Appendix D:
State and Peer City Comparison

D.1 State of Minnesota

The Minnesota Department of Public Safety collects state-wide data on bicyclist-motorist crashes. In 2010, there were 898 bicyclist-motorist crashes in Minnesota.[1] That same year Minneapolis saw 273 crashes, accouting for about one-third of state-wide bicycle crashes. Saint Paul had 110 bicyclist crashes, or about 12 percent of state-wide bicycle crashes.

Like Minneapolis, state-wide figures show that the afternoon peak, weekdays and warm weather are when crashes are most prevalent. Most bicyclists that are injured are aged 24 or younger and male bicyclists are more likely to be injured (71.3 percent) than females (28.7 percent).

The most prevalent pre-crash maneuvers for bicyclists in 2010 were riding with traffic (42.6 percent), riding across traffic (6.2 percent), riding against traffic (5.5 percent), making a left turn (3.9 percent), and making a right turn (0.5 percent). Bicyclist contributing factor was failure to yield right-of-way (27.1 percent), non-motorist error (19.0 percent), disregarding a traffic control device (13.2 percent), driver inattentive or distracted (7.8 percent), improper lane use (6.7 percent). Top motorist contributing factors were failure to yield right-of-way (43.8 percent), driver inattentive or distracted (23.7 percent), vision obstructed (eight percent), other factors (5.4 percent), and disregarding a traffic control device (4 percent).

D.2 Peer Cities

New York City, New York

A 2006 report from New York City examined crashes from 1996-2005.[2] Like Minneapolis, the report found that most crashes (89 percent) occurred at or near intersections. Also, arterials are overrepresented in the number of crashes, despite the fact that there are more miles of local roads. The afternoon peak period and the summer months were most prevalent.

Among motorists, the most prevalent contributing factors were driver inattention (31 percent), human error (29 percent), failure to yield right-of-way (nine percent), illegal speeding (four percent), and disregarding a traffic control device (four percent). Bicyclist contributing factors and pre-crash maneuvers were presented as combined data and included the bicyclist crossing into the path of a vehicle (84 percent) and disregarding a traffic control device (8 percent). Large vehicles were involved in 32 percent of fatalities.

Portland, Oregon

A 2007 report from Portland, Oregon examined crash data from 2002-2006.[3] The sample size consisted of Bicycle Crash Investigations by Portland Police, rather than all reported crashes. This focused the analysis on high profile crashes with severe injury or pending criminal charges.

The report presented data as crash types, rather than as contributing factors or pre-crash maneuvers. Right hooks were most prevalent (9.5 percent), bicyclist disregarding a stop sign (8.0 percent), and motorist disregarding a stop sign (7.0 percent). Left hook (6.0 percent), bicyclist disregarding a traffic signal (5.0 percent) and motorist disregarding a traffic signal (4.5 percent) rounded out the top crash types.

Bicyclist fatalities were examined from 1995-2006. Pre-crash maneuvers tended to include a bicyclist merging into a travel lane or a motorist overtaking a cyclist. Alcohol use was a common attribute for both motorists and bicyclists.

Seattle, Washington

Seattle, Washington releases an annual report examining all traffic crashes.[4] The data is somewhat comparable to Minneapolis as it is presented in the format of contributing factors and pre-crash maneuvers. Of the 2010 bicyclist crashes, motorist failure to yield was a contributing factor 39 percent of the time. The most prevalent pre-crash maneuvers were riding with traffic (32 percent) and crossing or entering traffic (18 percent). However, the pre-crash maneuver was unknown or missing in 45 percent of crashes. Like Minneapolis, crashes are most prevalent in the afternoon peak period, on weekdays and in the summer months.

1 Minnesota Department of Public Safety. *Minnesota Motor Vehicle Crash Facts 2010.* 2011. www.dps.mn.gov

2 New York City. *Bicyclist Fatalities and Serious Injuries in New York City: 1996-2005*. A Joint Report by New York City Departments of Health and Mental Hygiene, Parks and Recreation, Transportation, and the New York City Police Department. 2006.

3 City of Portland Office of Transportation. *Improving Bicycle Safety in Portland*. October 26, 2007.

4 Seattle Department of Transportation. *Traffic Report 2010.* www.seattle.gov/transportation/reports.htm