

## Appendix C-2

### Regional Pedestrian Safety Action Plan

#### Task 4: Crash Data Analysis and Trend Summary Memo Appendices

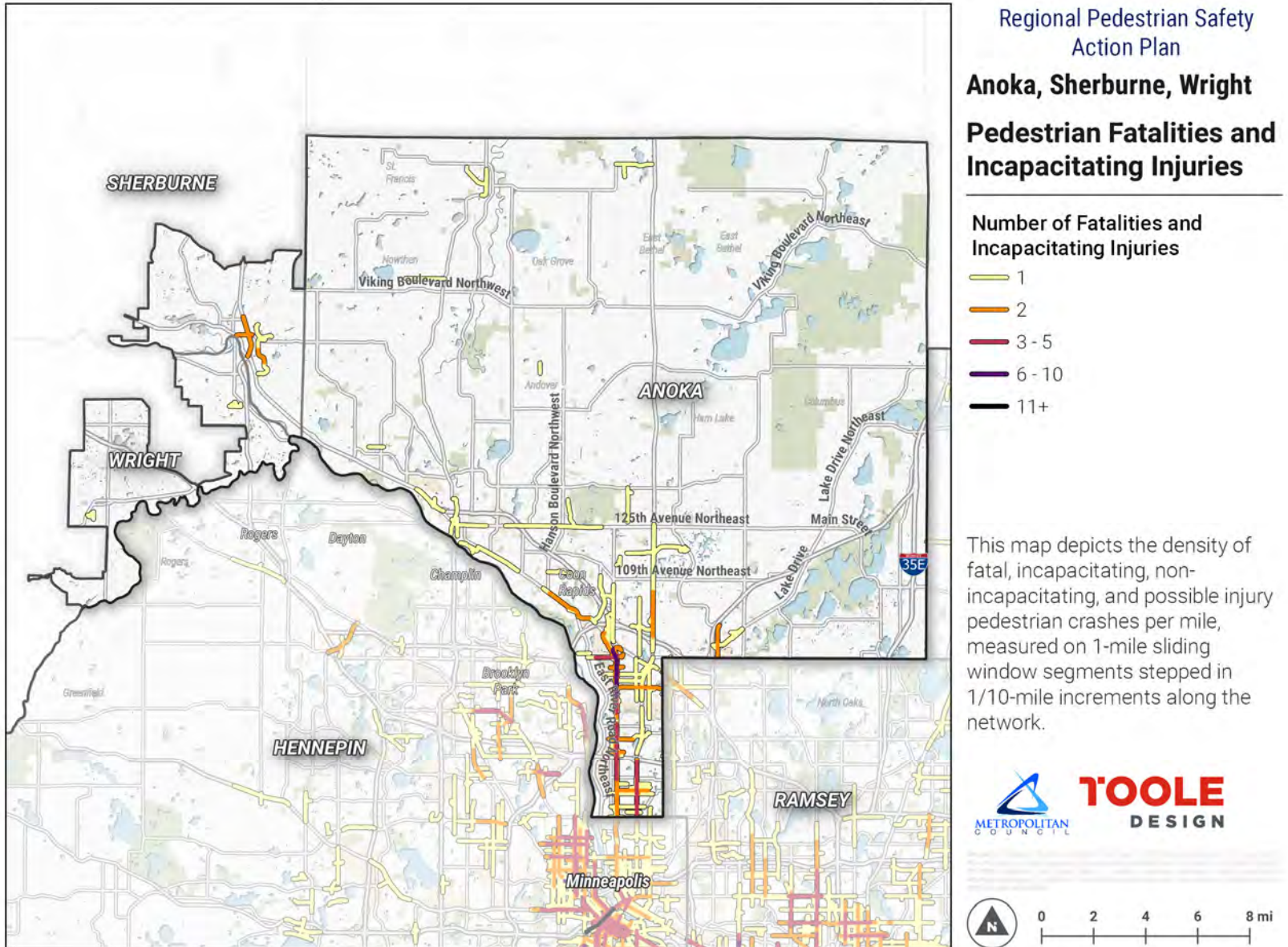
February 28, 2023

## APPENDIX

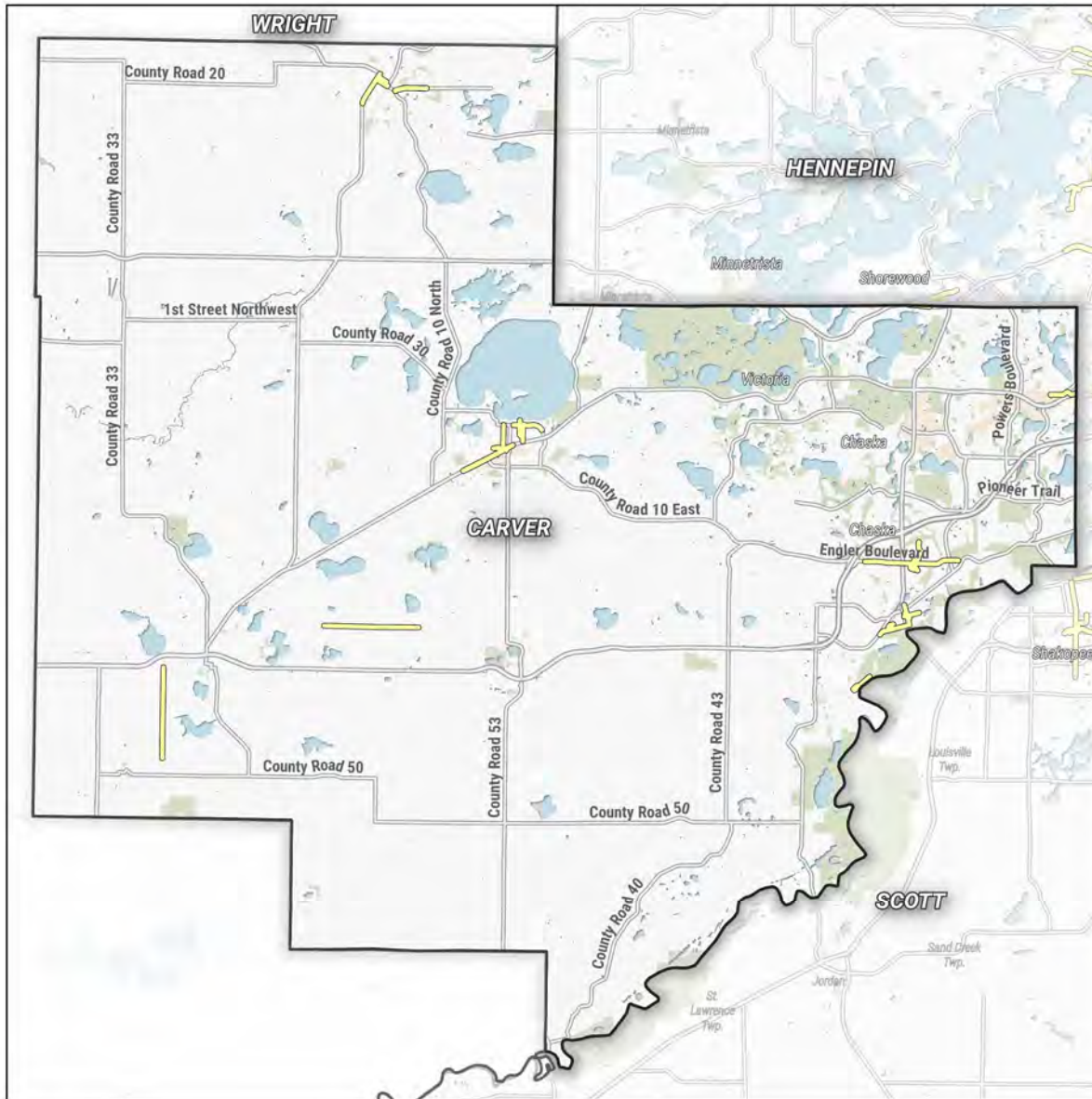
Appendix A: Map set displaying Pedestrian Fatalities and Incapacitating Injuries .....	2
A1 – Anoka, Sherburne, Wright Pedestrian Fatalities and Incapacitating Injuries .....	2
A2 – Carver Pedestrian Fatalities and Incapacitating Injuries .....	3
A3 – Dakota Pedestrian Fatalities and Incapacitating Injuries .....	4
A4 – Hennepin Pedestrian Fatalities and Incapacitating Injuries .....	5
A5 – Minneapolis Pedestrian Fatalities and Incapacitating Injuries .....	6
A6 – Ramsey Pedestrian Fatalities and Incapacitating Injuries .....	7
A7 – Scott Pedestrian Fatalities and Incapacitating Injuries .....	8
A8 – St. Paul Pedestrian Fatalities and Incapacitating Injuries .....	9
A9 – Washington Pedestrian Fatalities and Incapacitating Injuries.....	10
A10 – Metro Pedestrian Fatalities and Incapacitating Injuries .....	11
Appendix B: Map Set displaying Pedestrian Weighted Crash Scores .....	12
B1 – Anoka, Sherburne, Wright Pedestrian Weighted Crash Scores .....	12
B2 – Carver Pedestrian Weighted Crash Scores .....	13
B3 – Dakota Pedestrian Weighted Crash Scores .....	14
B4 – Hennepin Pedestrian Weighted Crash Scores .....	15
B5 – Minneapolis Pedestrian Weighted Crash Scores.....	16
B6 – Minneapolis Vision Zero Action Plan High Injury Streets.....	17
B7 – Ramsey Pedestrian Weighted Crash Scores.....	18
B8 – Scott Pedestrian Weighted Crash Scores.....	19
B9 – St. Paul Pedestrian Weighted Crash Scores .....	20
B10 – Washington Pedestrian Weighted Crash Scores.....	21
B11 – Metro Pedestrian Weighted Crash Scores.....	22
Appendix C: Crash Type Overview – Intersection vs. Segment .....	23

# Appendix A: Map set displaying Pedestrian Fatalities and Incapacitating Injuries

## A1 – Anoka, Sherburne, Wright Pedestrian Fatalities and Incapacitating Injuries



## A2 – Carver Pedestrian Fatalities and Incapacitating Injuries



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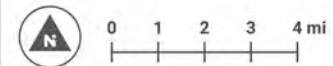
### Carver

