

## Fatal and Serious Injury Motor Vehicle Crashes:

# Pedestrian Crashes

On Minnesota roadways, there were 1,037 crashes involving a pedestrian resulting in fatality or serious injury between 2019 and 2023. This is an average of 207 crashes per year and accounted for 11% of all the fatal and serious injury crashes in this period.

Pedestrians are a Strategic Focus Area. The strategic focus areas are emerging priorities. They are rising in importance due to factors such as changes in prevalence, public/stakeholder perception, and demographics. Strategies and tactics are available in the 2020-2024 Strategic Highway Safety Plan. ([www.mndot.gov/trafficeng/safety/shsp/index.html](http://www.mndot.gov/trafficeng/safety/shsp/index.html))

Focus Area definitions are published in the SHSP Technical Report. ([www.mndot.gov/trafficeng/safety/shsp/technical-report.pdf](http://www.mndot.gov/trafficeng/safety/shsp/technical-report.pdf))

### Distribution of Pedestrian Crashes by Roadway Jurisdiction

	Rural		Urban		Total	
Trunk Highway	53	9%	77	13%	130	22%
County	30	5%	143	24%	173	29%
City	19	3%	246	41%	265	45%
Township	6	1%	0	0%	6	1%
Other	4	1%	13	2%	19	3%
<b>Total</b>	<b>112</b>	<b>19%</b>	<b>479</b>	<b>81%</b>	<b>593</b>	<b>100%</b>

Crashes involving a pedestrian occur most frequently on the municipal system.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not rural/urban columns.

### Distribution of Pedestrian Crashes by TZD Region

	Rural		Urban		Total	
Northeast	16	42%	22	58%	38	100%
Northwest	8	73%	2	18%	11	100%
East Central	23	48%	25	52%	48	100%
West Central	16	70%	7	30%	23	100%
Southeast	18	38%	30	63%	48	100%
South Central	11	58%	8	42%	19	100%
Southwest	8	73%	3	27%	11	100%
Metro	12	3%	382	97%	395	100%
<b>Total</b>	<b>112</b>	<b>19%</b>	<b>479</b>	<b>81%</b>	<b>593</b>	<b>100%</b>

Crashes involving a pedestrian occur most frequently in urban areas.

33% of these crashes occurred in Greater Minnesota.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not rural/urban columns.

### Light Conditions

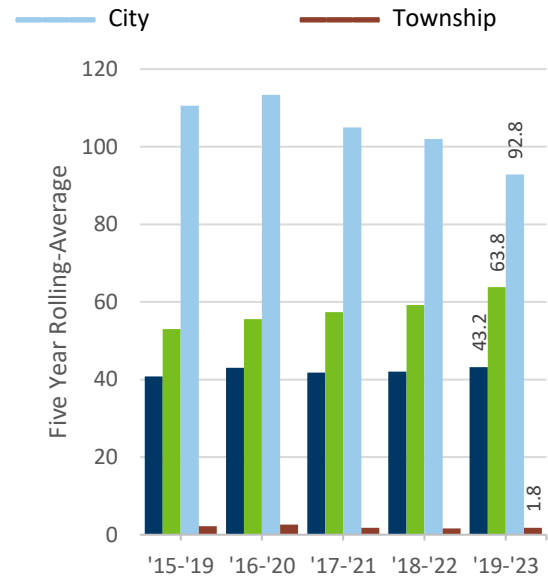
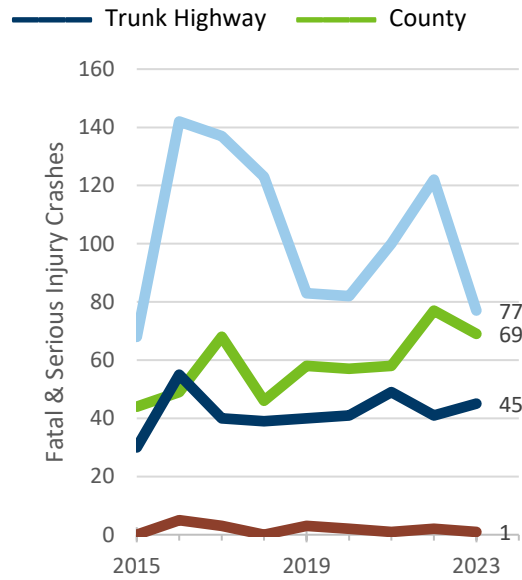
	Focus Area	All KA
Daylight	40.5%	59.7%
Sunrise/Sunset	7.1%	6.2%
Night/Dark	51.9%	33.6%
Street Lights On	38.0%	18.7%
Street Lights Off	1.4%	0.9%
Unknown/No Lighting	12.4%	14.0%
Other/Unknown	0.5%	0.5%

### Roadway Conditions

	Focus Area	All KA
Dry	75.1%	78.3%
Wet	15.1%	8.8%
Snow/Slush/Ice	7.8%	8.8%
Other	1.9%	4.1%

## Trends in Pedestrian Crashes

Statewide, the percent of all fatal and serious injury crashes involving a pedestrian is decreasing.



NOTE: In 2016, Minnesota modified the injury severity definitions to align with Federal Standards. This change resulted in an 80% increase in reported serious injury crashes.

