

MEMORANDUM

TO: Jack Sullivan (PE)
FROM: Chelsea Moore-Ritchie (AICP), Leo Johnson (PE, MN)
DATE: April 21, 2025
RE: St. Louis Park Safety Analysis Technical Memorandum
SEH No. STLOU 179709 14.00

In 2023, the City of St. Louis Park obtained a grant through the federal Safe Street and Roads for All (SS4A) program to develop an action plan to improve road safety. In June of 2024, the city launched the Safe Streets Action Plan to prevent, reduce and eliminate serious injury and deadly accidents for everyone using the roads. The plan will include objectives, policies, and recommendations that will inform future transportation investments and improvements.

The following technical memorandum details the citywide safety analysis that was completed to inform the City of St. Louis Park's Safe Streets Action Plan. It includes both the identification of reported crashes as well as the identification of high-risk areas. This information will be combined with a equity considerations to help prioritize improvements using a data driven approach.

10-Year Crash Analysis

The crash analysis includes a review of 10-year crash data to inform the development of a High-Injury Network (HIN) and Top Injury Intersections crash list. All analysis within this report excluded mainline and ramp crashes on I-394, TH 100, and US 169 which are out of the city or county's jurisdiction and do not include at-grade crossings within the city¹. MnDOT's TH 7 was, however, included in the crash analysis due to at-grade crossings between Blake Rd. and Texas Ave. The analysis does not include crashes that occurred on private property. The most recent 10-years of crash data, from January 1, 2014 to December 31, 2023, was obtained from the MnDOT Crash Mapping Analysis Tool (MnCMAT2). The dataset only includes crashes where a police report was filed.

CITYWIDE STATISTICS

Crash severity is separated into five categories based on injuries sustained during the crash.

- Fatal – Crash that results in a death
- Severity A – Crash that results in an incapacitating injury or serious injury
- Severity B – Crash that results in a non-incapacitating injury or minor injury
- Severity C – Crash that results in possible injury
- Property Damage – Crash that results in property damage only, with no injuries

¹ While mainline and ramp crashes were excluded, all ramp intersection crashes remained in the 10-year analysis data.

2024 crash data was not included in the crash analysis since this information was not available at the time the safety analysis was started. Fatal injury crashes that occurred after the analysis period are being reviewed independently for treatment opportunities but were not able to be included in the High-Injury Network or Top Injury Intersections analysis. Table 1 provides a summary of the nearly 6,000 total crashes by injury and mode.

Table 1 - Summary of 10-year crash analysis (2014-2023) in the City of St. Louis Park (excluding US169, MN 100, and I-394)

Crash Type	Number of crashes	% of total crashes
All Reported Crashes	5936	100%
Number of Fatal or Severe Injury Crashes (K and A)	64	1.1%
Minor Injury or Possible Injury Crashes (B and C)	1413	23.8%
Property Damage Only	4459	75.1%
Pedestrian/Bicyclist Crashes	196	3.3%
Motorcycle/Moped/Scooter Crashes	47	Less than 1%

When looking at the data by year, there is a noticeable increase in the total number of crashes in 2019 (129 crash increase), followed by a large decrease in 2020 (304 crash decrease). This 2020 decrease is largely attributed to the COVID 19 pandemic restrictions and a shift in travel behavior at the local, regional and national level (See Figure 1A). Figure 1B shows similar trends occurring across Hennepin County and the Twin Cities metro for total crashes pre (2018-2019), during (2020-2021) and post (2022-2023) pandemic years.

Figure 1A - 10-year crash totals by year for the City of St. Louis Park, MN (2014-2023)

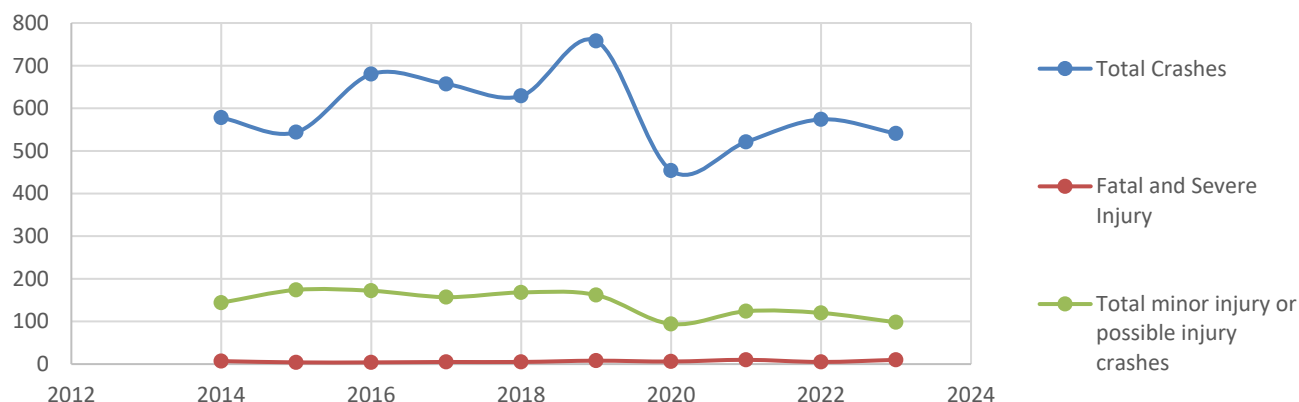
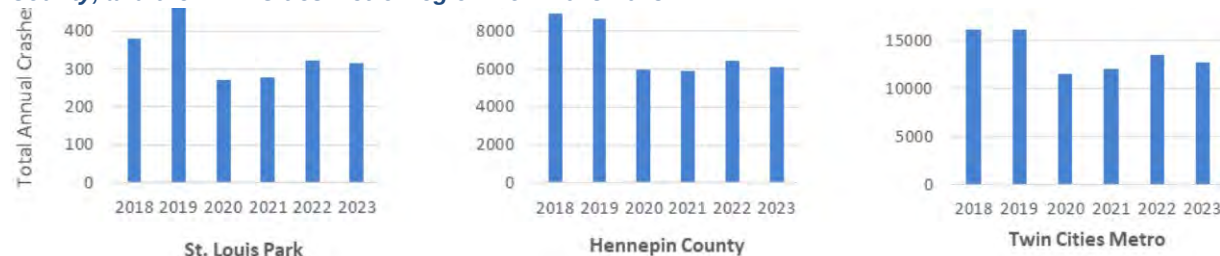


Figure 1B – Comparison of total annual crashes on locally-owned streets within St. Louis Park, Hennepin County, and the Twin Cities Metro Region from 2018-2023



FATAL AND SEVERE INJURY TRENDS

Because Safety Action Plans are aimed at reducing and eliminating severe-injury and fatal crashes affecting all roadway users, these crash types were reviewed separately to understand systemic trends in fatal and severe - injury crashes. The following data details fatal and severe-injury crashes by risk-based characteristics such as age and crash type.

Table 2 - Fatal (K) and Severe (A) Injury Crashes in St. Louis Park 10-year crash analysis (2014-2023) by age (excludes US 169, MN 100 and I-394)

Risk-Based Characteristic (by demographics)	Driving Age Population Estimate ² (42,113)	Percent of Driving Age Population	# of K&A Crashes in 10-year analysis	Percent of K&A Crashes in 10-year analysis
Elderly Drivers (65+)	8260	20%	11	17%
Adult Drivers (25-64)	28,990	69%	37	58%
Younger Drivers (15-24)	4863	11%	16	25%

Table 2 shows the percentage of fatal and severe-injury crash by age group compared to their proportion of the population. This information shows that while young drivers (age 15-24) make up roughly 11% of the population, they account for 25% of fatal and severe-injury crashes. Elderly drivers, make up a similar percentage of the population and fatal and severe injury crashes, however this does not adjust for the number of driver 65+ who are no longer able or who choose not to drive. These groups represent opportunities for outreach and education to improve road safety.³ Adult drivers (age 25-64) were involved in 58% of the fatal and severe-injury crashes, despite making up 69% of the population, indicating an overall lower risk group.

Table 3 on the following page documents the percentage of fatal and severe-injury crashes by crash type. This information show that 69% of fatal and severe-injury crashes are occurring at intersections, 31% occurred after dark, 20% under the influence, and 20% single vehicle crashes. While speed and distracted driving are a low percentage of K&A crashes, this is likely more a factor of limited reporting capabilities, rather than in indicator that these risk-based factors are not an issues in K&A crashes.

² Based on 2023 US Census ACS Estimates

³ [From the National Highway Traffic Safety Administration](#): In 2021 more than 20% of licensed drivers in the United States were 65 or older (FHWA, 2022). As drivers age, their physical and mental abilities, driving behaviors, and crash risks all change, though age alone does not determine driving performance. Many features of the current system of roads, traffic signals and controls, laws, licensing practices, and vehicles were not designed to accommodate older drivers. Older Americans are increasingly dependent on driving to maintain their mobility, independence, and health. The challenge is to balance mobility for older drivers with safety for all road users.