### Pedestrian Fatalities and Incapacitating Injuries

Number of Fatalities and Incapacitating Injuries

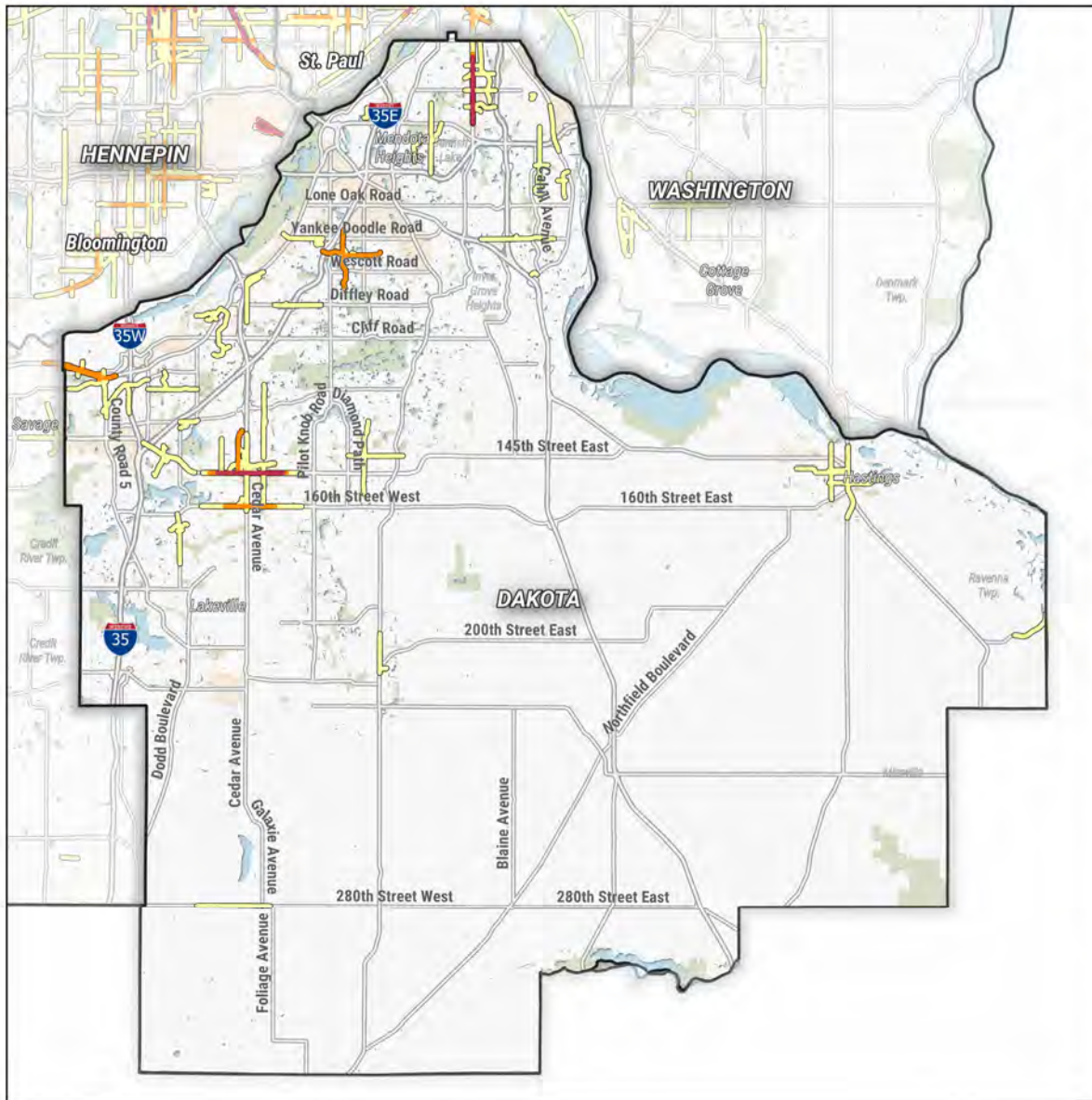
- 1
- 2
- 3 - 5
- 6 - 10
- 11+

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.



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## A3 – Dakota Pedestrian Fatalities and Incapacitating Injuries



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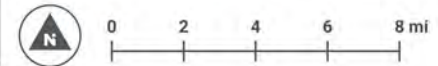
### Dakota

### Pedestrian Fatalities and Incapacitating Injuries

Number of Fatalities and Incapacitating Injuries

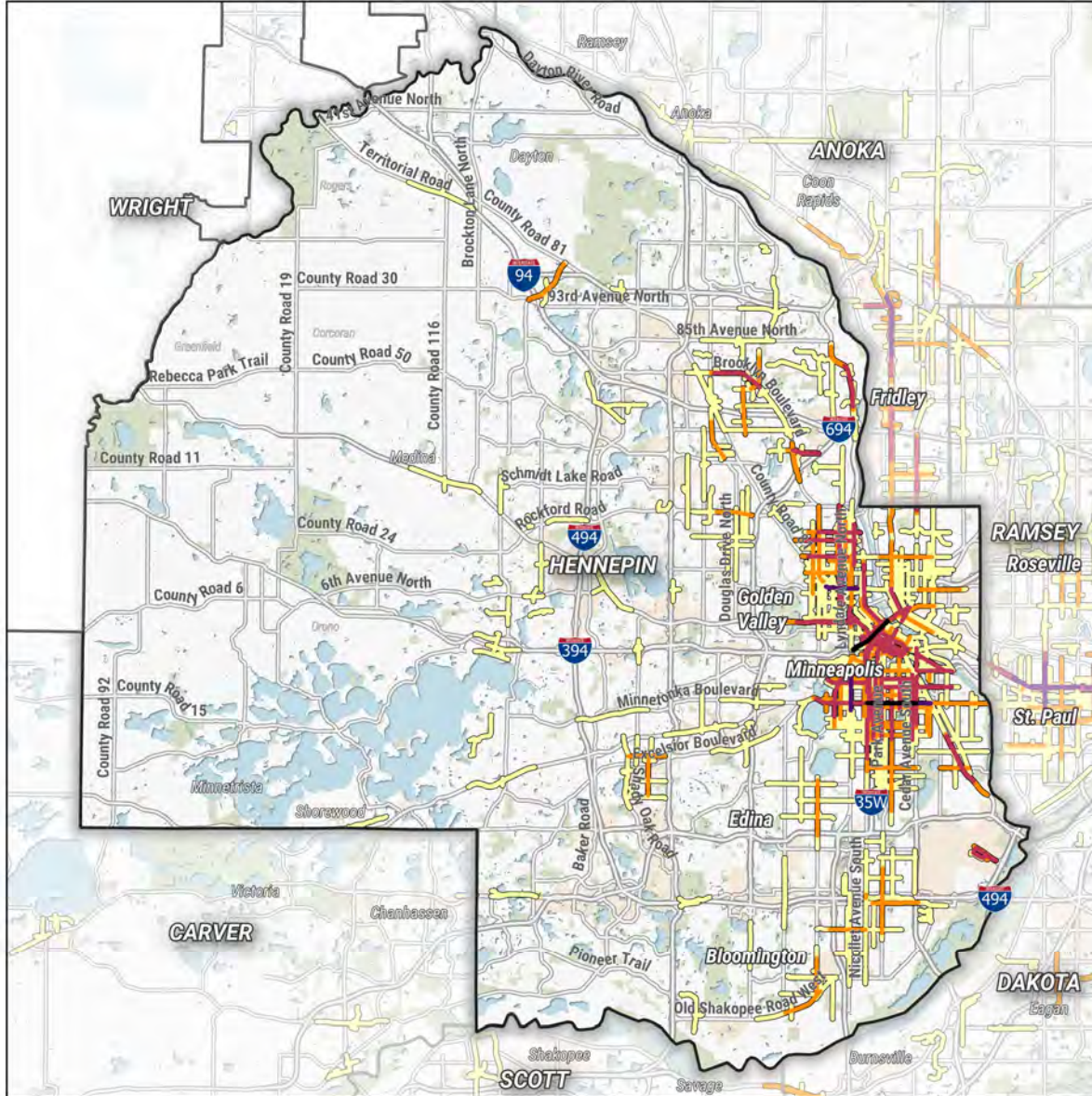
- 1
- 2
- 3 - 5
- 6 - 10
- 11+

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.



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## A4 – Hennepin Pedestrian Fatalities and Incapacitating Injuries



### Regional Pedestrian Safety Action Plan

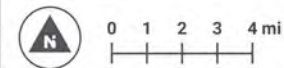
#### Hennepin

#### Pedestrian Fatalities and Incapacitating Injuries

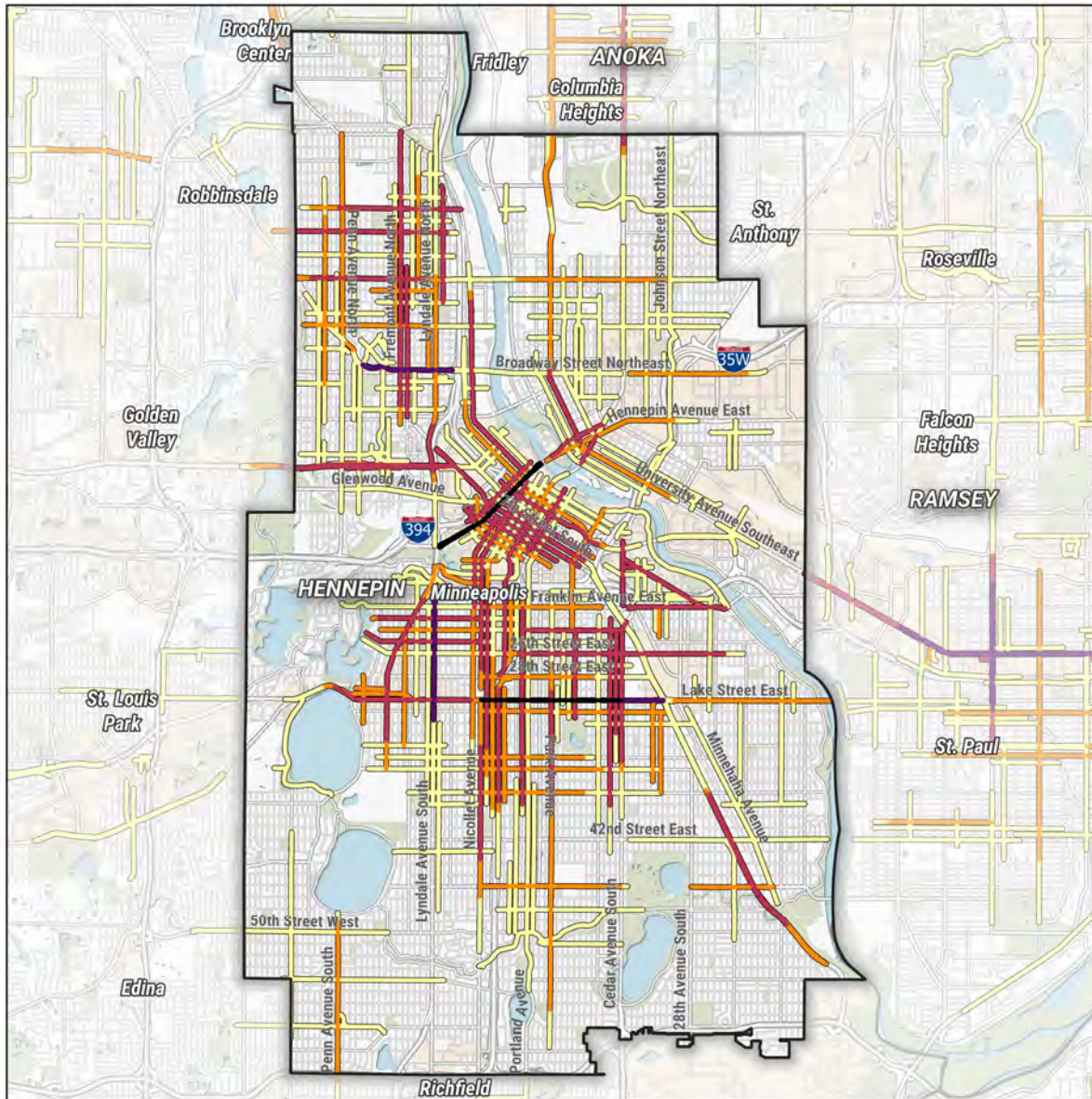
##### Number of Fatalities and Incapacitating Injuries

