

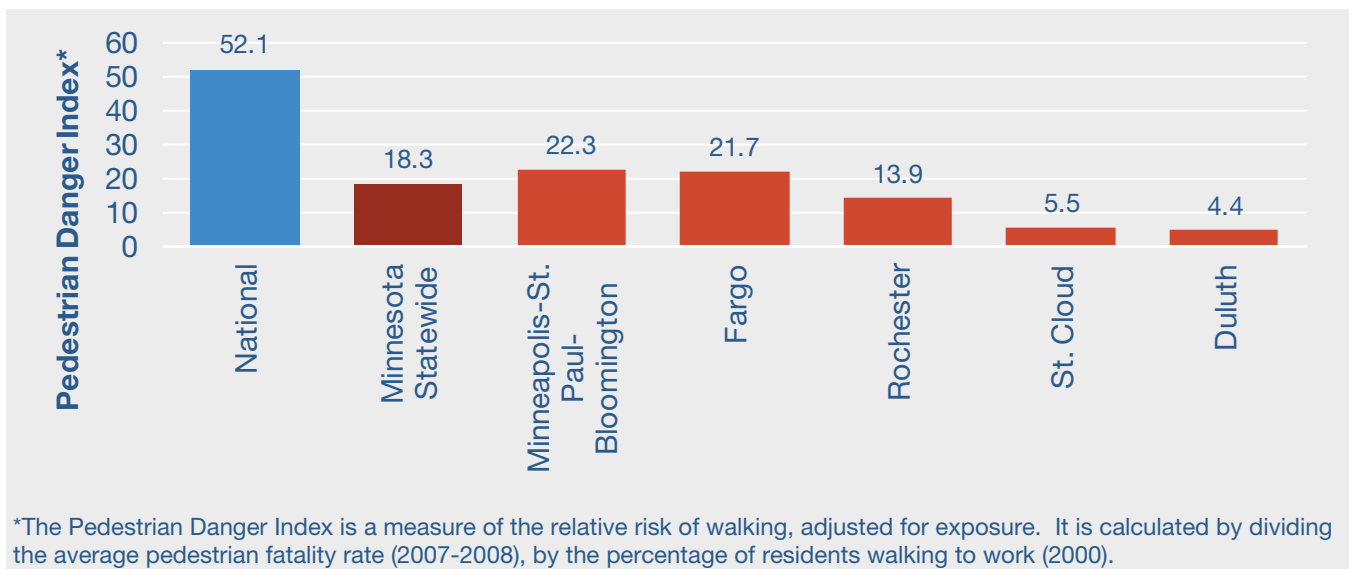
Minnesota

Walking on streets designed more for speeding cars than for people on foot can be deadly. More than 4,500 Americans died last year while crossing the street, walking to school, going to a bus stop, or strolling to the grocery store. But *not* walking is equally as hazardous. Partly out of traffic safety fears, people are walking less these days, with serious consequences for our weight and health. The CDC reports that two-thirds of Americans are now overweight or obese.

The good news is that communities that choose to change road policies and invest in safer designs see fewer deaths and injuries, even as they make their neighborhoods more livable and invite more people to walk and bicycle. Though growing in number, these places are still the exception rather than the rule.



The Risk of Walking in Selected Minnesota Metro Areas



Total traffic deaths that were pedestrians

11.8%
US AVERAGE

6.6%
MINNESOTA

Pedestrian fatalities per 100,000 people

1.53
US AVERAGE

0.61
MINNESOTA

Minnesota Metropolitan Areas Ranked by the Danger to Pedestrians

Rank	Metro Area	Population (2008)	Pedestrian Danger Index	Pedestrian Fatalities (2007-2008)	% of Total Traffic Deaths that Were Pedestrians	Avg. Annual Fed. \$ Spent on Bike/Ped per Person
1	La Crosse	131,872	23.3	3	27.3%	\$1.93
2	Minneapolis-St. Paul-Bloomington	3,229,878	22.3	35	8.1%	\$2.61
3	Fargo	195,685	21.7	4	18.2%	\$1.64
4	Rochester	182,924	13.9	2	6.7%	\$0.39
5	Grand Forks	97,279	10.8	1	4.2%	\$2.73
6	St. Cloud	186,954	5.5	1	3.4%	\$2.74
7	Duluth	274,571	4.4	1	1.6%	\$1.58

Federal Funds Spent on Pedestrian Projects in Minnesota (FY2005-FY2008)

Total Federal Transportation Funds Available in Minnesota

\$2.42
Billion

Portion of Federal Funds Spent on Pedestrian Projects

2.2%

Amount Spent per Person on Pedestrian Facilities and Safety

\$2.58