Table 3 - Fatal (K) and Severe (A) Injury Crashes in St. Louis Park 10-year crash analysis (2014-2023) by crash type (excludes US 169, MN 100 and I-394)

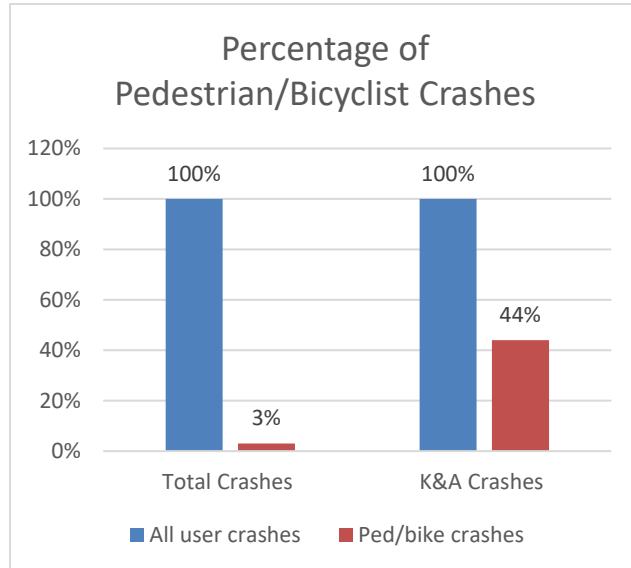
Risk-Based Characteristic (by crash type)	# of K&A Crashes in 10-year analysis	Percent of K&A Crashes in 10-year analysis	% of pedestrian and bicyclist crashes
Angle Crashes	21 ⁴	32.8%	N/A
Intersection Crashes	44	69%	67% (131)
Occurred after Dark	20	31%	22% (43)
Wet, Snow, Slush, Ice	11	17%	20% (40)
Under the Influence	13	20%	5% (10)
Single Vehicle Crashes	13	20%	N/A
Distracted Driver	4	6%	10% (19)
Failure to Yield	10	16%	30% (59)
Disregard Control	3	5%	1% (2)
Speed	2	3%	1.5% (3)

PEDESTRIAN AND BICYCLIST CRASHES

As mentioned previously, 196 pedestrian and bicyclist crashes occurred during the 10-year reporting period. While this means pedestrians and bicyclists make up 3% of total crashes, they account for 44% of the fatal and severe injury crashes. For this reason, this group is defined as a vulnerable road user.

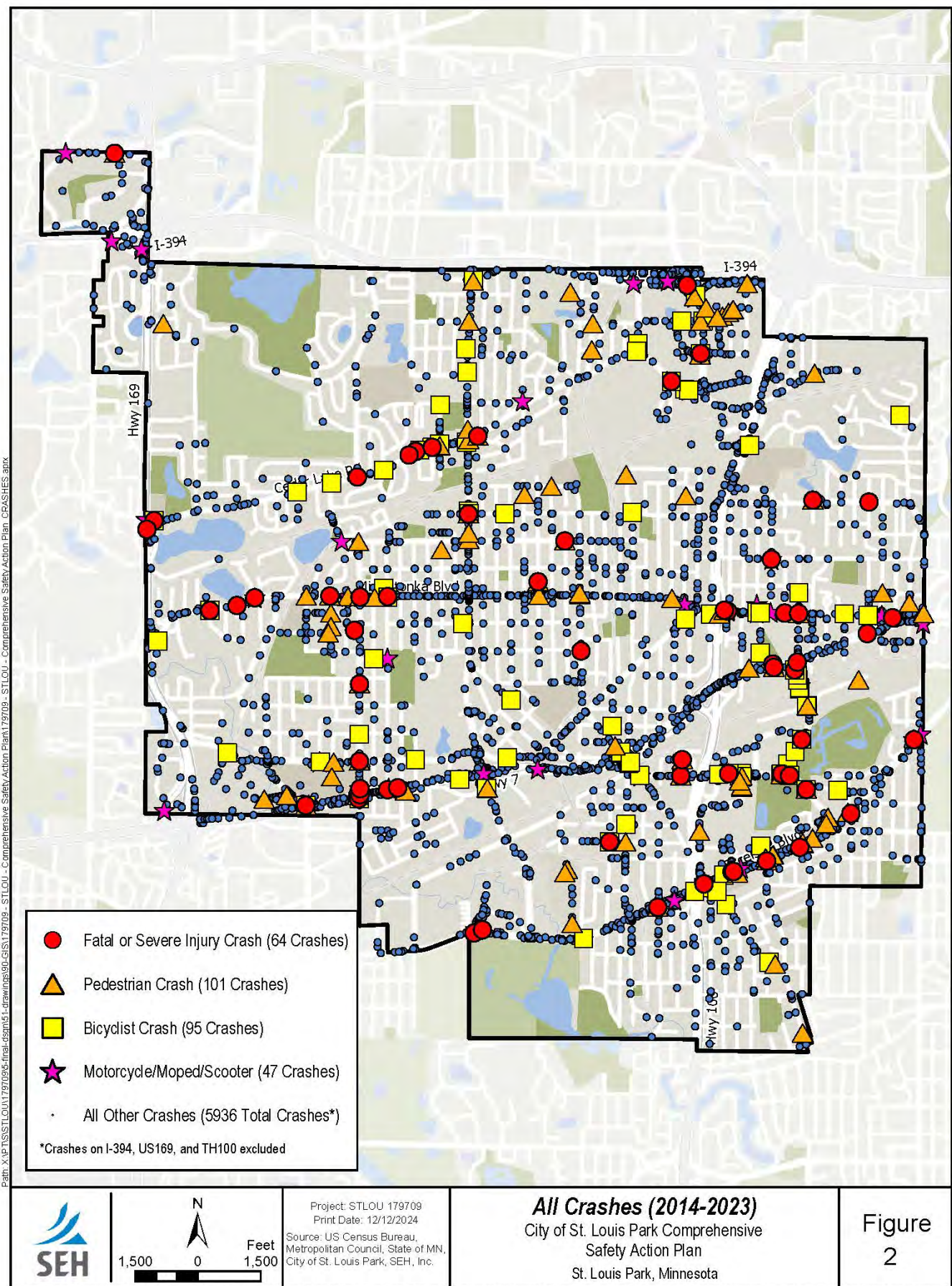
CRASHES BY LOCATION

Figure 2 on the following page shows the locations for crashes that occurred from 2014 to 2023. It also calls out locations where the crash was coded by law enforcement as resulting in a fatal or severe injury and whether the crash involved a vulnerable road user such as a pedestrian, bicyclist or motorcyclist. As expected, higher crash totals and severities are generally clustered around high volume roadways such as county and municipal state aid roads. The following outlines the process used to analyze the data and identify the high injury locations throughout the city.



⁴ Includes nine bicyclist involved angle crashes

Figure 2 - Crashes in St. Louis Park, MN from 2014 to 2023 (Excludes Hwy 100, I-394 and US 169)



This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

HIGH-INJURY NETWORK (HIN)

A high-injury network (HIN) is a geospatial analysis of crash data that identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities within a given roadway network or jurisdiction⁵. This network was developed to help guide future actions and project prioritization in areas with a strong history of crashes resulting in injuries.

High-Injury Network Methodology

Fatal (K), severe injury (A) and minor injury crashes (B) from the 10-year crash data (2014-2023) were used to develop the network. These crashes were attributed to segments throughout the city and given a score of 3 for each fatal (K) and severe injury (A) crash and 1 for minor injury (B) crashes⁶. This is the same weighting system used in MnDOT's High-Injury Network Methodology. The segments were then normalized for segment length to the mile. Once normalized, the segments that had a score of seven or higher over a mile, were included in the network⁷.

To confirm this methodology, the FHWA developed GIS analysis tool for HINs was used to map the data, applying the same 3:1 weighting. The results were the same between the two methods.

Threshold

As noted in MnDOT's High-Injury Network Methodology, the determination of what HIN score threshold would qualify as part of the HIN is a judgement call. There is no set standardized number seen in other HIN analysis methodologies and they must be customized to the context. For this study a score of 7 per mile was set as the lower limit of HIN segments.

Data Quality Control

After the initial HIN was developed, a manual review was conducted for locations that had undergone construction during or after the analysis period, as well as appropriate coding of data to segments⁸. Crash data was reviewed for locations with significant reconstruction or engineering solutions completed between 2014 and 2024 to understand if injuries were still occurring post-construction. Locations that were removed due to reconstruction are identified separately in the HIN map on the following page. Additionally, a few locations were added or removed due to miscoding of crash data to the incorrect segment.

Findings for High-Injury Network

A total of 13 miles of roadway were included in the HIN. **This network makes up around 7.5%⁹ of linear roadway miles in the city, but accounts for 61% (39) of fatal and severe injury crashes.** The roadways within the city's HIN are shown in Figure 3 and detailed in Table 1 below.

⁵ FHWA definition provided in the [Safe Streets 4 All program](#)

⁶ Severity C (Possible Injury) and Property Damage crashes were weighted as zero points each and were not factored into the analysis.

⁷ For instance, a half mile segment with two severity A crashes and three severity B crashes would have a score of 9. Six points for the two severity A crashes and one point for each severity B crash.