- 1
- 2
- 3 - 5
- 6 - 10
- 11+

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



## A5 – Minneapolis Pedestrian Fatalities and Incapacitating Injuries



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### Minneapolis

### Pedestrian Fatalities and Incapacitating Injuries

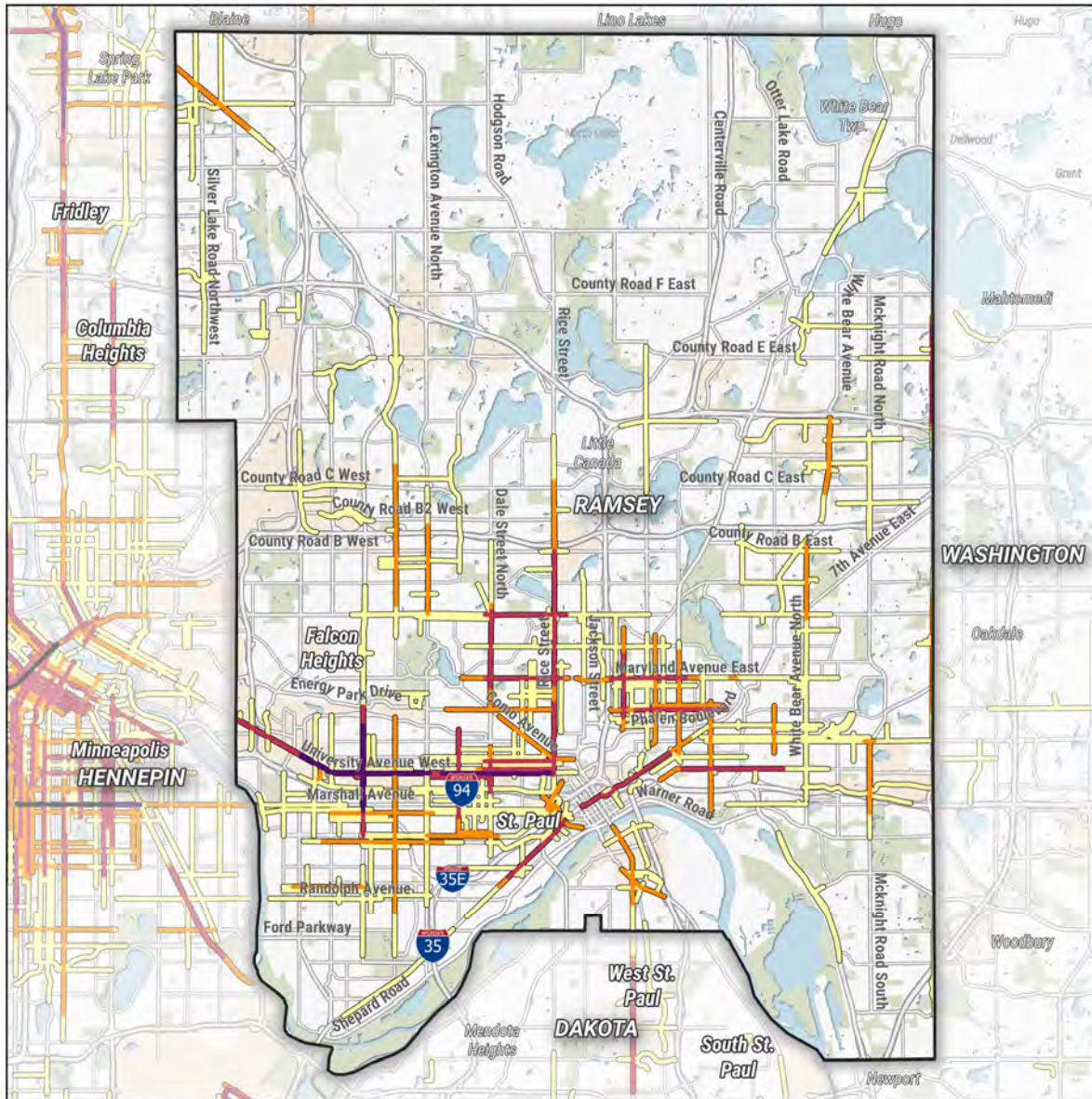
Number of Fatalities and Incapacitating Injuries

- 1
- 2
- 3 - 5
- 6 - 10
- 11+

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.



## A6 – Ramsey Pedestrian Fatalities and Incapacitating Injuries



### Regional Pedestrian Safety Action Plan

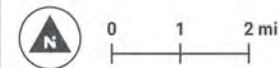
#### Ramsey

#### Pedestrian Fatalities and Incapacitating Injuries

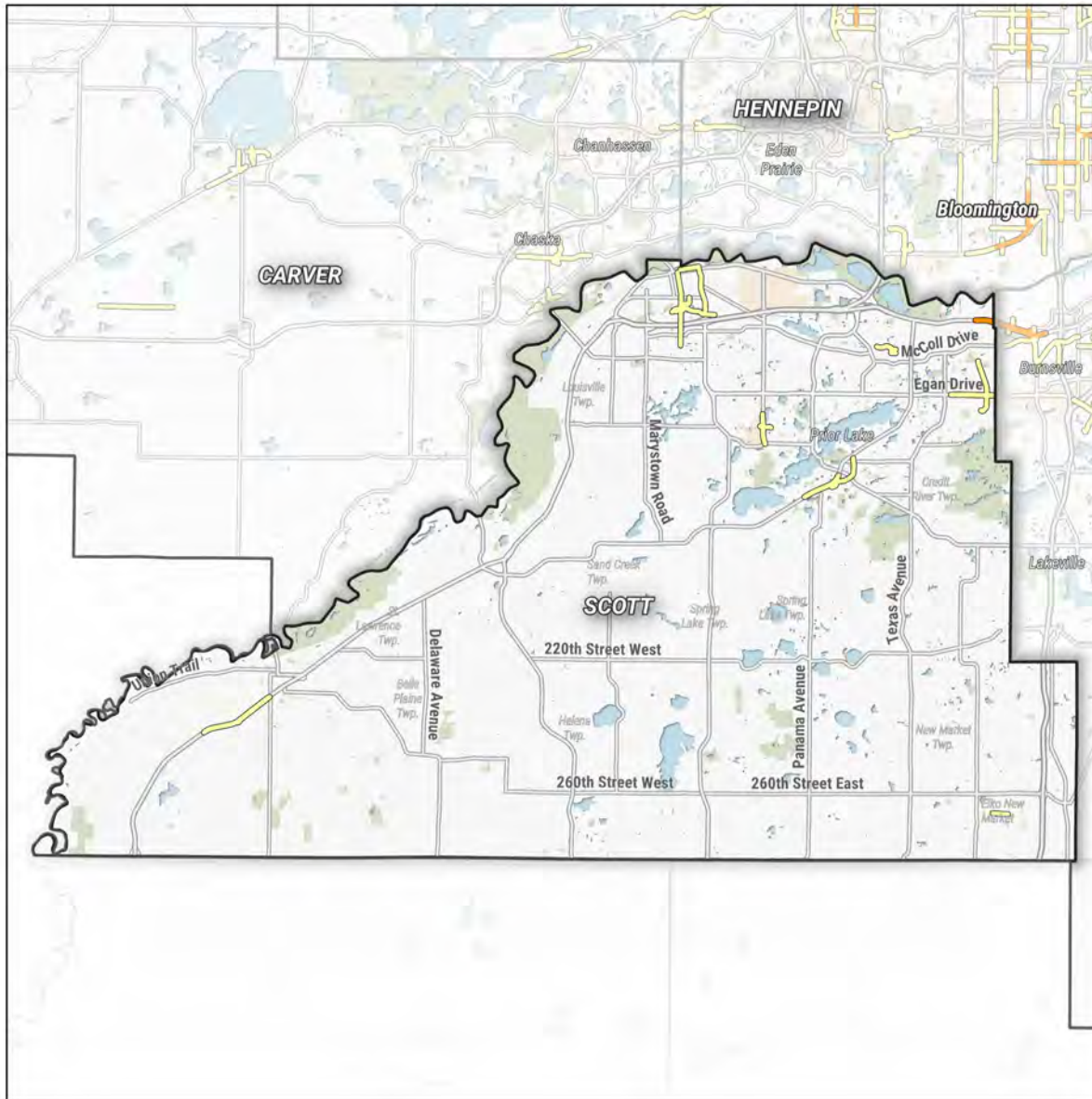
##### Number of Fatalities and Incapacitating Injuries

- 1
- 2
- 3 - 5
- 6 - 10
- 11+

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.



