

**On Demand
Transportation
Safety Plan**

GAZER
Your transportation system insight.

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GAZER™

is an innovative, data-driven,
comprehensive safety investment
planning tool

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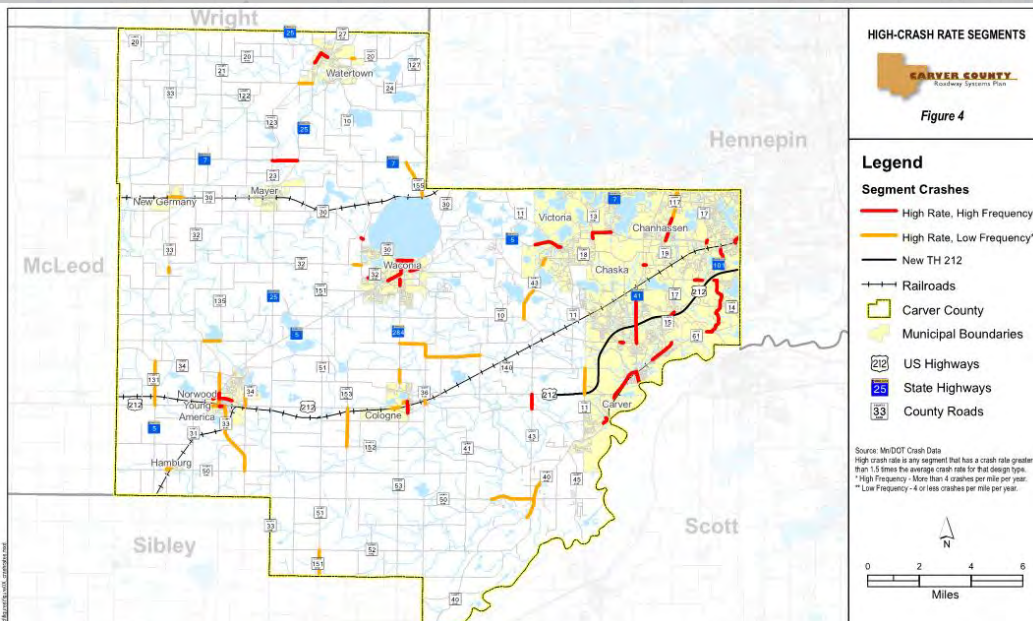
Carver County Past Safety Planning

USED COUNTY ROAD SAFETY PLAN

to strategize proactive improvements

DEVELOPED REACTIVE PROJECTS


based on local system knowledge



GAZER

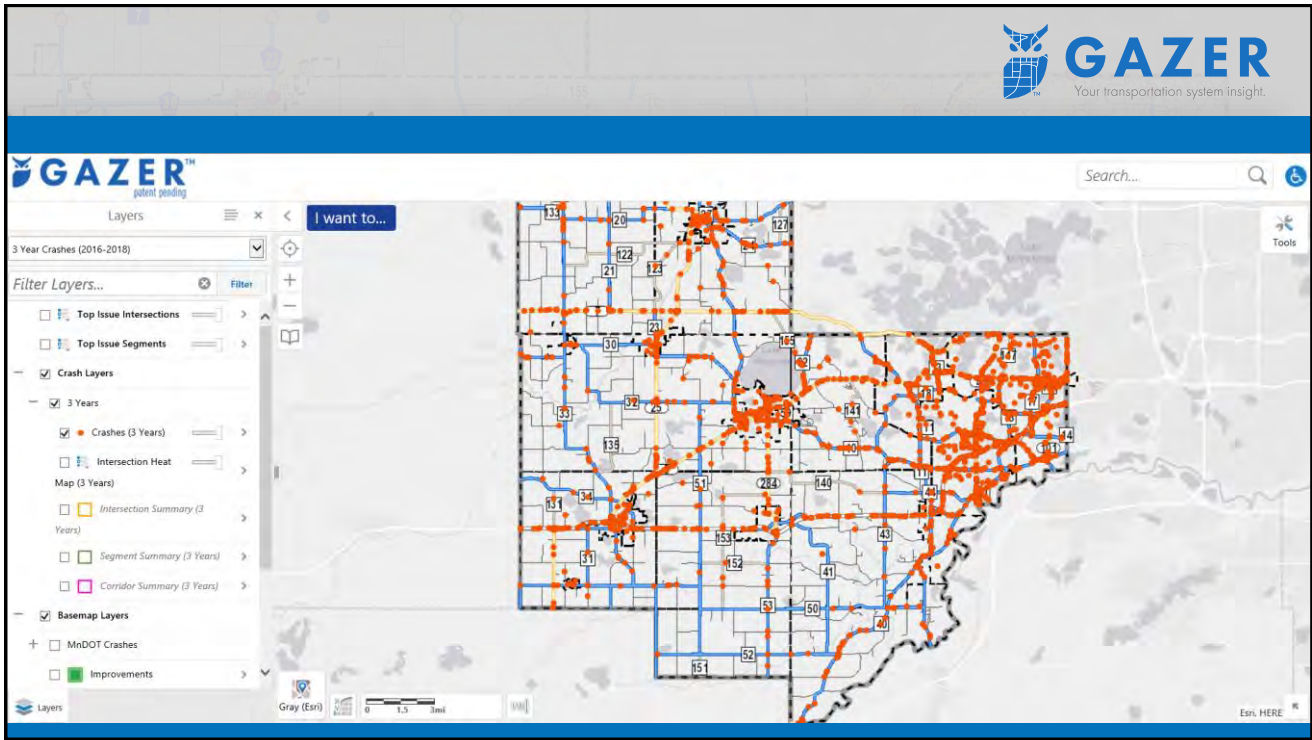
UPDATED ANNUALLY
to strategize proactive improvements