⁸ When crash data is entered by law enforcement officials, the location is not always appropriately attributed. A manual review of locations that were just above or below the thresholds was completed to understand if the location should be included or removed due to data being mis-attributed to a particular segment.

⁹ There were a total of 172.85 miles of roadway included in the analysis.

Figure 3 - High-Injury Network for City of St. Louis Park, MN (2014-2023)

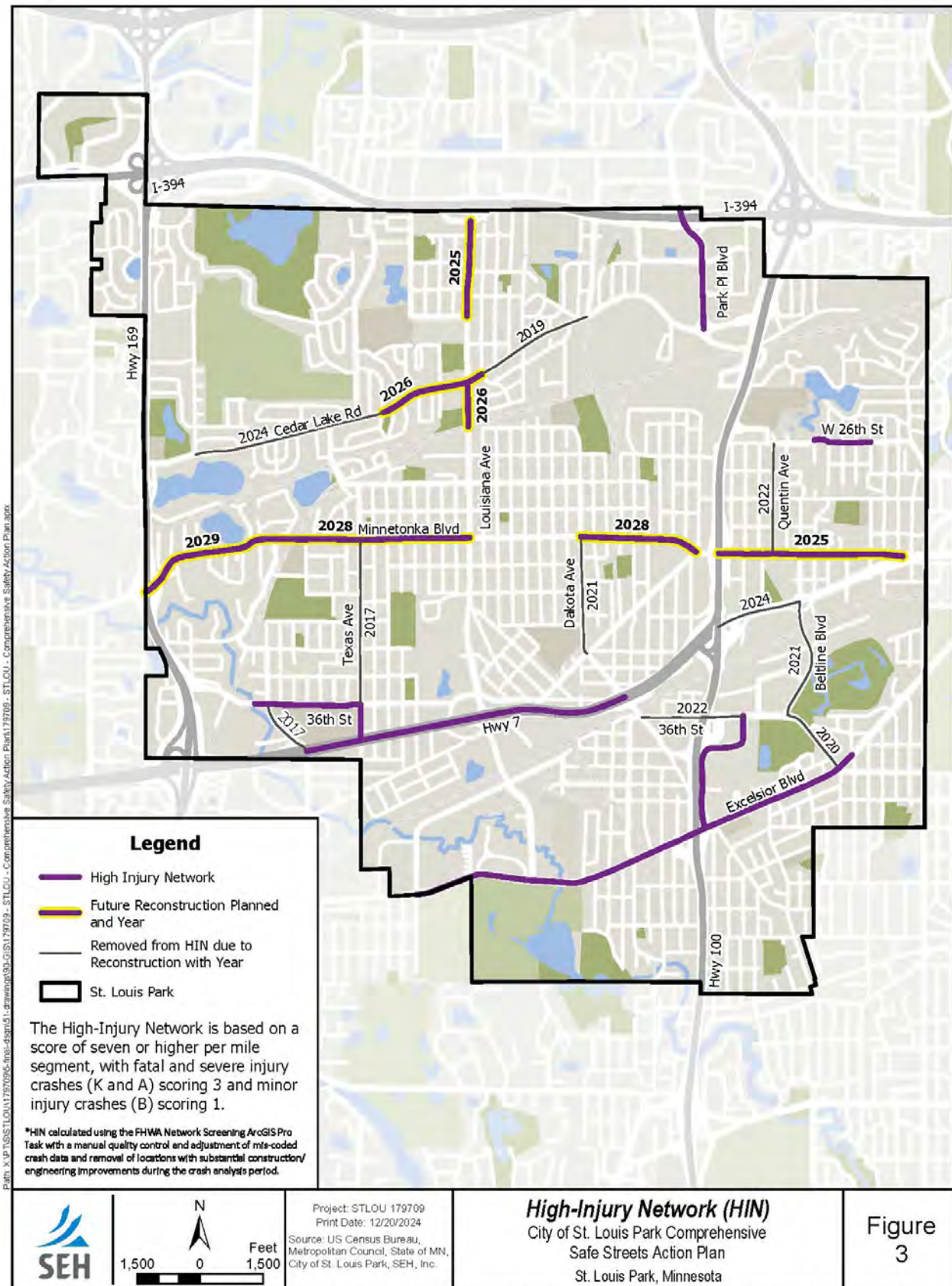


Table 4 - High-Injury Network Locations for the City of St. Louis Park (2024)

Location	Extents	Construction Notes
North/South Segments		
Louisiana Ave	Wayzata Blvd to Franklin Ave	Approved for construction in 2025
Louisiana Ave	Cedar Lake Rd to BNSF Railroad bridge	Approved for construction in 2026 from Cedar Lake Road to BNSF Railroad bridge
Park Place Blvd	I-394 interchange to Cedar Lake Rd	None
Park Center Blvd	36 th St W to Excelsior Blvd	None
Texas Ave	W 36 th St to Hwy 7	None
East/West Segments		
Cedar Lake Rd	Rhode Island Ave to Louisiana Ave	Approved for construction in 2026
Minnetonka Blvd	US 169 interchange to Louisiana Ave	Hennepin County planned construction in 2028/2029
Minnetonka Blvd	Dakota Ave to Vernon Ave	Hennepin County planned construction in 2028
Minnetonka Blvd	TH 100 Interchange to Inglewood Ave	Hennepin County approved construction in 2025
W 26 th St ¹⁰	Natchez Ave to Joppa Ave	None
W 36 th St	Boone Ave to Texas Ave	None
Hwy 7	Aquila Ave/Blake Rd to Wooddale Ave	TBD
Excelsior Blvd	Meadowbrook Ln to Kipling Ave	None
CSAH 25	Hwy 100 to Beltline Blvd	None

In addition to the HIN segments, eight additional segments were flagged by the crash analysis as part of the High-Injury Network (see Figure 3 and Table 2), but these locations were removed due to substantive reconstruction that occurred during the crash analysis period. When possible, the post construction data was reviewed for K, A and B crashes that occurred during the pre- and post-construction period, to understand if these locations would still meet the HIN threshold. Locations such as Cedar Lake Rd (from Flag Ave to Rhode Island Ave) were recently

¹⁰ W 26th Street met the threshold for the HIN due to two severe injury crashes within ¼ mile. However, further review of crash reports showed that unique and irregular driver behavior contributed to both crashes. Engineering solutions may not be able to address the likely causes of these crashes, however, for methodological consistency, W 26th was retained in the HIN, even though it is unlikely to cause the level of safety concern as other locations on the HIN.

reconstructed and do not have sufficient crash data at the time of this report. These locations were removed due to engineering judgement of the treatments applied and the assumption that these treatments would likely result in substantive reduction in fatal and severe injury crashes.

Together with the HIN, the reconstructed locations and current HIN equaled a total of 9.77% of the roadways (16.89 miles), but 83% of the fatal and severe injury crashes. As stated previously, 3.6 miles of the HIN network roadway was reconstructed since 2014, resulting in a roughly 20% reduction in the miles of HIN throughout the City.

Table 2 – Removed High-Injury Network Locations for the City of St. Louis Park (2024) due to recent reconstruction

Location	Extents	Construction Notes
North/South Segments		
Texas Ave	Minnetonka Blvd to W 36 th St	2017 – Improvements included pavement, bump outs, bike lanes and crossing treatments
Dakota Ave	Minnetonka Blvd to W Lake St	2021 - Improvements included bump outs, bike lanes and crossing treatments
Quentin Ave	W 26 th St to Minnetonka Blvd	2022 – Two-way stop changed to a four way stop, ADA improvements
Monterey Dr	W 36 th St to Excelsior Blvd	2020 – Four to three lane conversion with access modifications and center median.
Aquila Ave	W 36 th St to Hwy 7	2017 – 37 th St intersection improvements
East/West Segments		
Cedar Lake Rd	Flag Ave to Rhode Island Ave	2024 – Road narrowing, pedestrian refuge islands and bump outs, sidewalks and off-street trails, other crossing treatments.
Cedar Lake Rd	Kentucky Ave to Colorado Ave	2019 – Off-street trail and crossing treatments
W 36 th St	Wooddale Ave to Park Center Blvd	2022 – Bump outs, pedestrian refuge island and other crossing treatments and pavement improvements.

Notable in the analysis is that most of the locations included in the HIN are considered high-volume roads. While the HIN can show important information about where the most crashes are occurring, it is unsurprising that they are occurring at high volume locations. The HIN does not show rates of fatal and severe injury crashes based on traffic volume. To understand where these crashes are occurring more frequently than expected based on average volume/crash ratios, a top injury intersection crash analysis was completed to highlight high-frequency locations (high crash rates) and high-risk locations (presence of pedestrian and bicyclist crashes).

TOP INJURY INTERSECTION CRASH ANALYSIS

With the large number of intersections across the City of St Louis Park and nearly 6,000 crashes, a review of each individual intersection and full vetting of volume data was not feasible based on the scope of this study. To efficiently identify the high injury rate intersections, the top 100 list feature within MnCMAT2 was used to export data, including location, crash type and severity, and roadway ADT (Average Daily Traffic). With this information, the Critical Crash Rates (CCR) and Fatal and Severe Injury Crash Rates (FAR) were able to be calculated for the following datasets:

- Top 100 intersection crash locations on the entire network
- Top 100 intersection crash locations on local roads only

The list for “local roads only” was pulled specifically to capture lower volume roadways that may still have disproportionately high crash rates but are masked by the high-volume roadway data.

