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Appendix A: Map set displaying Pedestrian Fatalities and Incapacitating Injuries

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

Regional Pedestrian Safety Action Plan

Anoka, Sherburne, Wright

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.
A2 – Carver Pedestrian Fatalities and Incapacitating Injuries

Regional Pedestrian Safety Action Plan

Carver
Pedestrian Fatalities and Incapacitating Injuries

Number of Fatalities and Incapacitating Injuries

<table>
<thead>
<tr>
<th>Number of Injuries</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Yellow</td>
</tr>
<tr>
<td>2</td>
<td>Orange</td>
</tr>
<tr>
<td>3-5</td>
<td>Red</td>
</tr>
<tr>
<td>6-10</td>
<td>Purple</td>
</tr>
<tr>
<td>11+</td>
<td>Black</td>
</tr>
</tbody>
</table>

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.

METROPOLITAN COUNCIL TOOLE DESIGN
**Dakota Pedestrian Fatalities and Incapacitating Injuries**

Regional Pedestrian Safety Action Plan

**Dakota**

**Pedestrian Fatalities and Incapacitating Injuries**

<table>
<thead>
<tr>
<th>Number of Fatalities and Incapacitating Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3 - 5</td>
</tr>
<tr>
<td>6 - 10</td>
</tr>
<tr>
<td>11+</td>
</tr>
</tbody>
</table>

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.

Toole Design

METROPOLITAN COUNCIL
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-mile sliding window segments stepped in 1/10-mile increments along the network.
A5 – Minneapolis Pedestrian Fatalities and Incapacitating Injuries

Regional Pedestrian Safety Action Plan

Minneapolis

Pedestrian Fatalities and Incapacitating Injuries

<table>
<thead>
<tr>
<th>Number of Fatalities and Incapacitating Injuries</th>
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</thead>
<tbody>
<tr>
<td>1</td>
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<tr>
<td>2</td>
</tr>
<tr>
<td>3 - 5</td>
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<tr>
<td>6 - 10</td>
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<tr>
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</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Number of Fatalities and Incapacitating Injuries</th>
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<tbody>
<tr>
<td>1</td>
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</tr>
<tr>
<td>3 - 5</td>
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<td>6 - 10</td>
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<tr>
<td>11+</td>
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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.
Regional Pedestrian Safety Action Plan

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

Regional Pedestrian Safety Action Plan

Washington
Pedestrian Fatalities and Incapacitating Injuries

<table>
<thead>
<tr>
<th>Number of Fatalities and Incapacitating Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
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<tr>
<td>2</td>
</tr>
<tr>
<td>3-5</td>
</tr>
<tr>
<td>6-10</td>
</tr>
<tr>
<td>11+</td>
</tr>
</tbody>
</table>

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, nonincapacitating, and possible injury pedestrian crashes per mile, measured on 1-mile sliding window segments stepped in 1/10-mile increments along the network.

METROPOLITAN COUNCIL TOOLE DESIGN
Appendix B: Map Set displaying Pedestrian Weighted Crash Scores

B1 – Anoka, Sherburne, Wright Pedestrian Weighted Crash Scores

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

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.
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

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
Regional Pedestrian Safety Action Plan

Ramsey
Pedestrian Weighted Crash Scores

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.
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.
B9 – St. Paul Pedestrian Weighted Crash Scores

Regional Pedestrian Safety Action Plan

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

Severe (KA) Intersection Crash Type Distribution

- Left Turn: 46
- Right Turn: 73
- Motor Vehicle - Going Straight: 18
- Other/Unknown: 8

Severe (KA) Segment Crash Type Distribution

- Motor Vehicle - Turning: 43
- Pedestrian Crossing: 170
- Pedestrian Walking Along Road: 22
- Pedestrian in Road: 35
- Pedestrian on Sidewalk: 8
- Pedestrian Other/Unknown: 1
- Other/Unknown: 20