REACTIVE AND PROACTIVE REPORTING
Intersections
Segments
Corridors



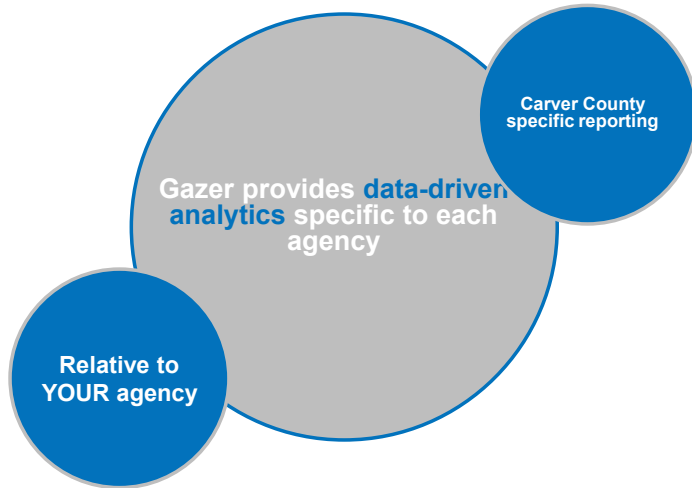
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The screenshot displays the GAZER web application interface. At the top right is the GAZER logo with the tagline "Your transportation system insight." Below the logo is a search bar and a "Tools" icon. The main interface features a "Layers" panel on the left with a "Filter Layers..." section and a "I want to..." dropdown menu. The "Filter Layers..." section includes checkboxes for "Top Issue Intersections", "Top Issue Segments", "Crash Layers", "3 Years", "Crashes (3 Years)", "Intersection Heat Map (3 Years)", "Intersection Summary (3 Years)", "Segment Summary (3 Years)", and "Corridor Summary (3 Years)". The "Crash Layers" section is expanded, showing "3 Years" checked and "Crashes (3 Years)" selected. The "Basemap Layers" section includes "MnDOT Crashes" and "Improvements". The main map area shows a street network with orange dots and lines representing crash data. A scale bar at the bottom indicates 0 to 1.5 miles. The bottom right corner of the map area says "Esri HERE".