Data Quality Control:

The two lists were combined, and duplicate locations were eliminated. ADTs provided by MN CMAT2 were manually reviewed for missing or unrealistic ADTs. A high-level manual review of the GIS data was also completed to re-attribute or remove data from intersections as appropriate based on incorrect latitude and longitude provided. And finally, a review of previous and upcoming construction data was completed. Locations that have either undergone significant improvements during the 10-year crash analysis period and are no longer experiencing fatal/severe injury or pedestrian/bicyclist crashes were noted. Locations that have been funded in the Capital Improvements Plan (CIP) between 2024 and 2034 were also noted.

Findings for Top Injury Intersection Crashes

When combined and duplicate locations were eliminated, the dataset included a total of 134 intersections, of which:

- o 6 exceeded the Fatal and Severe Injury Rate (FAR)
- o 55 did not exceed the FAR, but had a history of at least one fatal/severe injury crash or pedestrian/bicyclist crash
- o 33 were above the Critical Crash Rate Index (CCR), but there was no history of fatal/severe injury crash or pedestrian/bicyclist crash
- o 42 were not above CCR and had no history of fatal/severe injury crash or pedestrian/bicyclist crash (this group was not symbolized in Figure 4)

The data was then coded based on the injury level and construction status.

Injury level:

- **High** – Top crash intersections that exceeded the FAR
- **Moderate** – Top crash intersections that were not above FAR but had a history of ped/bike crashes or severe or fatal crashes. Most, but not all of these locations exceeded the CCR.
- **Low** – Top crash intersections above the CCR that did not exceed the FAR and did not have a history of pedestrian/bicyclist or fatal severe injury crashes. This also includes locations that were reconstructed during or immediately after the crash analysis period and are no longer expected to present a safety concern.¹¹

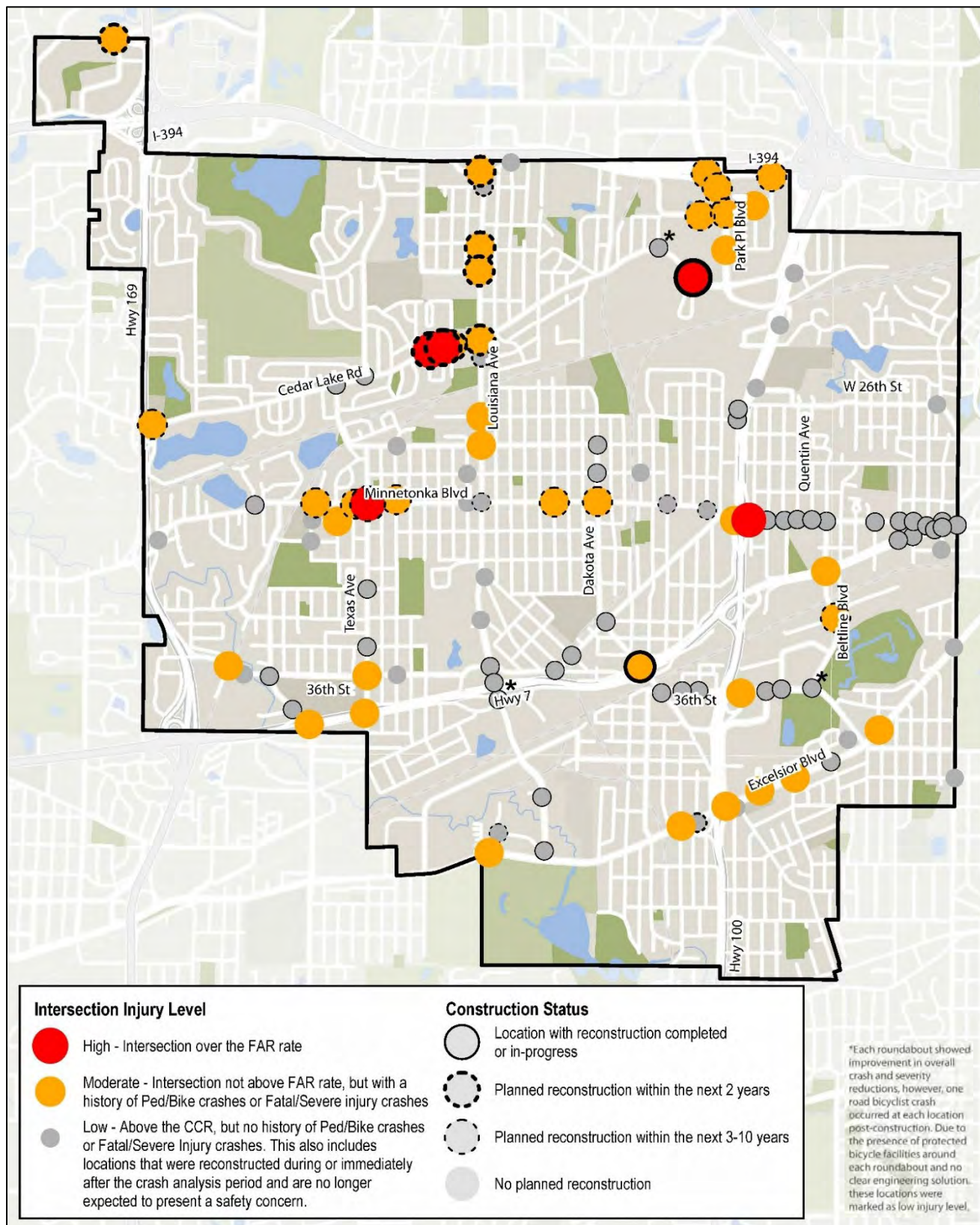
Construction Status:

- Reconstructed between 2014 and 2024
- Planned reconstruction within the next 2 years
- Planned reconstruction within the next 3-10 years
- No planned reconstruction

This information is symbolized in Figure 4, as well as the table provided in Appendix B. For the purposes of the Action Plan, the highest priority will be given to locations that have both a high injury level as well as no planned reconstruction. These locations, in addition to the HIN, represent the highest potential for improvements and impacts when trying to reduce or eliminate fatal and severe injury crashes. Additionally, locations with planned reconstruction within the next 3-10 years will be reviewed for short-term, quick build solutions to address safety for all users.

¹¹ For locations that were reconstructed in the past few years, there is not sufficient post construction crash data to fully analyze, however engineering judgement identified a substantial treatment, such that a high injury location is no longer anticipated. It is recommended that the city complete post-construction evaluations on Quentin Ave, Cedar Lake Rd and W 36th St due to limited availability of crash data.

Figure 4 - High Injury Intersections for the City of St. Louis Park, MN (2014-2023)



HIGH-RISK LOCATIONS

In addition to documented crash history, a high-risk location analysis was completed to understand areas where injury crashes may not have occurred, but data suggests a greater risk of fatal or severe injury crashes in the future.

High-Risk Methodology

This dataset is a combination of factors identified by the Technical Advisory Committee (see Appendix E) that provided guidance throughout the Safe Streets Action Plan process. The data includes:

- All Vulnerable Road User (VRU) crashes regardless of injury
- Crashes that occurred more frequently at night, indicating potential lighting issues
- Proximity to Schools

To develop a single high-risk map, the following weighting criteria were applied.