# A7 – Scott Pedestrian Fatalities and Incapacitating Injuries



## Regional Pedestrian Safety Action Plan

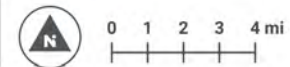
### Scott

### Pedestrian Fatalities and Incapacitating Injuries

#### Number of Fatalities and Incapacitating Injuries

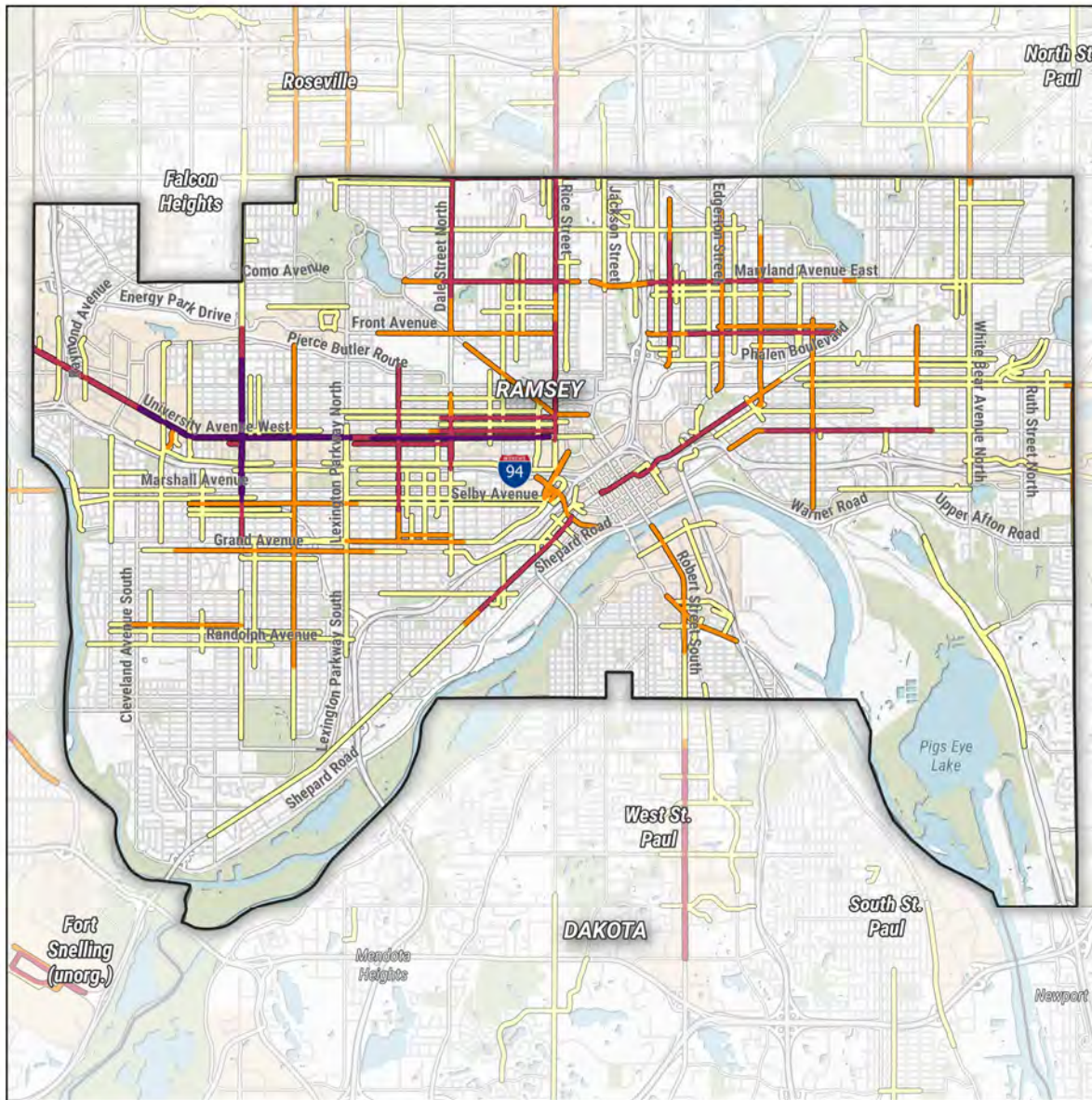
- 1
- 2
- 3 - 5
- 6 - 10
- 11+

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.





## A8 – St. Paul Pedestrian Fatalities and Incapacitating Injuries



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### St. Paul

### Pedestrian Fatalities and Incapacitating Injuries

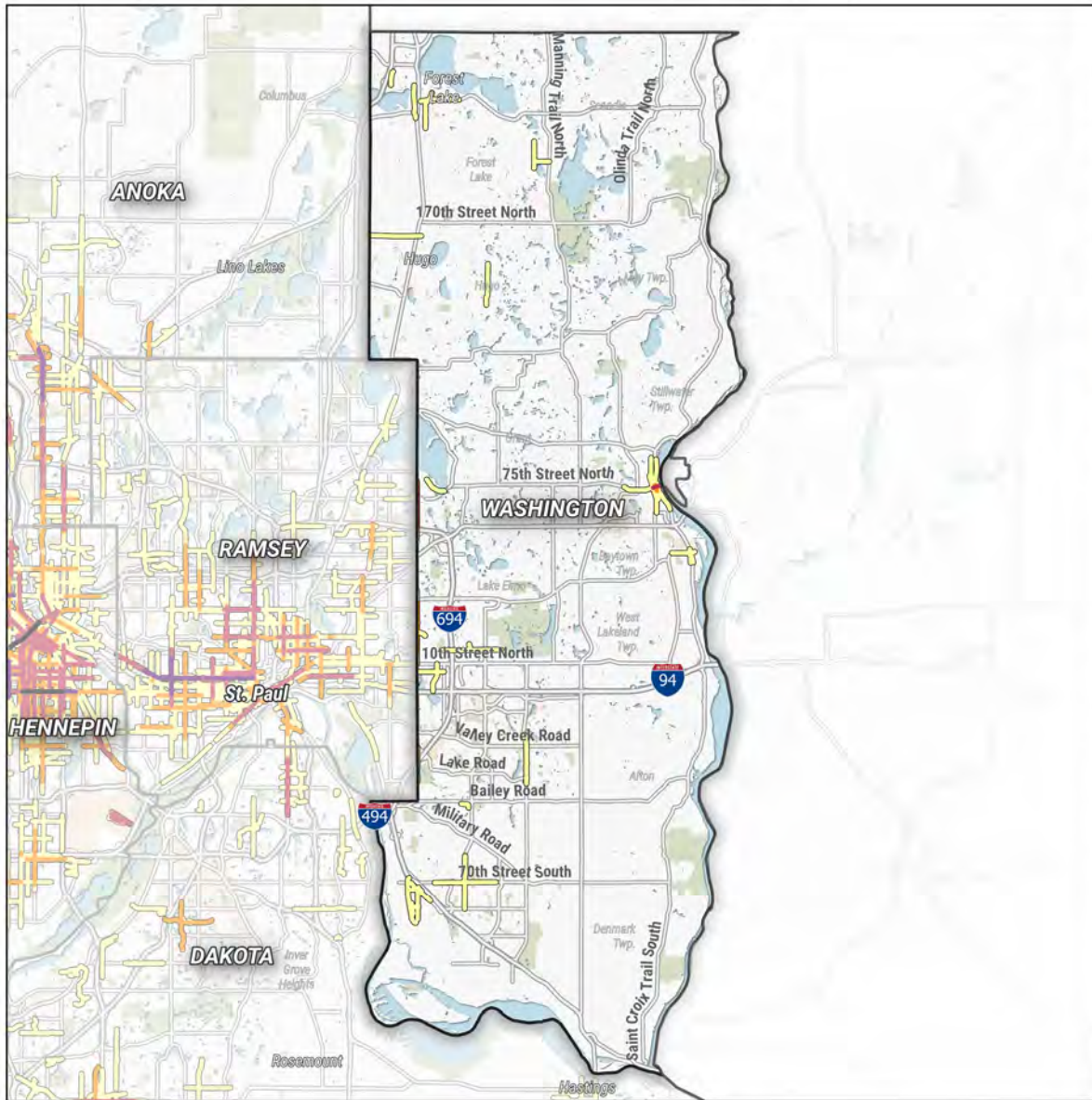
Number of Fatalities and Incapacitating Injuries

- 1
- 2
- 3 - 5
- 6 - 10
- 11+

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.



## A9 – Washington Pedestrian Fatalities and Incapacitating Injuries



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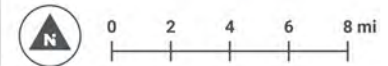
### Washington

### Pedestrian Fatalities and Incapacitating Injuries

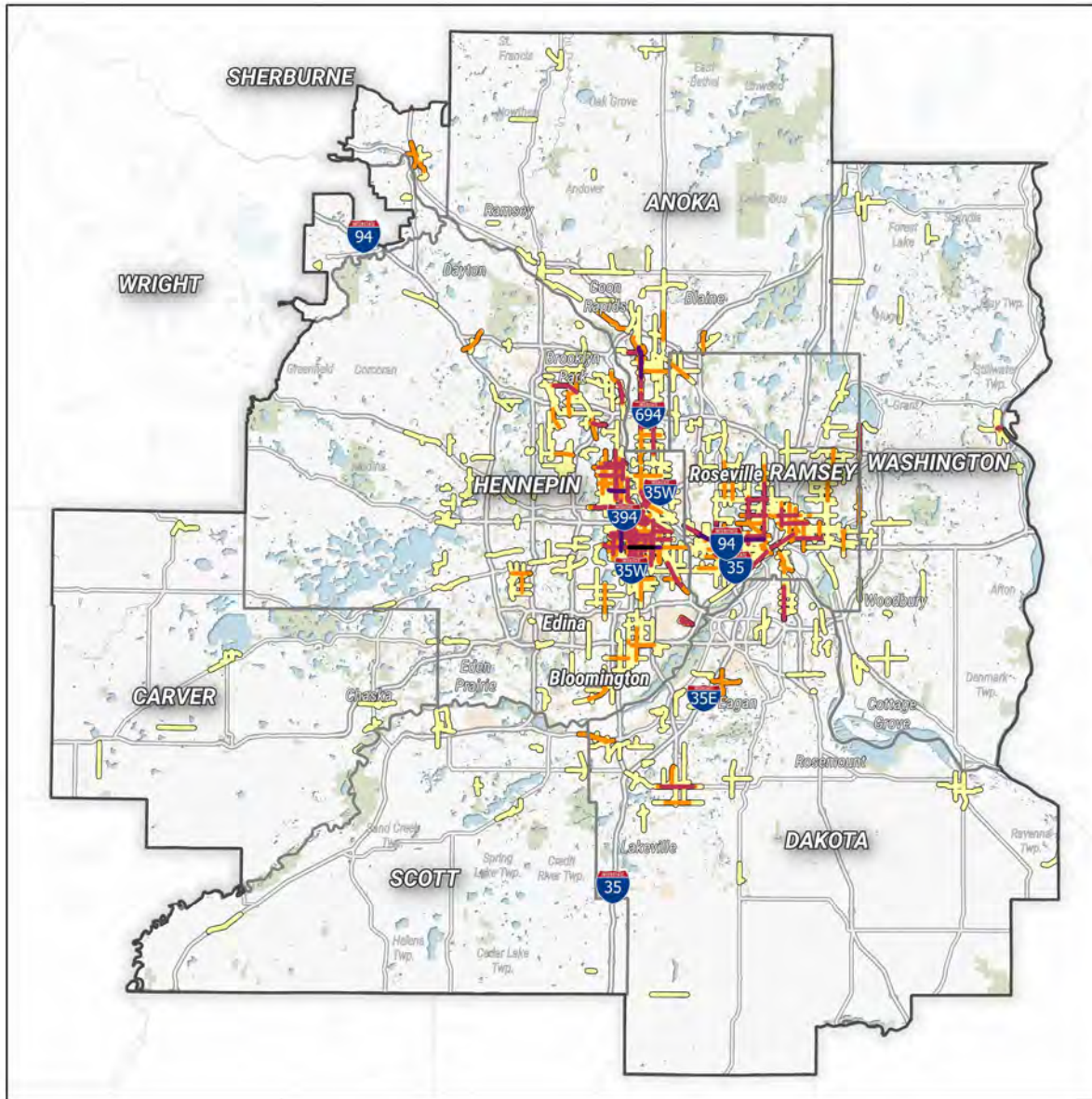
Number of Fatalities and Incapacitating Injuries

- 1
- 2
- 3 - 5
- 6 - 10
- 11+

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.