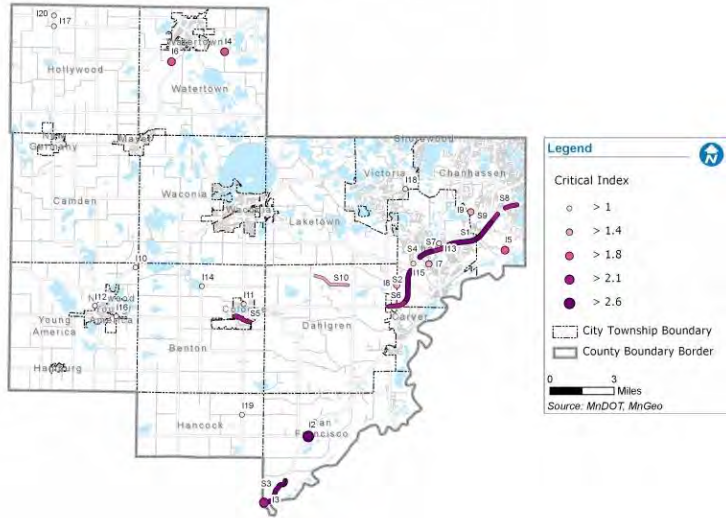
Highway Safety Improvement Planning



Planning



Critical Index Map



Critical Index Table

Top 20 Intersections & Top 10 Segments By Critical Index			
Label	ID	Roads	Critical Index
Intersections	I1	CACO-I-1214 CSAH-10 (ENGLER BLVD) & CR-10 & RAMP & UNNAMED	4.45
	I2	CACO-I-1097 CR-40 & CR-52 & 174TH ST	2.64
	I3	CACO-I-2465 MN-25 & CR-40	2.38
	I4	CACO-I-1036 CR-24 & OXFORD AVE	2.10
	I5	CACO-I-2421 MN-101 (GREAT PLAINS BLVD) & VOGELSBERG TRL	2.04
	I6	CACO-I-2455 MN-25 & 32ND ST	1.98
	I7	CACO-I-1211 CSAH-10 (ENGLER BLVD) & BAVARIA RD S	1.77
	I8	CACO-I-1248 CSAH-11 (JONATHAN CARVER PKWY) & CR-140	1.66
	I9	CACO-I-1333 CSAH-15 (ALDUBON RD) & CSAH-18 (LYMAN BLVD)	1.47
	I10	CACO-I-2480 MN-25 & MN-5	1.39
	I11	CACO-I-2514 MN-284 & MN-284 (BENTON ST W) & 122ND ST	1.33
	I12	CACO-I-2464 MN-25 & CR-33 & UNNAMED	1.33
	I13	CACO-I-2560 MN-41 (N CHESTNUT ST) & HUNDERTMARK RD	1.30
	I14	CACO-I-1000 CR-153 & KNAUER LN	1.30
	I15	CACO-I-1215 CSAH-10 (ENGLER BLVD) & CR-10 & RAMP & UNNAMED	1.29
	I16	CACO-I-3113 TACOMA AVE & US-212 & CSAH-134 (TACOMA AVE)	1.28
	I17	CACO-I-1396 CSAH-20 (CR-33) & CR-20 & CR-33 & 22ND ST	1.28
	I18	CACO-I-1300 CSAH-13 (BAVARIA RD) & CR-18 & W 82ND ST	1.24