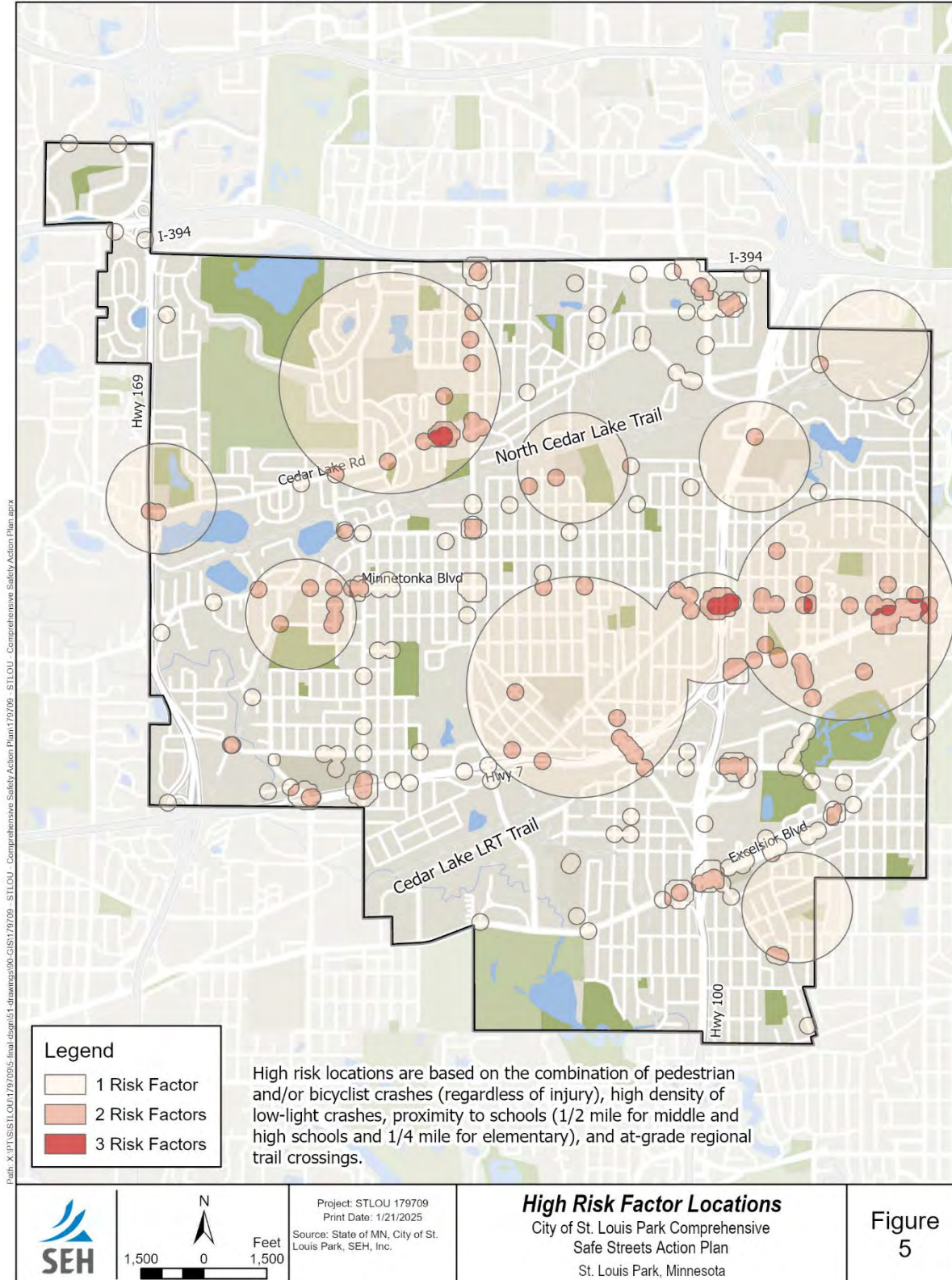
- 200 ft buffer from all Vulnerable Road User crashes (1 pt)
- 100 ft buffer from intersections with a high density of crashes occurring in the dark. (1pt)
- Within ½ mile from middle schools and high schools and ¼ mile to elementary schools. (1pt)
-

Locations with two or more risk factors were included in the high-risk dataset shown in Figure 5. Locations that were high risk for all three factors, receiving a score of 3 include:

- Cedar Lake Rd and Pennsylvania Ave to Nevada Ave
- Minnetonka Blvd and Hwy 100 interchange
- And select locations along Minnetonka Blvd east of Hwy 100

Both Cedar Lake Rd and Minnetonka Blvd east of Hwy 100 are scheduled for substantial reconstruction within the next two years. The interchange with Minnetonka Blvd and Hwy 100 will require MnDOT coordination as this location falls within MnDOT right-of-way.

Figure 5 - High-Risk Locations for the City of St. Louis Park



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NEXT STEPS

The information provided in this report will be used to further review and identify solutions for high-injury and high-risk locations, as well as contribute to a data driven prioritization approach that include the results of this safety analysis, along with an equity analysis and public feedback to assist in the prioritization of funding. The process and results of the prioritization map will be provided in the Prioritization Technical Memorandum in early 2025 and will be incorporated into the Action Plan documentation in Summer of 2024.

LJ

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APPENDIX A: DEFINITIONS

Statistical Crash Values and Terminology

- **The crash rate** at an intersection is expressed as the number of crashes per million entering vehicles (MEV).
- **The critical crash rate** is a statistical value that is unique to each intersection and is based on vehicular exposure and the statewide average crash rate for similar intersections. An intersection with a crash rate higher than the critical rate may indicate a safety concern at the intersection and the site should be reviewed.
- **Intersection Fatal and Severe Injury Crash Rate (FAR)** are based on the number of fatal (K) and severe injury (A) crashes per 100 million entering vehicles.

APPENDIX B: TABLE OF TOP INJURY INTERSECTION CRASHES

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APPENDIX C: RECONSTRUCTED INTERSECTION ANALYSIS

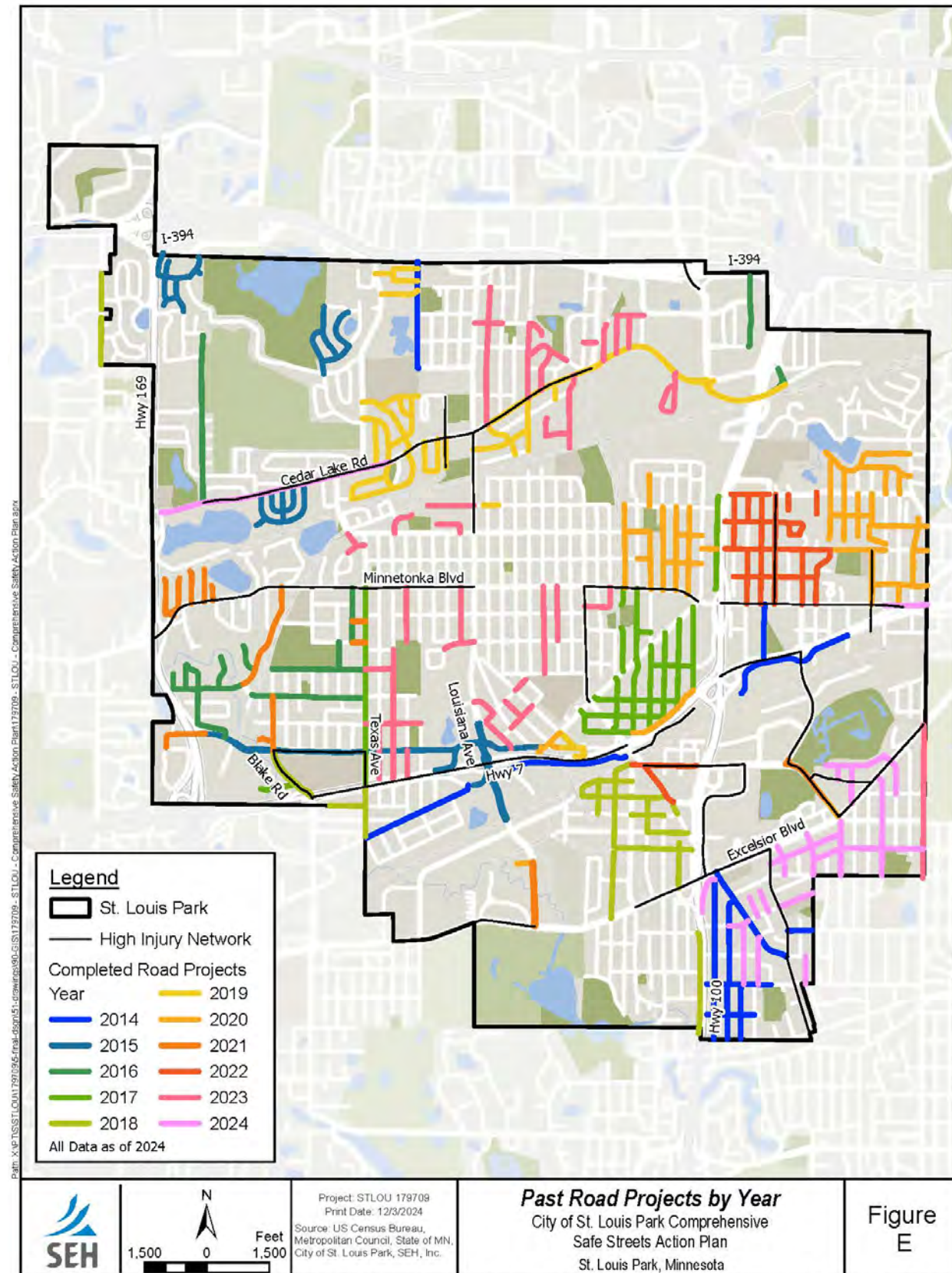
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APPENDIX D: TECHNICAL ADVISORY COMMITTEE MEMBERS

Name	Agency	Role
Travas Diersen	SLP Police	Police Officer
Cary Smith	SLP Fire	Assistant Chief/Fire Marshal
Laura Chamberlain	SLP Community Development	Senior Planner
Kala Fisher	SLP Public Works	Public Services Superintendent/Deputy Public Works Director
Pat Coleman	SLP Admin	Community Engagement Coordinator
Ben Sandell	SLP Communications	Communications Manager
Emily Ziring	SLP Building and Energy	Sustainability manager
Deb Heiser	SLP Engineering	Engineering director
Jack Sullivan	SLP Engineering	Engineering project manager
Kimbely Zlimen	MnDOT Metro District	West Area Engineer
Tom Musick	Hennepin County	Transportation Safety Program Coordinator
Kristi Sebastian	FHWA Minnesota Division Office	Safety & Traffic Operations Engineer
Jen Desrude	SEH Inc.	Project Manager, PE
Chelsea Moore-Ritchie	SEH Inc.	Deputy PM, AICP
Adrian Diaz	SEH Inc.	Engagement Specialist

