



Safety Planning Update

TPP Advisory Work Group



June 16, 2023

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Regional Safety Goal & Objectives

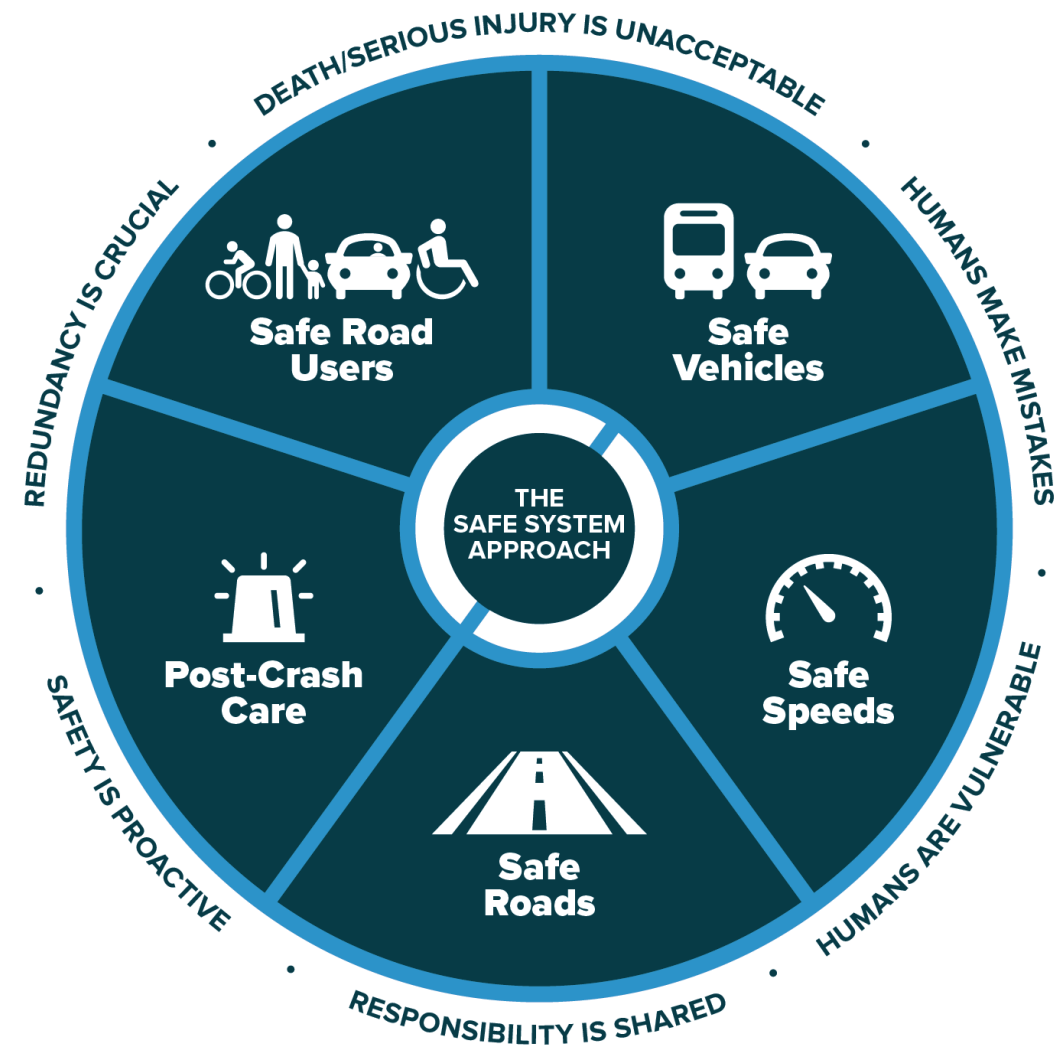
- 2040 Transportation Policy Plan includes goal of a regional transportation system that is safe and secure for all users.
 - Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport.
 - Supports the state vision of moving toward zero deaths and serious injuries on our system
- 2050 Transportation Policy Plan – Safety as a priority

2023 Fatalities (January-April)

	Total	Pedestrians	Bicyclists	Motorcyclists
Anoka	5	2	0	0
Carver	2	0	0	0
Dakota	4	1	0	0
Hennepin	8	5	0	0
Ramsey	5	0	0	0
Scott	1	0	0	0
Washington	3	1	0	0
Total	28	9	0	0

Preliminary data for 7-county region only

Safe System Approach



Safe System approach principles and elements, Source:
https://safety.fhwa.dot.gov/zerodeaths/zero_deaths_vision.cfm