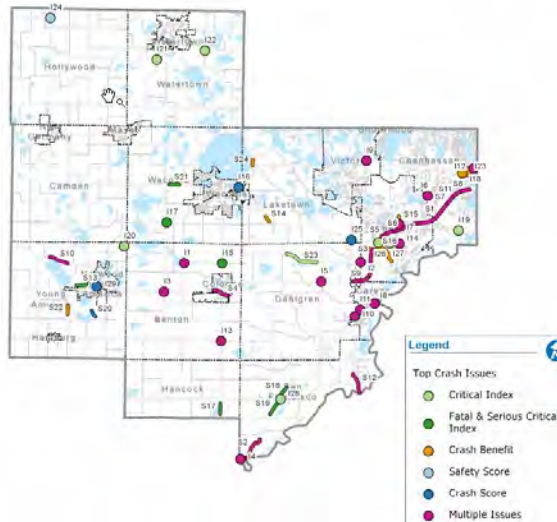


Top Crash Issue Table



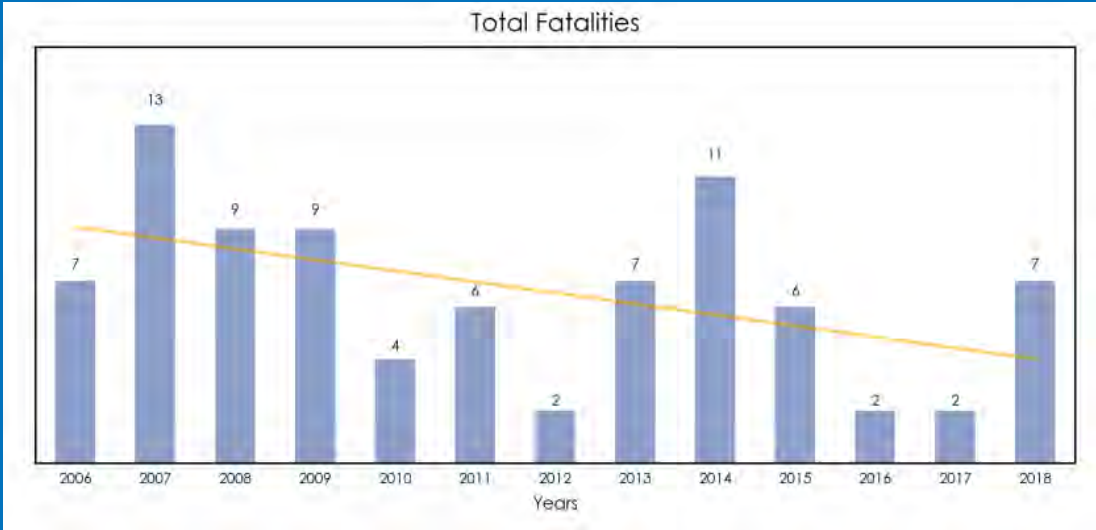
Label	ID	Roads	Fatal & Serious Crashes Critical Index	Crash Benefit	Crash Score	Safety Score	Critical Index	Fatal & Suspected Serious Critical Index
Intersection/Segment In Top Ten:								
Intersections	I1	CACO-I-1000	CR-153 & KNAUER LN	✓	✓	✓	✓	
	I2	CACO-I-1248	CSAH-11 (JONATHAN CARVER PKWY) & CR-140	✓		✓	✓	✓
	I3	CACO-I-3112	US-212 & CR-51	✓	✓		✓	
	I4	CACO-I-2465	MN-25 & CR-40			✓	✓	✓
	I5	CACO-I-3111	US-212 & CR-43	✓	✓		✓	
	I6	CACO-I-1333	CSAH-15 (AUDUBON RD) & CSAH-18 (LYMAN BLVD)		✓			✓
	I7	CACO-I-2560	MN-41 (N CHESTNUT ST) & HUNDERTMARK RD		✓	✓		
	I8	CACO-I-1510	CSAH-40 (MAIN ST W) & HICKORY ST	✓			✓	
	I9	CACO-I-2615	MN-5 (ARBORETUM BLVD) & CSAH-13 (BAVARIA RD) & CSAH-13 (ROLLING ACRES RD)		✓	✓		
	I10	CACO-I-1249	CSAH-11 (JONATHAN CARVER PKWY) & CR-40	✓			✓	
	I11	CACO-I-1241	CSAH-11 (JONATHAN CARVER PKWY) & 4TH ST W	✓			✓	
	I12	CACO-I-2618	MN-5 (ARBORETUM BLVD) & CHANHASSE RD & DAKOTA AVE		✓	✓		
	I13	CACO-I-1160	CR-53 & 150TH ST	✓			✓	
	I14	CACO-I-2555	MN-41 (N CHESTNUT ST) & CSAH-10 (ENGLER BLVD) & CR-10		✓	✓		
	I15	CACO-I-2509	MN-284 & CR-153 & 118TH ST	✓				
	I16	CACO-I-2578	CR-30 & CSAH-59 (MAIN ST E) & CR-59 & MN-5 & MN-5 (CR-30) & CSAH-30 (MAIN ST E)			✓		
	I17	CACO-I-2570	MN-5 & 102ND ST	✓				

Top Crash Issue Map



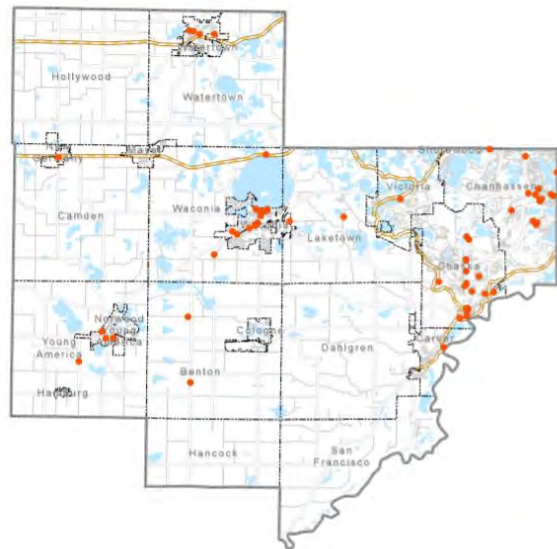
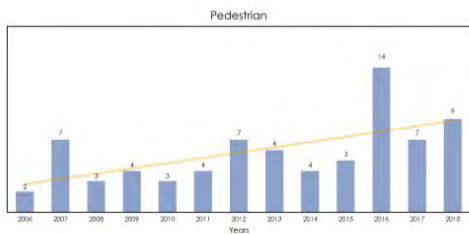
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Total Fatalities



