

Sidebars

(Room for 2, maybe 3)

- Economic and social impacts of vehicle crashes (see draft text below)
- Roadway Safety Plan (see draft text below)
- Health impacts of transportation
- Age and transportation mode trends

Potential Infographics/Storyboards

(4 or 5 will be produced for the entire Comp Plan – not necessarily chapter-specific; size of graphics is tbd)

- Utility of a parking lane/full cost of parking
- Visual of person throughput by mode
- Effect of speed on death/serious injury for pedestrians

Text for Sidebar #1:

Economic and social impacts of motor vehicle crashes

According to a National Highway Traffic Safety Administration (NHTSA) study, in 2010 there were 32,999 people killed, 3.9 million people injured, and 24 million vehicles damaged in motor vehicle crashes in the United States. The economic costs of these crashes totaled \$242 billion, which represents the equivalent of nearly \$784 for each person living in the United States, and 1.6 percent of the \$14.96 trillion real U.S. Gross Domestic Product for 2010. These costs represent the tangible losses that result from motor vehicle crashes. However, in cases of serious injury or death, such costs fail to capture the rather intangible value of lost quality-of-life that results from these injuries. When quality of life valuations are considered, the total value of societal harm from motor vehicle crashes in 2010 was \$836 billion. In 2015, the number of traffic fatalities was 35,091, a 6% increase over 2010.

Text for Sidebar #2:

Roadway Safety Plan

In January 2016, MnDOT released its “Roadway Safety Plan” for Saint Paul, a consultant-produced document with City of Saint Paul staff participation that identified the greatest opportunities to reduce the number of severe crashes based on the city’s crash data, street contexts and strategies with demonstrated effectiveness in mitigating the types of severe crashes experienced here. The study recommended focusing on certain arterial streets, employing the following types of safety projects:

- improving pedestrian safety (primarily at intersections);
- reducing the frequency of red light violations at traffic signals; and
- improving the safety characteristics of undivided streets.

The specific safety improvement strategies could include:

- road diet (convert to three lanes);
- access management;
- traffic signal confirmation lights;
- pedestrian/bicycle countdown timers;
- pedestrian/bicycle leading pedestrian intervals
- pedestrian/bicycle curb extensions; and
- pedestrian/bicycle median refuge islands.