# A10 – Metro Pedestrian Fatalities and Incapacitating Injuries



## Regional Pedestrian Safety Action Plan

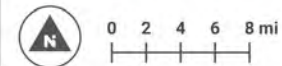
### Metro

### Pedestrian Fatalities and Incapacitating Injuries

#### Number of Fatalities and Incapacitating Injuries

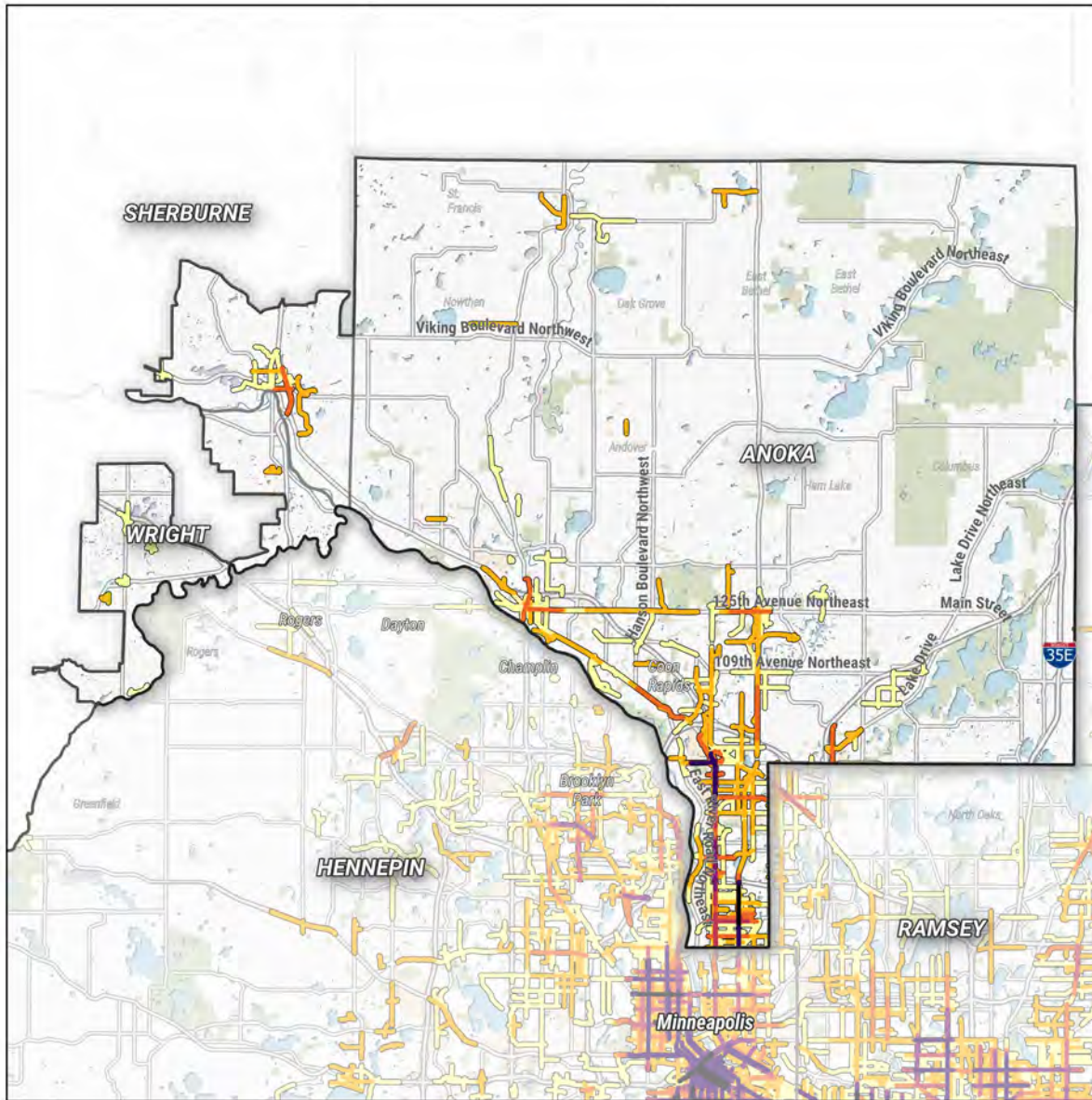
- 1
- 2
- 3 - 5
- 6 - 10
- 11+

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.



# Appendix B: Map Set displaying Pedestrian Weighted Crash Scores

## B1 – Anoka, Sherburne, Wright Pedestrian Weighted Crash Scores



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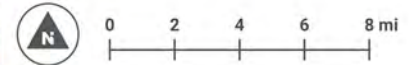
### Anoka, Sherburne, Wright

### Pedestrian Weighted Crash Scores

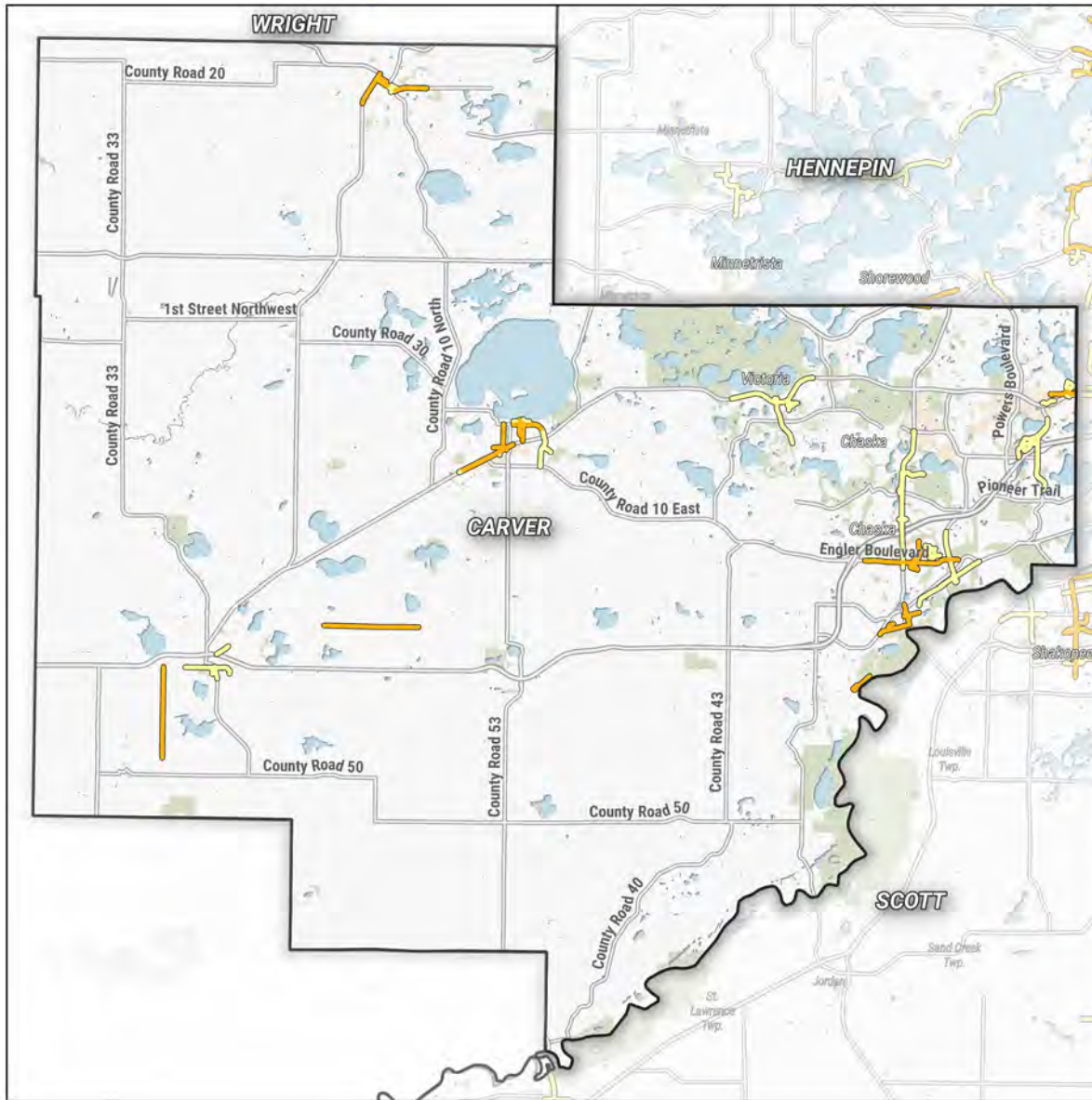
#### Weighted Crash Scores

- 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.



## B2 – Carver Pedestrian Weighted Crash Scores



### Regional Pedestrian Safety Action Plan

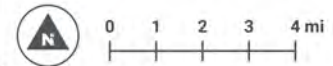
#### Carver

#### Pedestrian Weighted Crash Scores

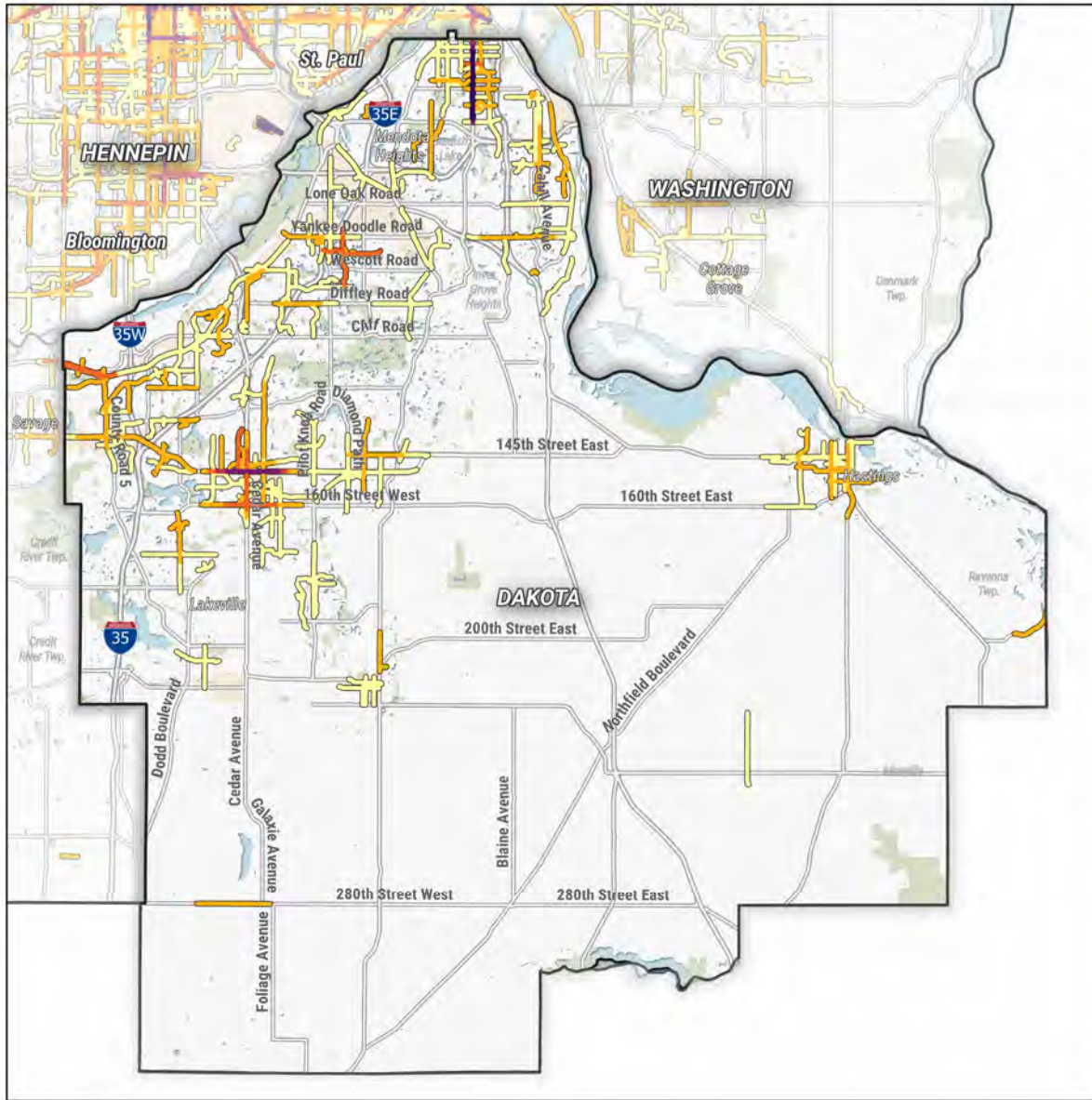
##### Weighted Crash Scores

- 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.