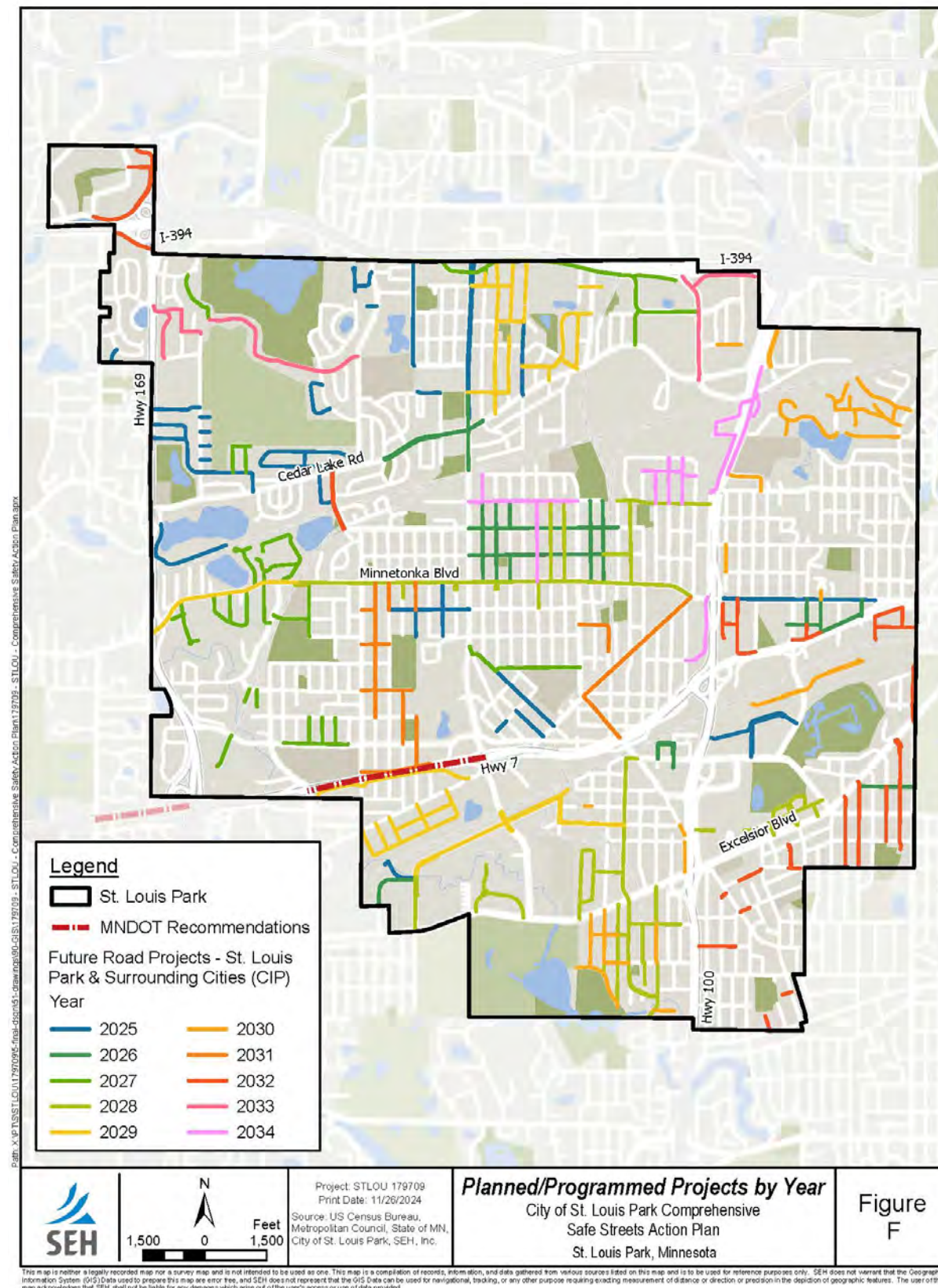
APPENDIX E: PREVIOUS CONSTRUCTION PROJECTS (2014-2024)

Construction projects identified in this graphic range from sidewalk improvements to complete street reconstruction projects.

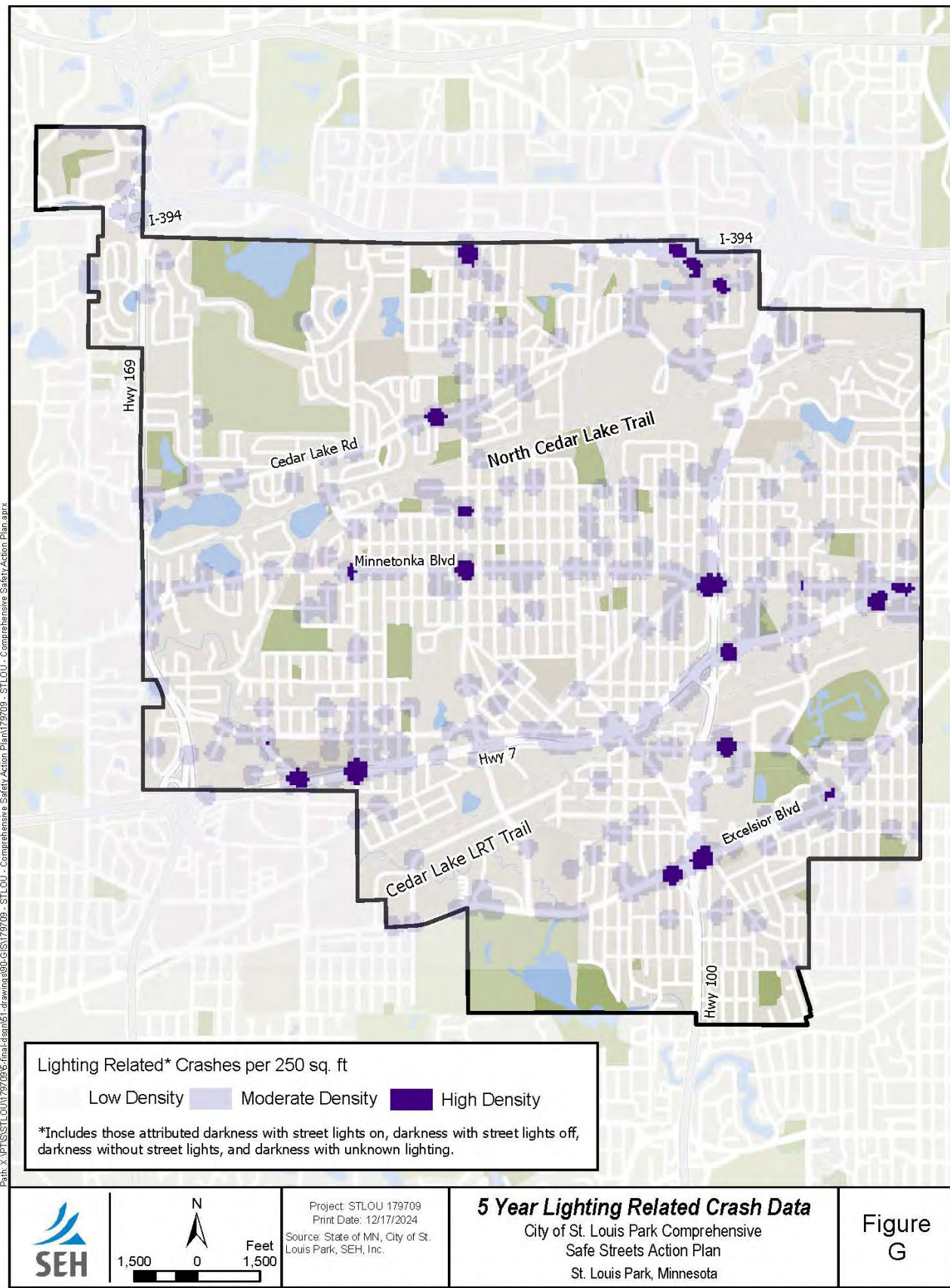


APPENDIX F: PROGRAMMED CONSTRUCTION PROJECTS (2025-2034)

Construction projects identified in this graphic range from sidewalk improvements to complete street reconstruction projects.