Pedestrian Safety Action Plan

Zero deaths and serious injuries

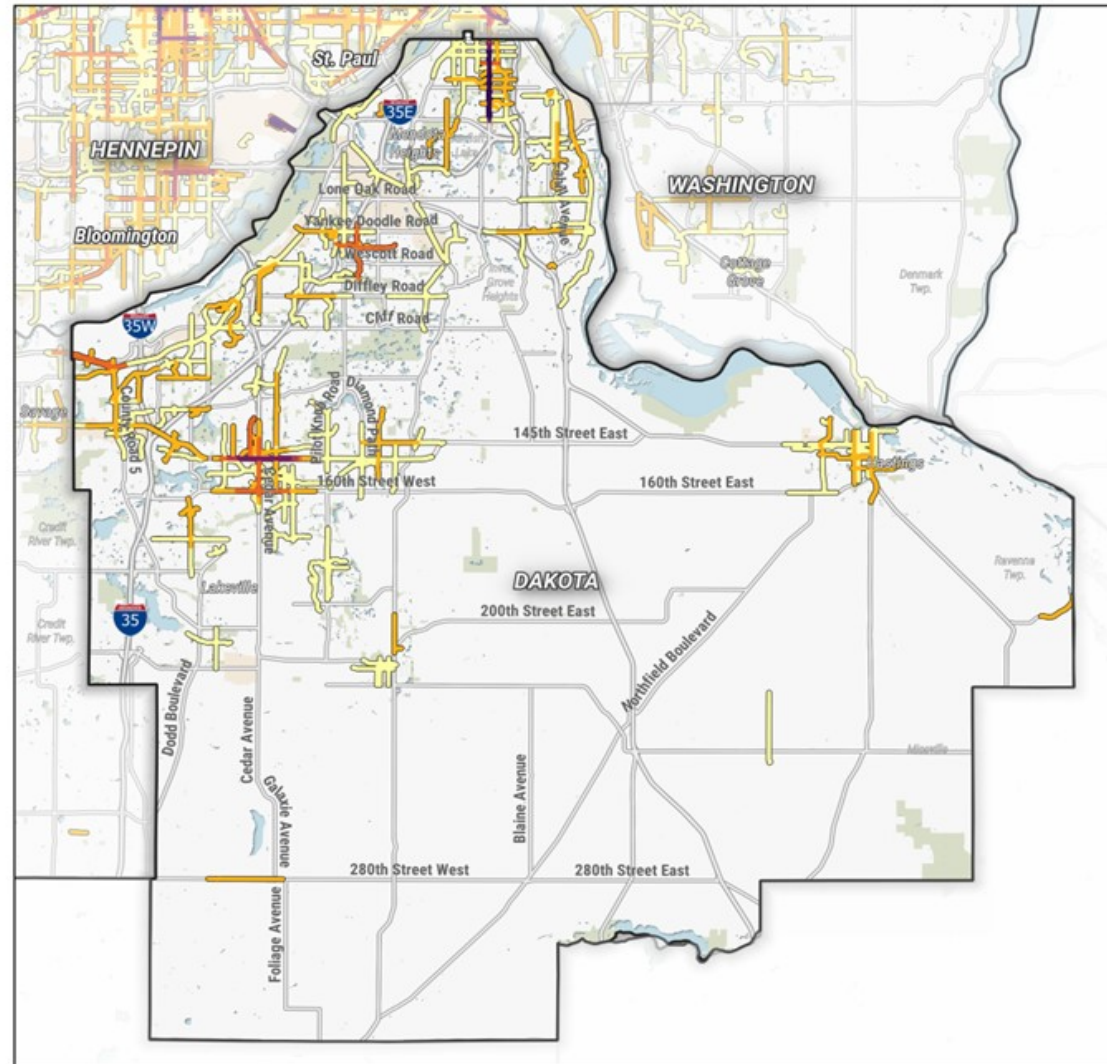
- Provide analysis and support for working to eliminate deaths and serious injuries for people walking in our transportation system
- Worked with Toole Design and Kaskaskia Engineering
- Data covered 4-year period: 2016-2019



Pedestrian Plan Project Elements

Key tasks

- Historic crash analysis
- Systemic analysis
- Risk assessment maps
- Data-informed prioritization measure for funding
- Countermeasure guidance
- Programmatic recommendations



Regional Pedestrian Safety
Action Plan

Dakota

**Pedestrian Weighted
Crash Scores**

Weighted Crash Scores

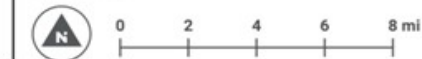
- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 11
- 12 - 14
- 15 - 29
- 30 +

This map depicts the density of fatal, incapacitating, non-incapacitating, and possible injury pedestrian crashes per mile, measured on 1-mile sliding window segments stepped in 1/10-mile increments along the network.

The severity-weighted score is calculated by multiplying the number of fatal and incapacitating injury crashes by 3, and the number of non-incapacitating and possible injury crashes by 1.



Map data & mapping information provided on this map is for informational purposes only. It is not suitable for navigation or engineering purposes. Mapping products presented herein are based on information obtained at the time of preparation. Toole Design Group, LLC makes no warranty, expressed or implied, concerning the accuracy, completeness, or suitability of the mapping data for use in this analysis, or representation of a transportation facility.