### B3 – Dakota Pedestrian Weighted Crash Scores



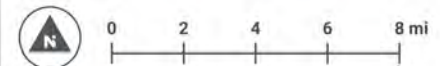
## Regional Pedestrian Safety Action Plan

### Dakota Pedestrian Weighted Crash Scores

#### Weighted Crash Scores

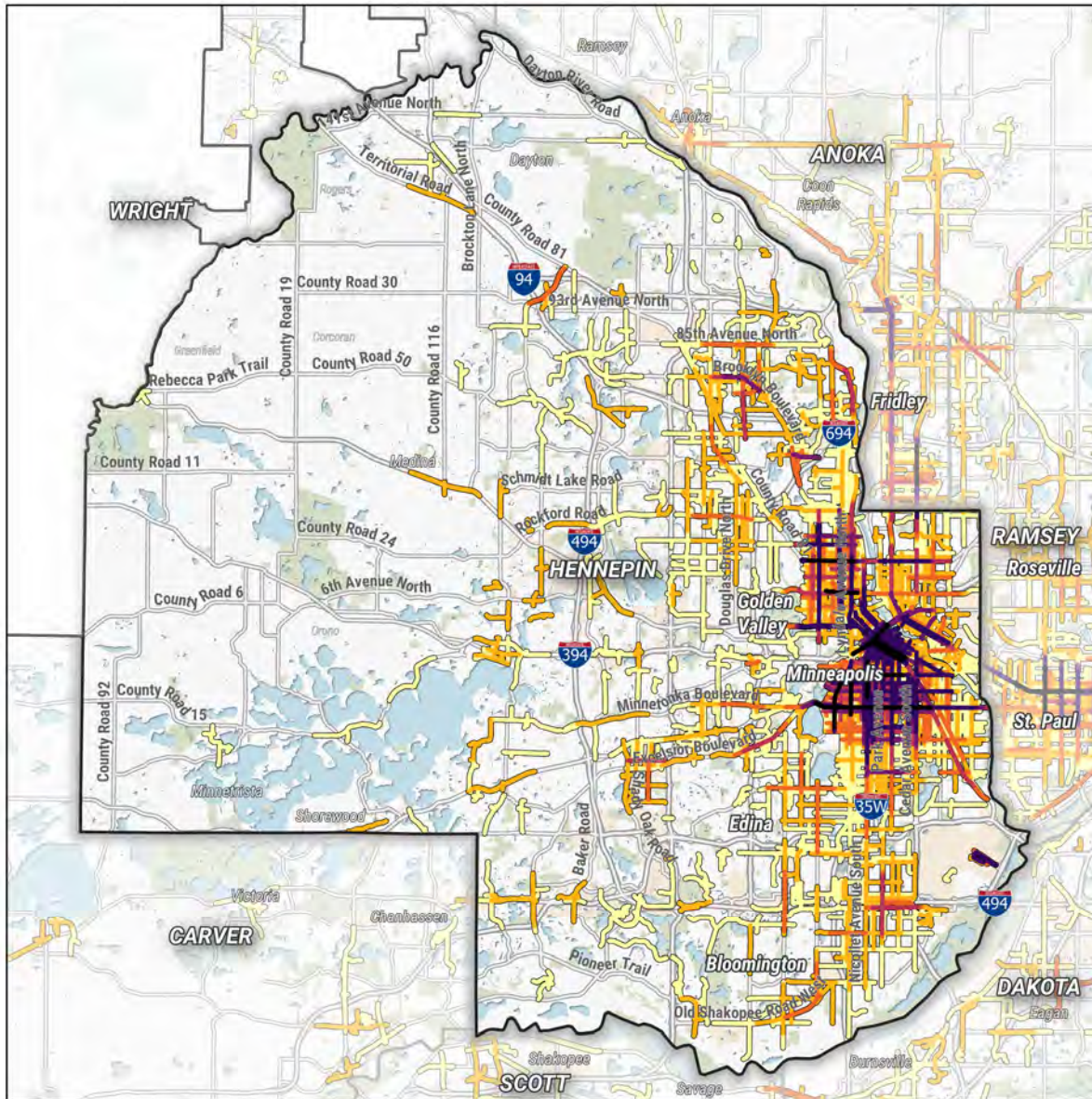
- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 11
- 12 - 14
- 15 - 29
- 30 +

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.



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## B4 – Hennepin Pedestrian Weighted Crash Scores



### Regional Pedestrian Safety Action Plan

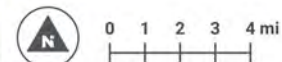
#### Hennepin

#### Pedestrian Weighted Crash Scores

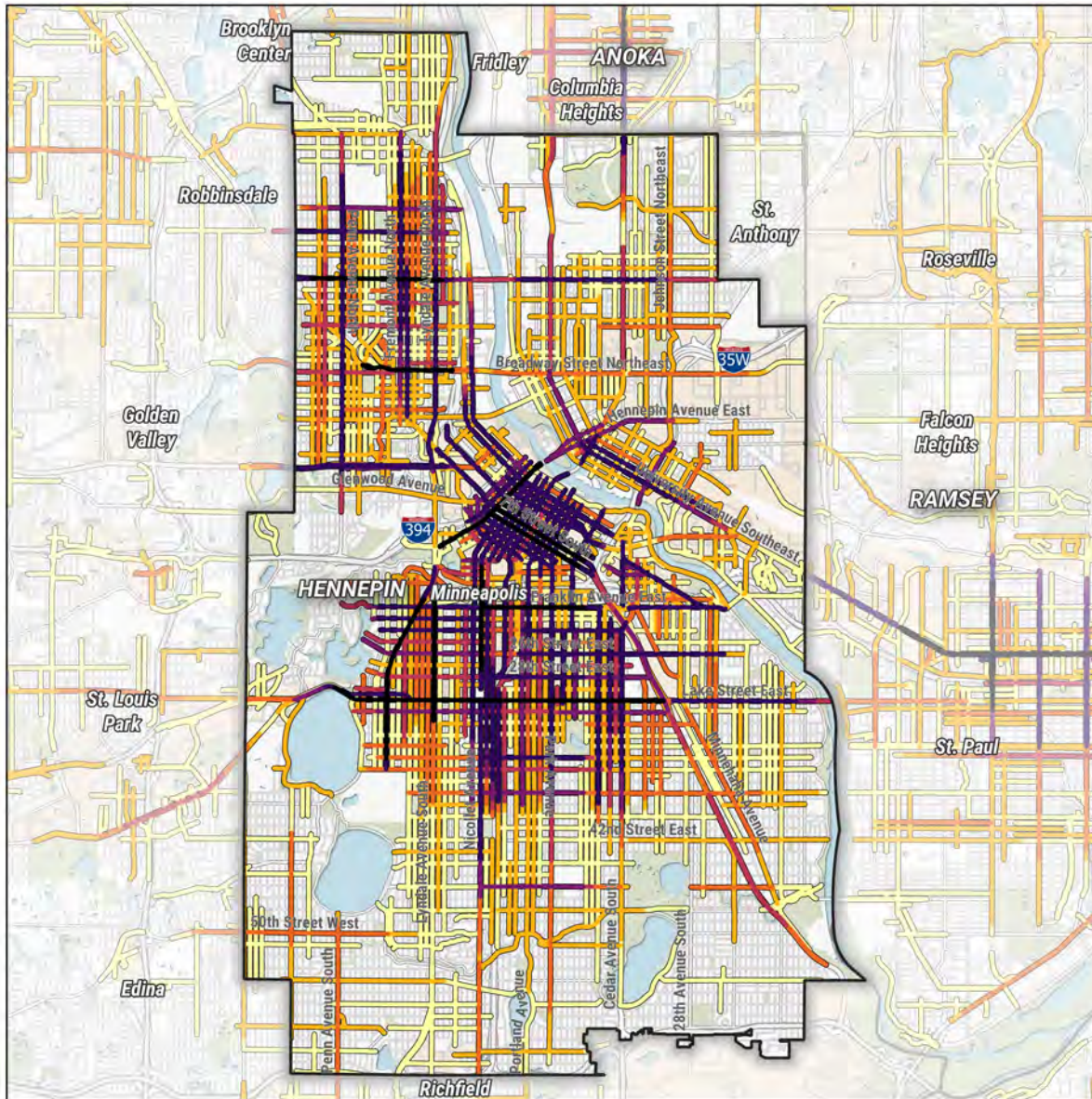
##### Weighted Crash Scores

- 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.



## B5 – Minneapolis Pedestrian Weighted Crash Scores



### Regional Pedestrian Safety Action Plan

## Minneapolis Pedestrian Weighted Crash Scores

### Weighted Crash Scores

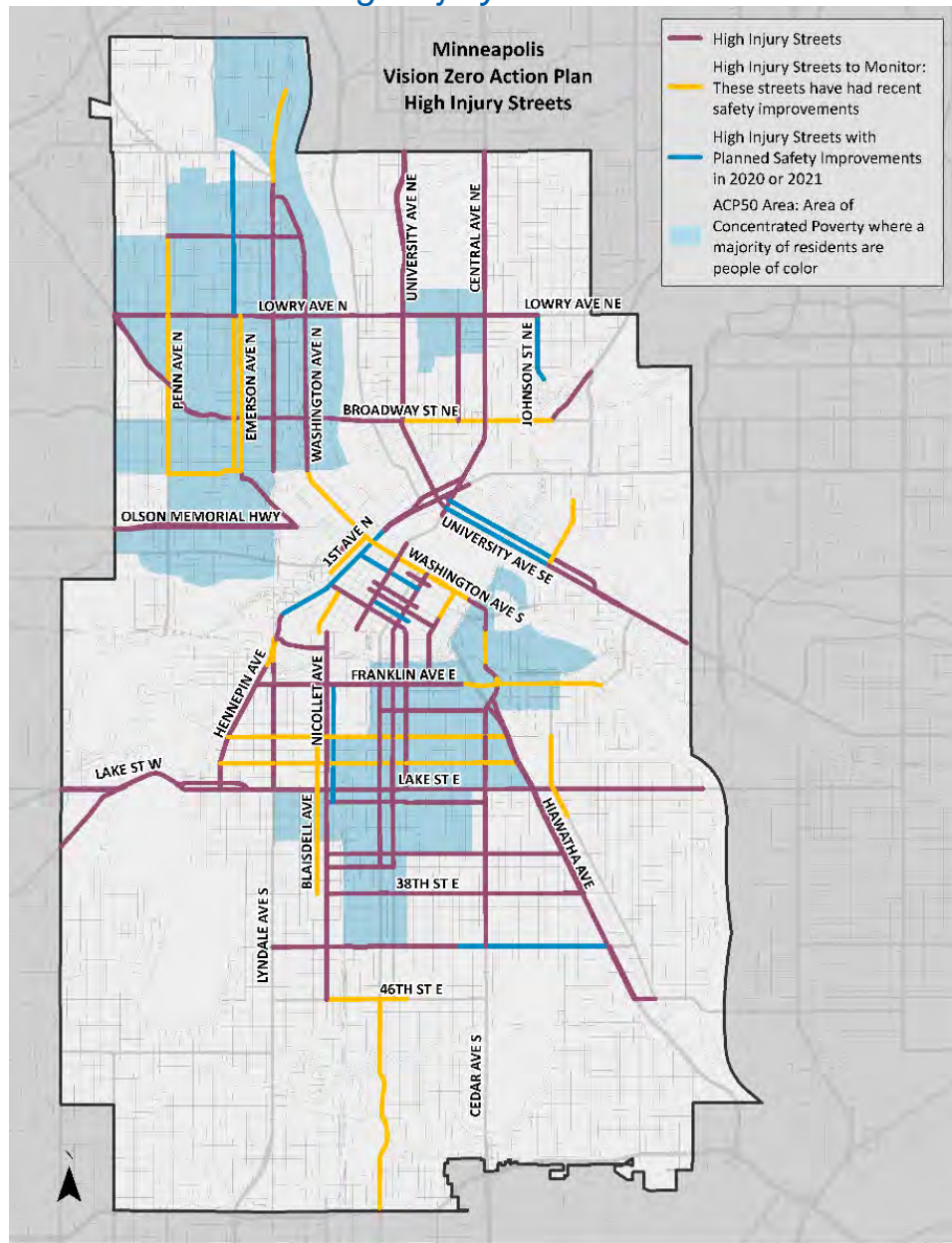
- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 11
- 12 - 14
- 15 - 29
- 30 +

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.