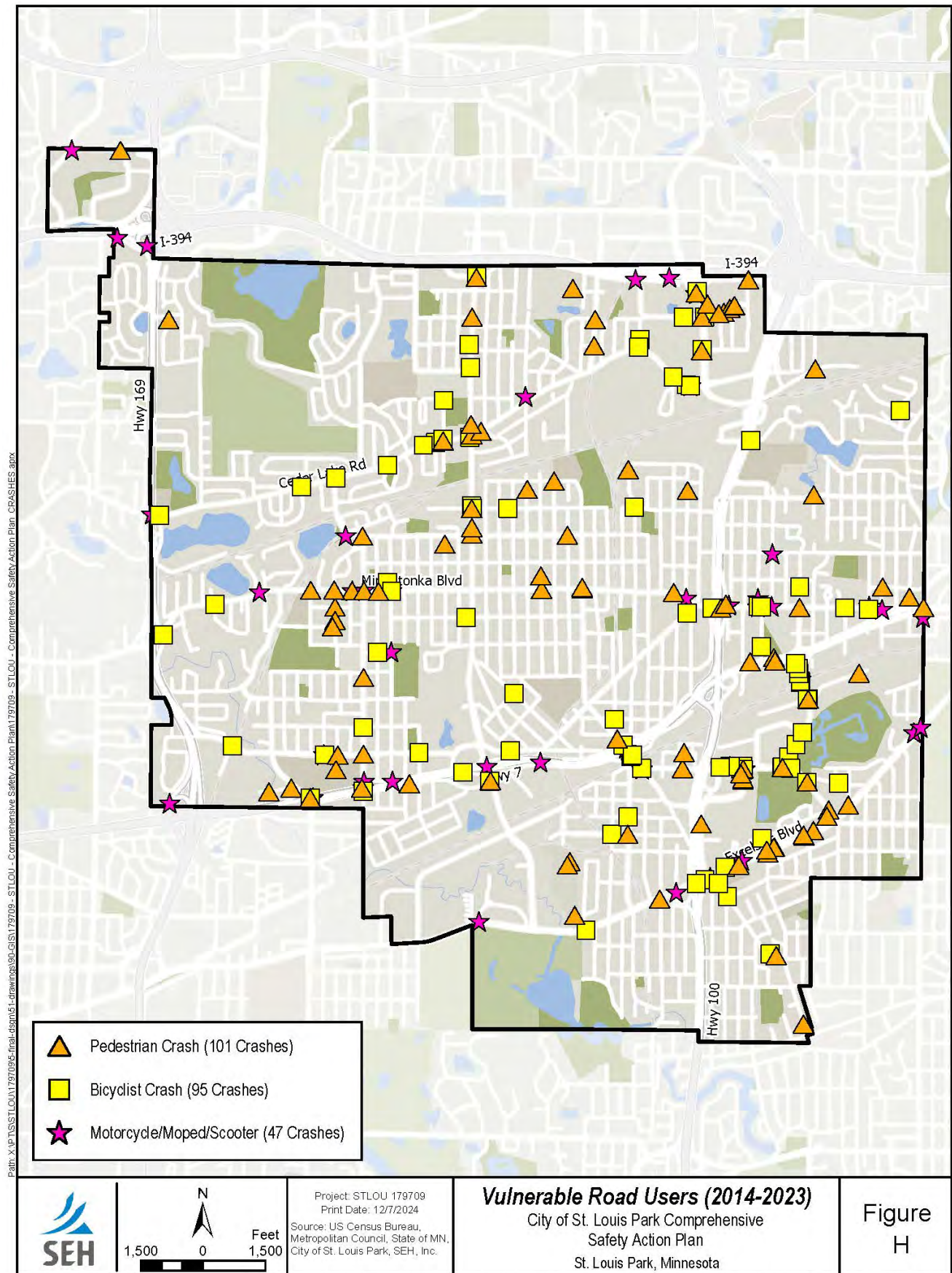


APPENDIX G: LOW LIGHT CRASH DENSITY

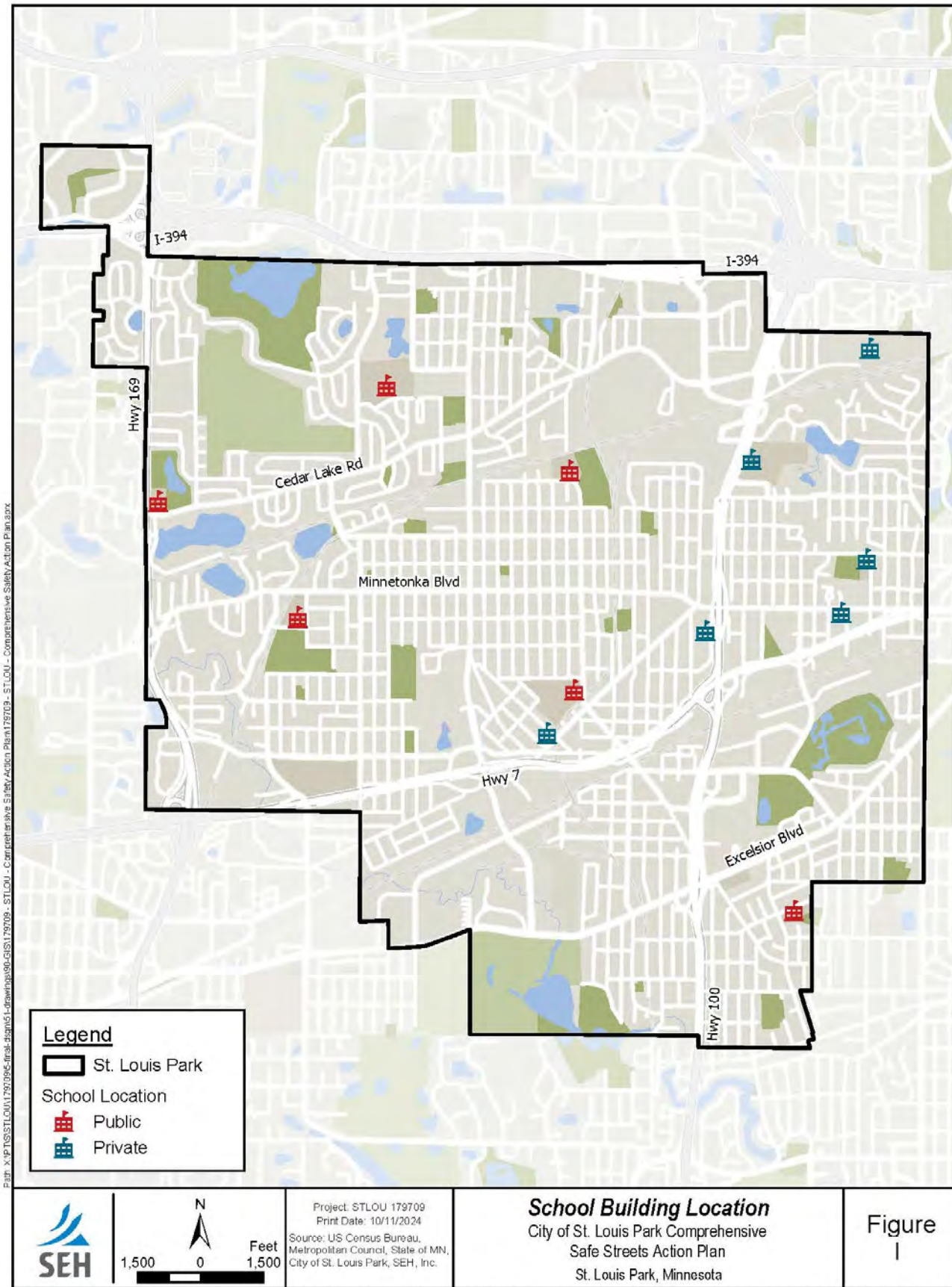


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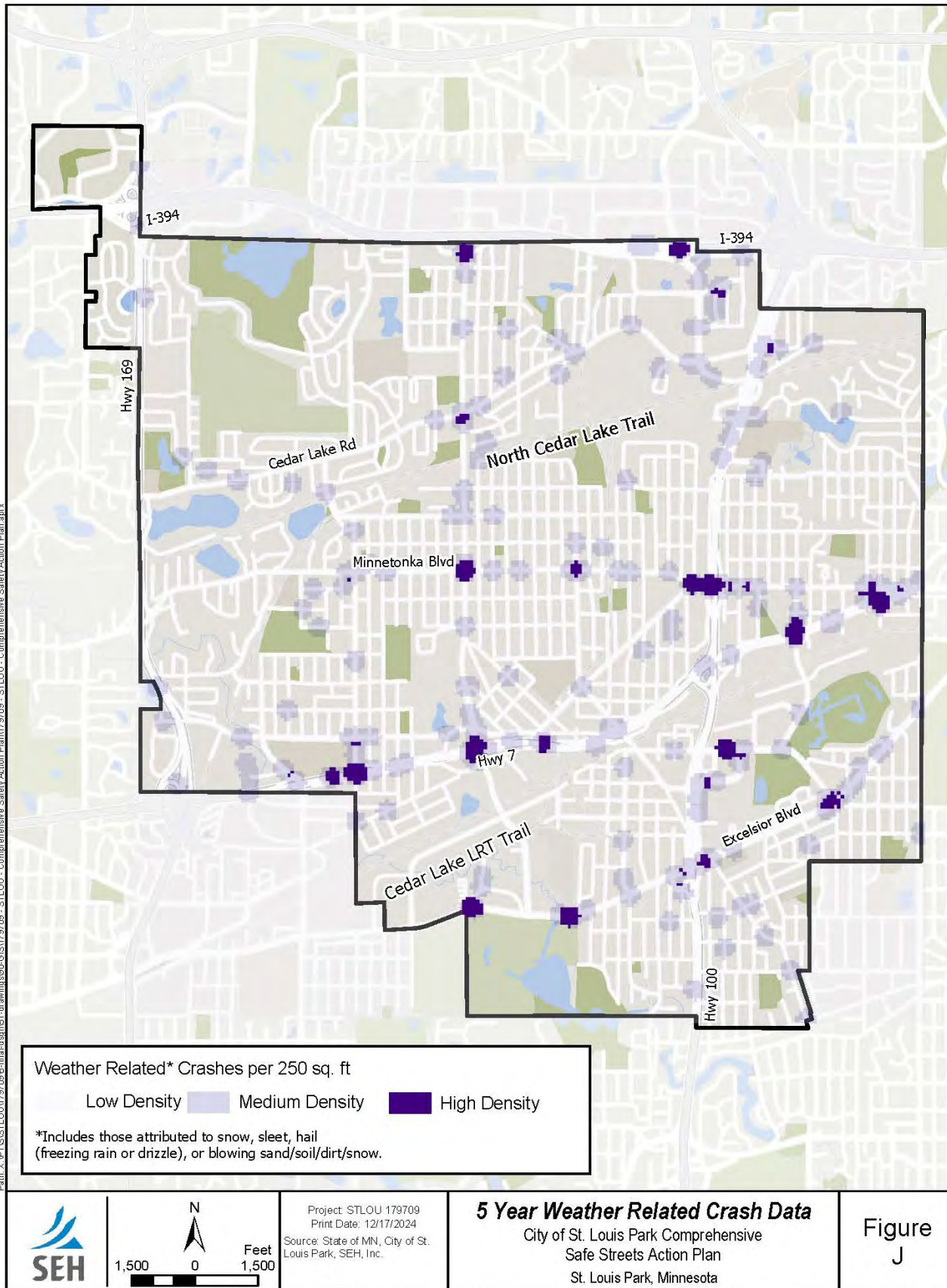
APPENDIX H: VULNERABLE ROAD USER CRASHES



