libraries: 3 Parks: 37 Other Regional: 1 <i>(No change in network from existing conditions)</i>	Transit Stations: 37 Schools: 96 Libraries: 8 Parks: 76 Other Regional: 2 <i>(No change in network from existing conditions)</i>	Yes - Widening the right shoulder is associated with a reduction in crashes of all types and severities. -Widen shoulder by 1 ft (CMF ID 8342) -increase shoulder width from 10 ft to 12 ft (CMF ID 5509)	Mainline Crash Rate: 0.926 Total Crashes/day: 1.08 F/A Crash Rate: 0.66 F/A Crashes/day: 0.008 Routes within 1-Mile Total Crashes/day: 3.65 F/A Crashes/day: 0.056	Yes	Yes	2,570,000	3,281,000	40-55 mph	Total: 425,000 Auto: 418,000 Transit: 7,150	Auto Occupancy: 1.27	21,609	27,530	2,588,000	8-11	2.0 (Mean) 3.6 (95th Percentile)	1.3 access points/mile <i>(No access points added or removed)</i>	Existing access locations would be maintained. No change in access to land use.	17	6 (One stop; Route 94)	2.0 (Mean) 3.6 (95th Percentile)				
	Most crossings spaced 1/8-1/4 mile apart. One location with >1/2 mile spacing. -Potential to add new crossings. -Distance between grade-separated crossings would	Transit Stations: 18 Schools: 29 Libraries: 3 Parks: 37 Other Regional: 1 <i>(No change in network from existing conditions)</i>	Transit Stations: 37 Schools: 96 Libraries: 8 Parks: 76 Other Regional: 2 <i>(No change in network from existing conditions)</i>	No - Net expected fatal and serious injury crashes/day	Mainline Crash Rate: 1.87 Total Crashes/day: 2.15						Total: 219,000 Auto: 211,000							1.3 new at-grade								

Source: MnDOT Freedom of Information Act Request 2024

The Human Cost of our Pedestrian Safety Crisis

Infrastructure Design Costs Lives



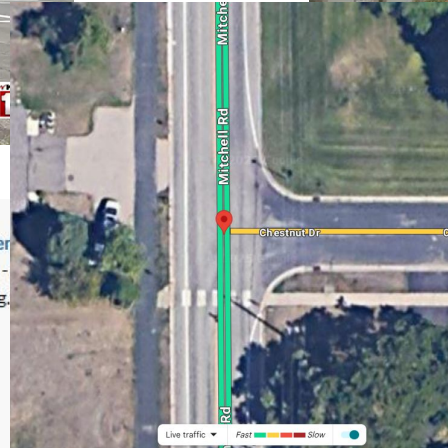
Moorhead

kare11.com

'I just want justice for my mom' | St Paul hit and run victim to be taken
St Paul police are sharing images and video of the hit and run vehicle - captured seconds after the crash near the Capitol on Monday evening.



St. Paul



Eden Prairie



Becker

Designed for speed even in locations where people walk, bike, and roll

Frustration is State Wide

Safe Designs are difficult, if not forbidden



UT 87 (Cook County)

- Rochester (US14 & Broadway)
- Saint Peter (US 14)
- Duluth (26th Ave)
- Cook County (UT 87)
- Brooklyn Center (Highway 252)

**"We agree
[with Vibrant
Streets
Duluth] that
it's not going
to be a safe
movement"**

Infrastructure Design Saves Lives



Helsinki has 1.6 million people, harsh winters,
and has gone one full year with zero traffic

Trip Details

Evolving issues: E-Motos

 The Minnesota Star Tribune

OUTDOOR ACTIVITIES

Bike advocates and cops issue pre-holiday plea: Don't buy 'e-motos'

Marketed as e-bikes, some overpowered models are considered a safety threat.

By Bob Timmons
The Minnesota Star Tribune




Movcan V60 Pro Electric Bike

★★★★★ 42 reviews
No questions
1500W Motor 33MPH Top Speed Dual Hydraulic Brake EBikes
\$929.00 ~~\$1,199.00~~
4 interest-free installments, or from **\$83.85**/mo with [shop](#) [check your purchasing power](#)

Spring Early Bird Sale — \$100 OFF
Ends in: 3d 1h 44m 0s
VD100 [Copy](#)

Color: Black


What We Offer 

Add accident protection offered by Xcotton (partner with [USA](#))

1 Year	2 Years
\$84.99	\$109

our streets

bikeMN

BICYCLE ALLIANCE OF MINNESOTA

Learn More

Joe Harrington, Policy Manager, Our Streets

Joe@ourstreetsmn.org

Michael Wojcik, Executive Director, Bicycle Alliance of Minnesota

michael@bikemn.org

February 23, 2026