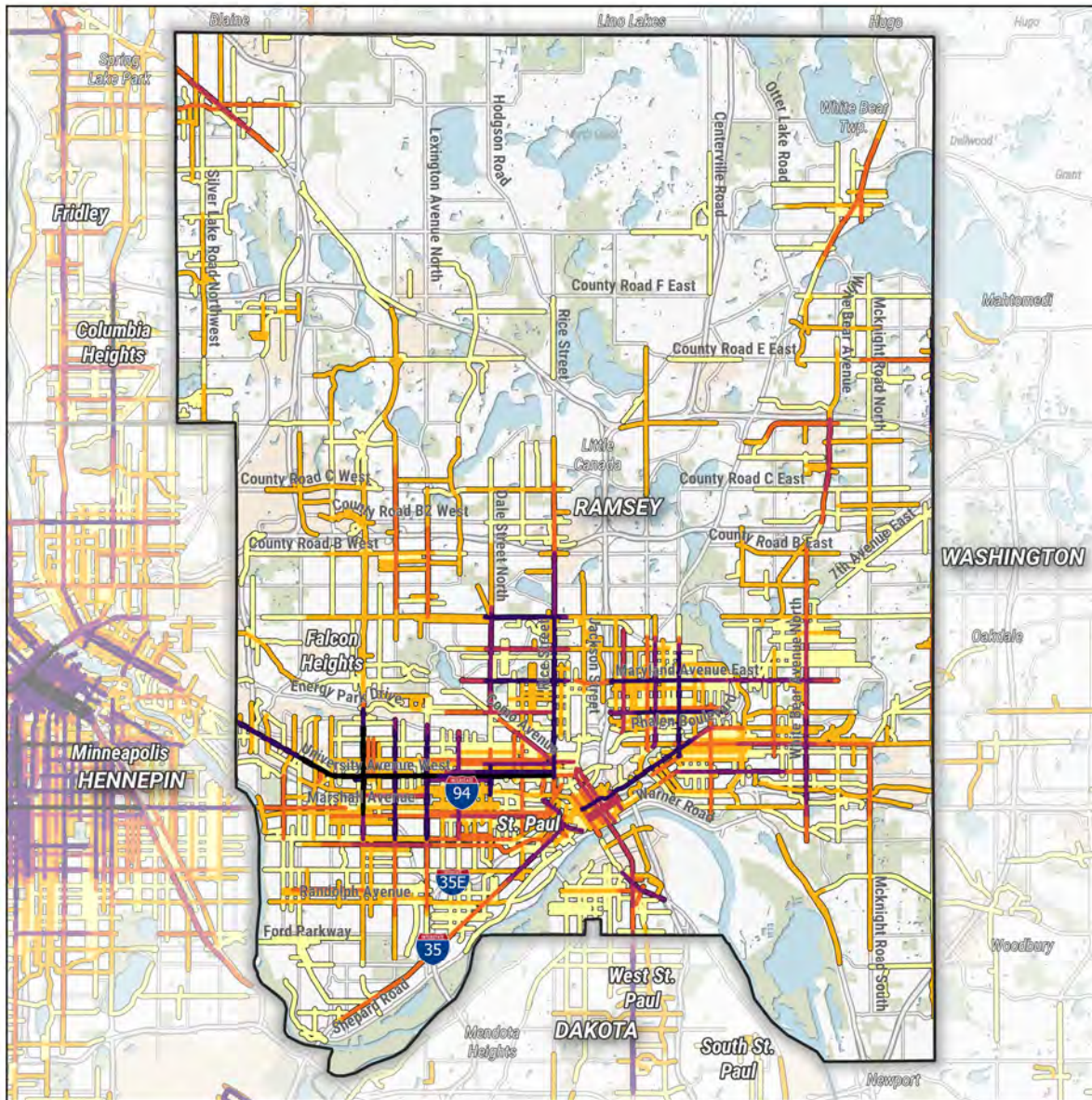




## B6 – Minneapolis Vision Zero Action Plan High Injury Streets



## B7 – Ramsey Pedestrian Weighted Crash Scores



### Regional Pedestrian Safety Action Plan

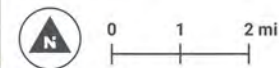
## Ramsey Pedestrian Weighted Crash Scores

#### Weighted Crash Scores

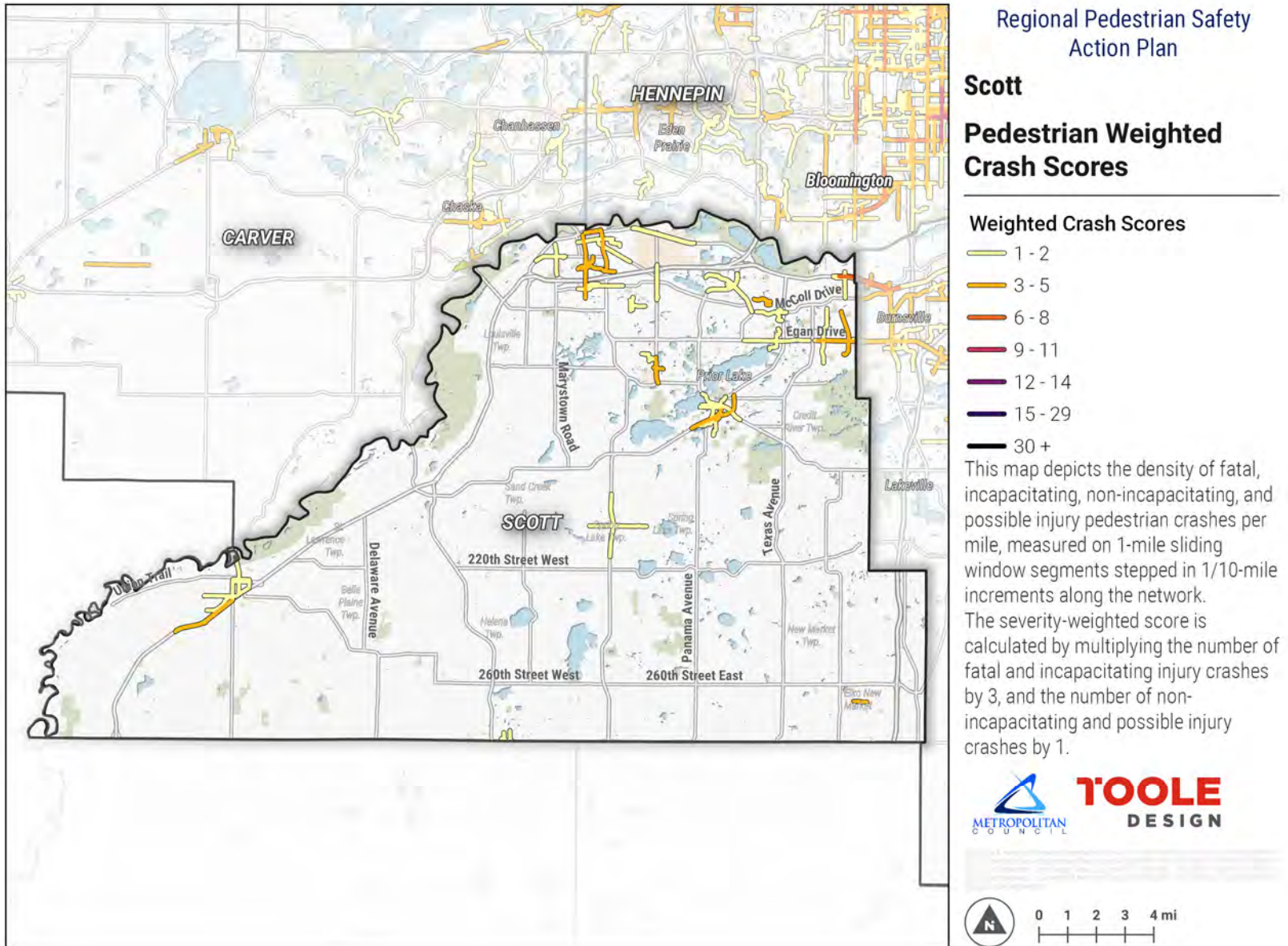
- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 11
- 12 - 14
- 15 - 29
- 30 +

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.