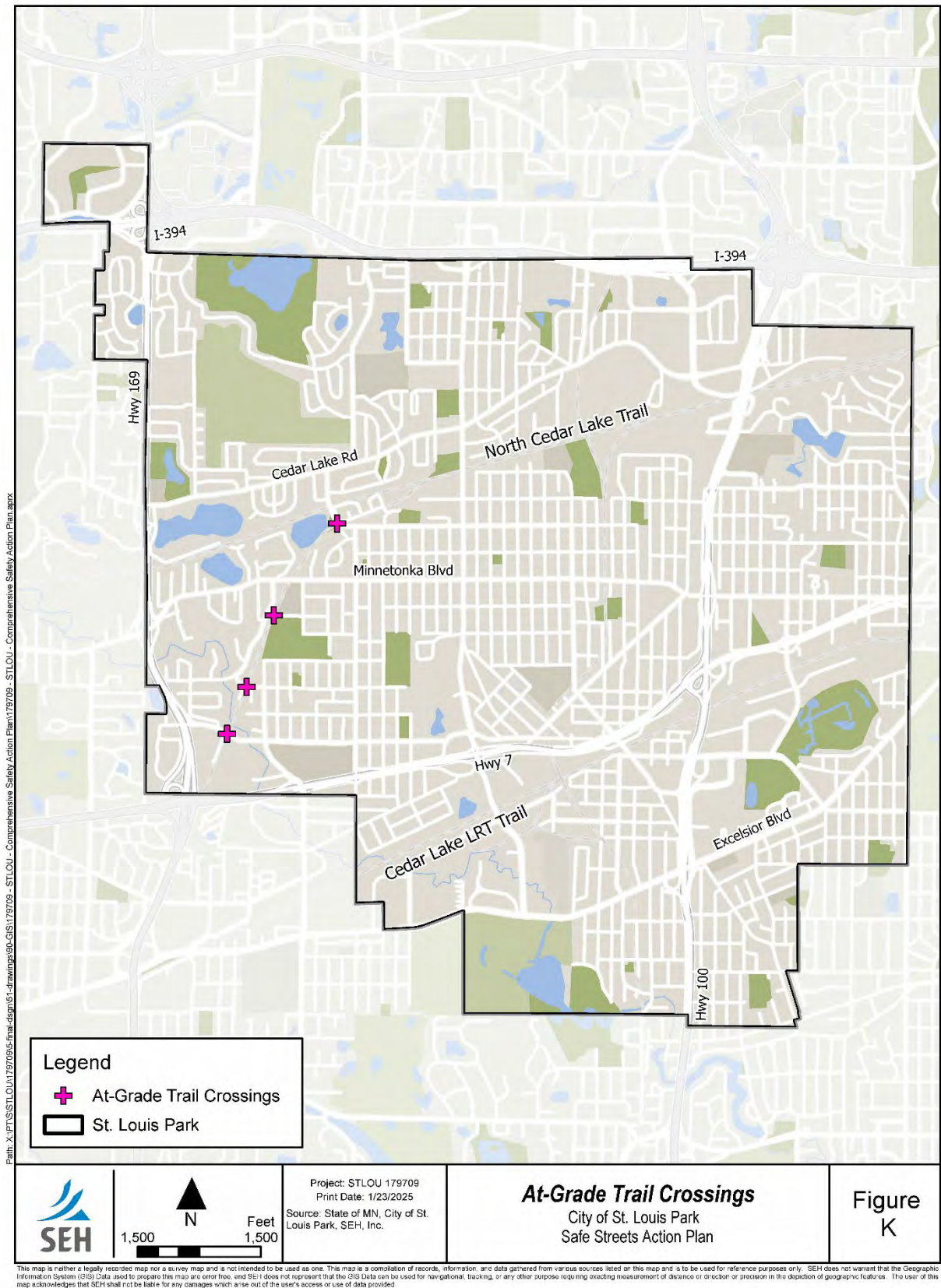
APPENDIX I: SCHOOLS



APPENDIX J: WINTER CONDITIONS



APPENDIX K: AT-GRADE TRAIL CROSSINGS ON THE NORTH CEDAR LAKE TRAIL



APPENDIX L: LOCATIONS REMOVED FROM TOP INTERSECTION LIST DUE TO RECONSTRUCTION

Location	Years of reconstruction	Reason for removal	Recommendation for further evaluation?
Roundabout at 36 th and Monterey Dr	2021	In the 5-yr analysis before reconstruction (2015-2019), there were 24 total crashes, 1 Severity A (SB vehicle hit WB Bicyclist in north crosswalk), 6 severity C (1 ped crash, SB left turning vehicle) and many right-angle crashes. In the 2.75-yr post construction (Sept. 2021-June. 2024), there were 9 total crashes, 1 Severity A crash (Street bicyclist biking in the roundabout, struck by a WB vehicle failing to yield) and 2 severity C (motorist only, rear end). This trend shows an improvement in overall safety, with the exception of the road bicyclist severity A crash. Since high-comfort facilities for bicyclists are provided as an option under the new design, this location was removed as a high-injury intersection.	Complete 5-year crash analysis at this location once data is available to understand if additional bicyclist safety countermeasures need to be considered.
36th St at Raleigh Ave	Fall 2021	Reconstructed Fall 2021, converted to ¾ and dropped an EB lane. In the 10-year analysis it's above CCR. After reconstruction it's still over the CCR, but with no fatal, severe injury or ped/bicyclist crashes. In the roughly two years of data reviewed (2021-2023) there were 3 PD and 2 Severity B crashes.	Complete 5-year crash analysis at this location once data is available to understand if additional bicyclist safety countermeasures need to be considered.
Louisiana Ave at Lake St	Oct. 2014	After reconstructed the roundabout was still over CCR. There were no fatal, severe injury or pedestrian crashes. 1 minor injury bicyclist crash occurred involving a street bicyclist. Since high-comfort facilities for bicyclists are provided as an option under the new design, this location was removed as a moderate-injury intersection.	Because 10-years of crash data was available post-construction, not further evaluation is recommended.
Louisiana Ave at Walker St	Oct. 2014	After the reconstruction the location was still over CCR. Over the 10-year analysis period there were no fatal, severe injury or pedestrian/bicyclist crashes.	Because 10-years of crash data was available post-construction, not further evaluation is recommended.
Aquila Ave at 37th St	June 2019	Reconstruction removed one NB lane, added double NB left. In the 10-year analysis it's above CCR with 4 Severity B and 7 Severity	No further evaluation recommended.

		C (1 ped) crashes. In the four-years post construction (2019 – Dec. 2023) the intersection is no longer over the CCR, no history of pedestrian/bicyclist crashes and there was only 1 severity C crash that occurred.	
Monterey Dr at Park Commons Dr	Reconstructed in 2020	Changes to ¾ access. In the 3-years of available data, there were no fatal, severe injury or ped/bike crashes. 1 PD only crash occurred.	No further evaluation recommended.
Utica at 26 th St./ Hwy 100 entrance ramp	Reconstructed in early 2016	The entrance ramp geometry was fully reconstructed. From 2016 to 2023, the location was still over the CCR, but not history of fatal, severe injury or pedestrian/bicyclist crashes.	No further evaluation recommended.