## Interaction with other Strategic Highway Safety Plan focus areas

Focus Area	Pedestrian Crashes		All K+A Crash Types		Difference	Rank*
Intersection	559	53.9%	4,575	48.8%	+ 5.1%	↑ #1
Train	1	0.1%	18	0.2%	- 0.1%	—
Work Zone	21	2.0%	197	2.1%	- 0.1%	—
Inattentive Driver	63	6.1%	735	7.8%	- 1.8%	—
Impaired User	261	25.2%	2,616	27.9%	- 2.8%	↓
Commercial Vehicle	52	5.0%	824	8.8%	- 3.8%	↓
Bicyclist	0	0.0%	364	3.9%	- 3.9%	↓
Younger Driver	111	10.7%	1,495	16.0%	- 5.3%	↓
Unlicensed Driver	138	13.3%	1,918	20.5%	- 7.2%	↓
Older Driver	108	10.4%	1,771	18.9%	- 8.5%	↓
Head-on	7	0.7%	1,057	11.3%	- 10.6%	↓
Unbelted Occupant	3	0.3%	1,346	14.4%	- 14.1%	↓
Motorcycle	7	0.7%	1,572	16.8%	- 16.1%	↓
Speed	70	6.8%	2,154	23.0%	- 16.2%	↓
Single Veh. Run-off-road	7	0.7%	2,980	31.8%	- 31.1%	↓
Pedestrian	1,037	100.0%	1,037	11.1%	N/A	N/A

\* Rankings shows areas with greatest overrepresentation compared to all fatal and serious injury crashes.

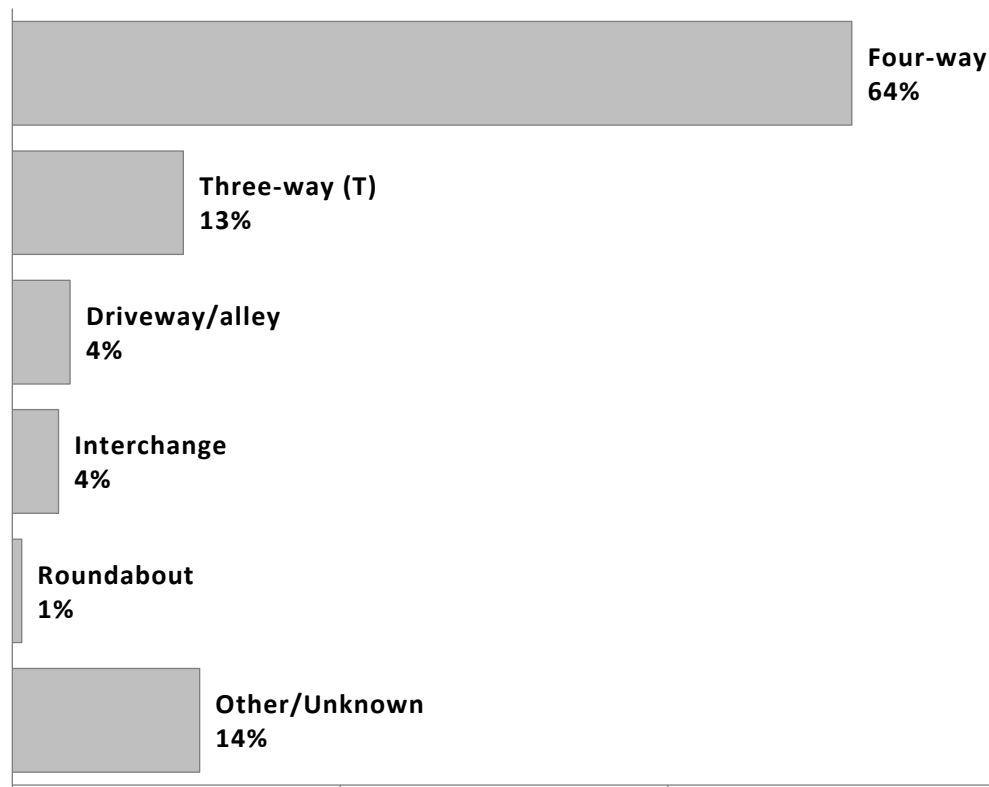
Compared to all fatal and serious injury crashes, the Intersection focus area is over-represented in crashes involving a pedestrian. This focus area may present a unique challenge and opportunity for reducing Pedestrian Crashes in Minnesota.

### Seasonality of Pedestrian Crashes

	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM	12 AM to 3 AM	Σ
January	0.4%	0.9%	0.4%	0.6%	1.4%	2.0%	0.4%	0.2%	6%
February	0.2%	0.8%	0.4%	0.9%	1.1%	2.9%	0.6%	0.4%	7%
March	0.5%	0.7%	0.3%	0.7%	1.5%	1.2%	1.1%	0.3%	6%
April	0.5%	0.3%	0.8%	0.7%	1.3%	1.3%	1.3%	0.8%	7%
May	0.5%	0.7%	0.3%	1.4%	1.8%	1.4%	1.5%	0.7%	8%
June	0.2%	0.2%	1.1%	1.7%	1.2%	1.5%	2.3%	0.6%	9%
July	0.8%	0.2%	1.0%	0.7%	1.1%	1.4%	2.2%	1.3%	9%
August	0.9%	0.8%	0.6%	0.8%	0.6%	1.7%	2.6%	1.0%	9%
September	0.5%	1.6%	1.3%	1.3%	0.8%	2.3%	1.7%	0.5%	10%
October	0.4%	1.6%	0.9%	1.2%	0.7%	3.5%	1.4%	1.0%	11%
November	0.2%	1.3%	0.4%	0.5%	3.8%	2.4%	0.8%	0.3%	10%
December	0.2%	1.1%	0.9%	0.7%	2.7%	2.7%	0.8%	0.3%	9%
Σ	5%	10%	8%	11%	18%	24%	17%	7%	100%

A fatal or serious injury crash involving a pedestrian occurred approximately every 2 days. These crashes are more prevalent in the summer and autumn & during the evening hours; this analysis does not control for existing traffic patterns.

### Top Five Intersection Types (where intersection/interchange related)



About 1 in 2 fatal and serious injury crashes involving a pedestrian (55%) were intersection or interchange related.