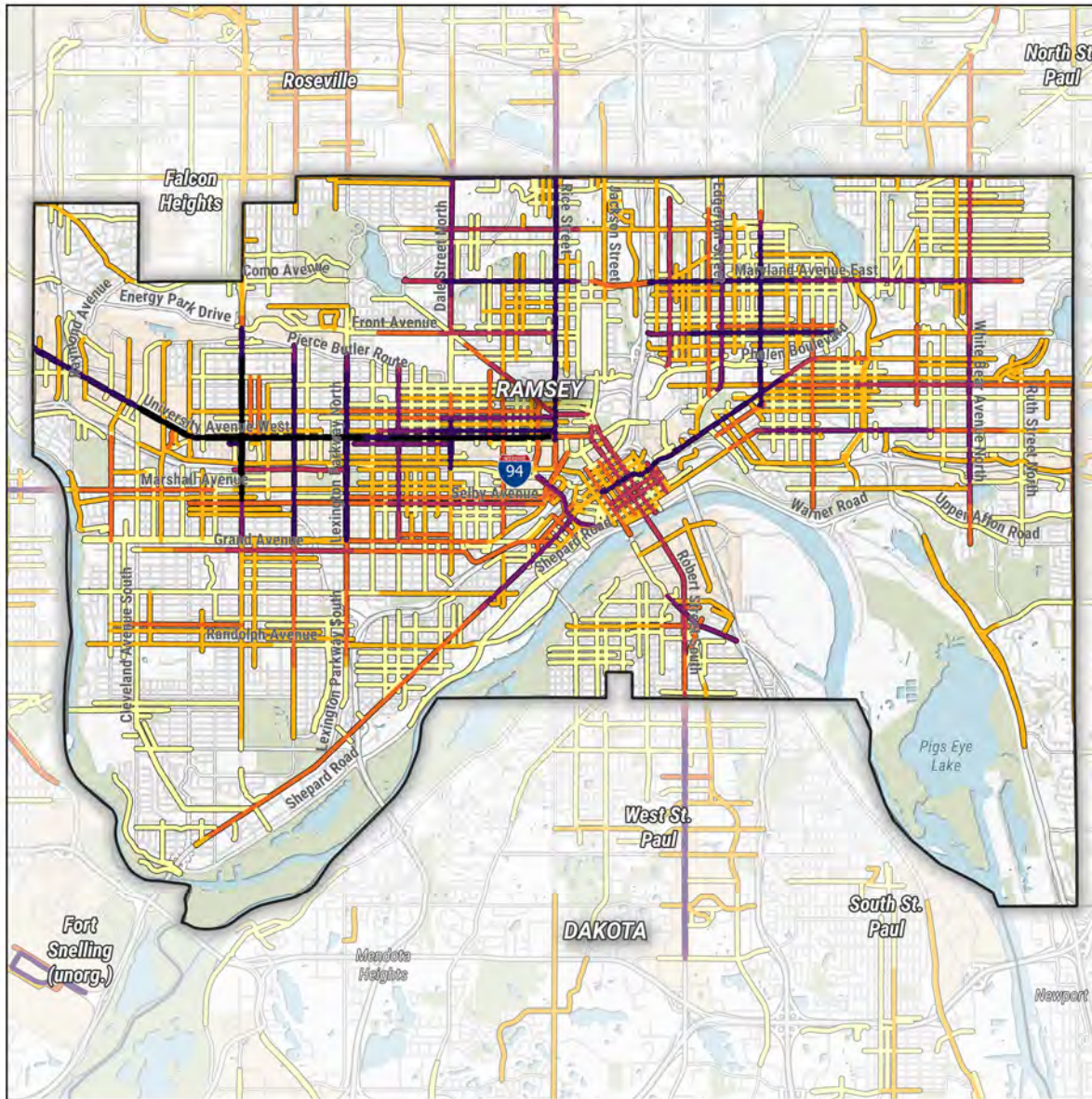
The severity-weighted score is calculated by multiplying the number of fatal and incapacitating injury crashes by 3, and the number of non-incapacitating and possible injury crashes by 1.



## B8 – Scott Pedestrian Weighted Crash Scores



## B9 – St. Paul Pedestrian Weighted Crash Scores



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### St. Paul

### Pedestrian Weighted Crash Scores

#### Weighted Crash Scores

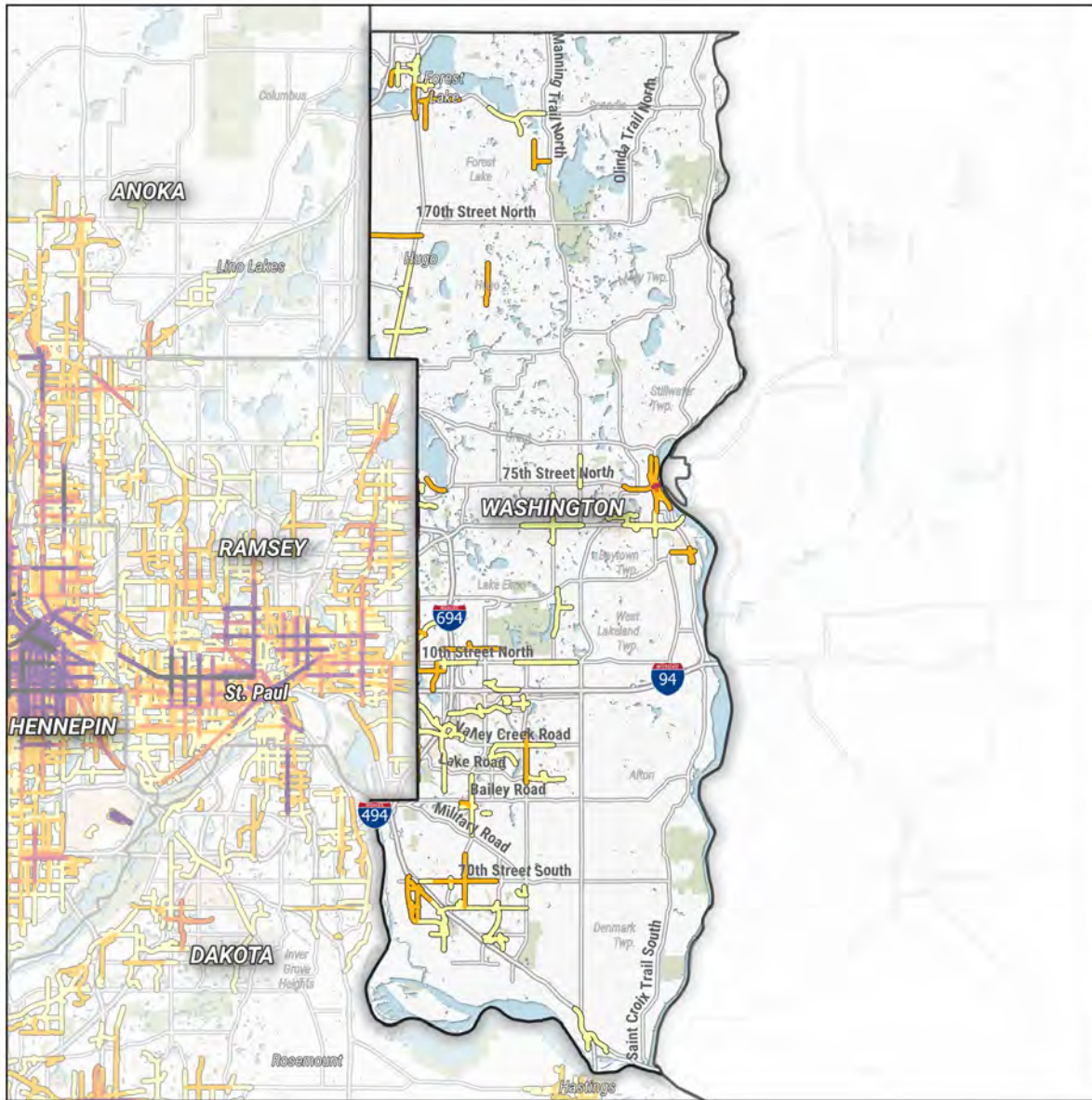
- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 11
- 12 - 14
- 15 - 29
- 30 +

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.



## B10 – Washington Pedestrian Weighted Crash Scores



### Regional Pedestrian Safety Action Plan

#### Washington

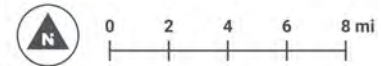
#### Pedestrian Weighted Crash Scores

##### Weighted Crash Scores

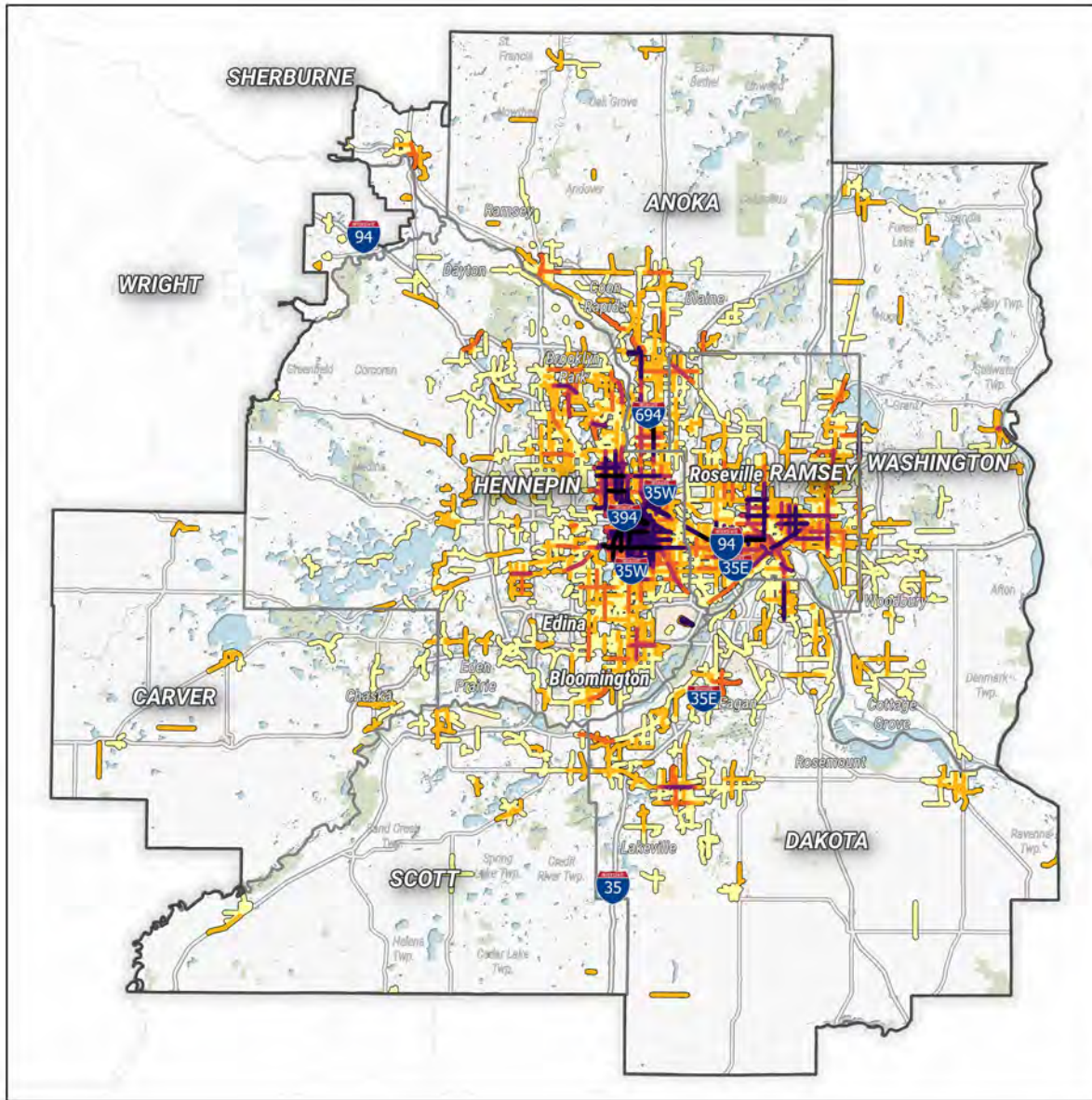
- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 11
- 12 - 14
- 15 - 29
- 30 +

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.



# B11 – Metro Pedestrian Weighted Crash Scores



## Regional Pedestrian Safety Action Plan

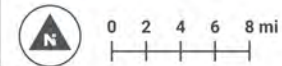
### Metro Pedestrian Weighted Crash Scores

#### 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.



## Appendix C: Crash Type Overview – Intersection vs. Segment