Key Takeaways

- Nearly 80% of severe intersection crashes were near a transit stop; fewer than 25% of intersections are w/in 500' of a stop
- Most pedestrian crashes (70% or 2,287 total crashes), including most severe pedestrian crashes (57%), happen in urban center areas
- Higher proportion in rural areas resulted in death or serious injury (47.8%) vs 18.5% in urban areas.
- Most crashes and most severe crashes occurred on/at:
 - Minor arterials
 - Signalized intersections

Equity Findings for Pedestrians

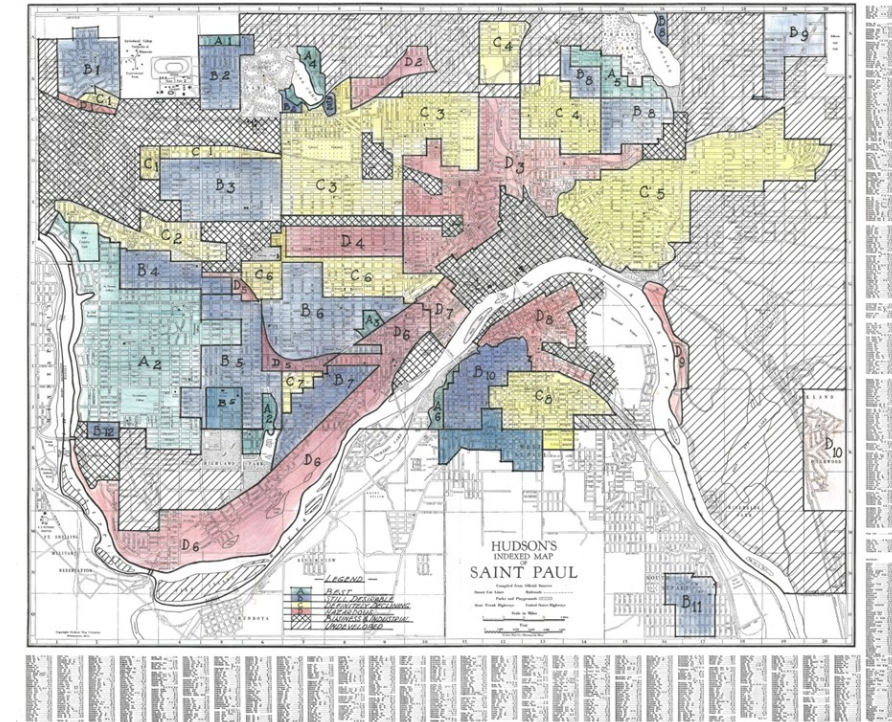
Black and Native Communities Disproportionately Harmed by Pedestrian Crashes

Fatalities only, by individuals

- 16.5% of pedestrian deaths were Black people (vs. 9.6% of population)
- 3.7% of pedestrian deaths were Native people (vs. 0.48% of population)

All crashes, by geography

- Tracts with higher shares of Black or Native residents have more pedestrian crashes
- Tracts with higher shares of white residents have fewer pedestrian crashes
- May be linked to exposure, but **closely mirrors historic patterns of disinvestment and racist lending practices**



Pedestrian Crash Risk

Correlated with

- Number of travel lanes



- Vehicle speed



- Traffic volumes



- Greater pedestrian activity



Pedestrian Systemic Safety Analysis

General trends

- In general, roadways that have the following features are associated with a higher risk of a pedestrian crash:
 - In rural areas:
 - **Lower** Posted Speed Limits and 2-Lane Undivided roadways
 - In suburban areas:
 - **Moderate** Posted Speed Limits, **Moderate** Traffic Volumes, and Transit Present on roadways
 - In urban areas:
 - **Lower** Posted Speed Limits, **Higher** Traffic Volumes, and Transit Present on roadways

Countermeasures



- Infrastructure changes to the roadway that can help reduce or eliminate serious and fatal pedestrian crashes.
- Resources on best practices and examples of countermeasures.

Programmatic Recommendations

Higher priority

- Regional Solicitation changes
- Integrate the Regional Pedestrian Safety Action Plan into other Council work
 - Complete Streets Policy
- Relationship between transit and pedestrian safety

Medium priority

- Trainings and workshops
- Integrate Safe System approach into policy and support local partners

Lower priority

- Crash analysis assistance

Regional Safety Action Plan

- Focuses on vehicle crashes and bicyclist-vehicle crashes, emphasis on fatalities and serious injuries in MPO planning area
- 10-month project, wrapping up Q1 2024 – Consultant team of SRF with support from Alta Planning, Safe Streets Research, and Isthmus Engineering
- Designed to address requirements for USDOT Safe Streets and Roads for All funding program
- Technical Advisory Group with local, state, and federal partners

Safety Action Plan Tasks

- Stakeholder outreach
- Public engagement
- State of the practice review
- Trend summaries by mode
- Create high injury streets identification for the region (including pedestrian data)
- Systemic analysis

- Review existing TPP strategies & recommend revisions
- Corridor recommendations for more detailed analysis
- High-level countermeasures based on regional analysis
- Programmatic recommendations
- Final report

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