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Pedestrian Crashes Increased





Pedestrian Crossing Warrant Evaluation Form

Step 1: Contact & project location information

City/Town: _____ Date: _____ County Highway: _____

Primary contact: _____ Phone: _____ Email: _____

A. Identify specific location of crossing for evaluation and attach location map.

Step 2: Warrant - pedestrian volume threshold or strategic connection

A. Is the pedestrian & bicycle activity ≥ 20 per hour?
 No Yes. Complete and attach pedestrian & bicycle count documentation.

B. Is the pedestrian & bicycle activity ≥ 15 per hour and there an elderly or children facility nearby?
 No Yes. Complete and attach pedestrian & bicycle count documentation.

C. Does the crossing connect to a major park or regional trail?
 No Yes. Name of major park or regional trail: _____

D. Is the proposed crossing a strategic location on the corridor?
 No Yes. Please describe: _____

Location screening - Does the pedestrian demand/volume meet minimum levels? No Yes.

- Submit this form with attachments to County Public Works staff
 - County will evaluate whether the location meets the minimum pedestrian volume threshold based on materials submitted for Step 2 - A or B.
 - County will decide if the location qualifies for additional analysis based on answers in Step 2 - C & D.
 - County will notify primary contact on the eligibility of location for further assessment.

Pedestrian & Bicycle Count Resources
 MnDOT Standard Manual Bicycle and Pedestrian Screening Count Form:
[www.dot.state.mn.us/brb/research/documents/Volunteer-tally-sheet.doc](http://www.dot.state.mn.us/brb/research/documents/Volunteer- tally-sheet.doc)
 Count Guidance:
<http://www.dot.state.mn.us/brb/research/documents/2013-BikePubCount/WarrantTraining.pdf>

Please return form to: Carver County Public Works c/o Dan McCormick, PE PTOE, Transportation Manager
 Email: dmccormick@cc.warner.mn.us

Step 3: Assess Level of Risk

Low level of risk **Moderate level of risk** **High level of risk**

A. Legally established (posted) speed limit (mph):
 ≤30 35 40 45 50 ≥ 55 List order date: _____

B. List vehicle ADT (Year) and select category below: _____ Year
 ≤ 3,000 vpd > 3,000 - 6,000 > 6,000 - 9,000
 > 9,000 - 12,000 > 12,000 - 15,000 > 15,000

C. Number of lanes at crossing (include shoulder and parking width in crossing distance):
 2 lanes (crossing distance ≤ 28')
 3 lanes (> 28' to ≤ 36')
 Multilane (4 lanes: > 36' to ≤ 44')
 Multilane (5 lanes: > 44' to ≤ 52')
 Multilane (6 lanes: > 52' to ≤ 60')
 Multilane (7 or more lanes: > 60')

Step 4: Select Treatment Type by Highest Level of Risk Identified

Option A: Marked crosswalk with warning signs

Option B: Option A + advance warning signs + curb extensions or median refuge islands

Option C: Option B + Ped activated, side-mounted warning device (RRFB)

Option D: Option C + Ped activated, overhead warning device (RRFB); advanced active warning

Option E: HAWK, Traffic Signal, Underpass, Overpass

Level of Risk

Notes & References:

- Intersection location will be cross-referenced with posted speed limit, traffic volume (vehicle ADT), and number of travel lanes to determine the best fitting pedestrian crossing treatment option.
- The selection of treatment type Option will reference the associated table and notes: **Criteria for Crossing Treatments at Uncontrolled Locations.**
- See **Treatment Descriptions** section and notes for full a definition of each Option.

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Mitigation Strategy Table



Mitigation Strategy	CMF IDs	Applicable CMFs	Service Life	Crash Reduction Benefit	Construction Cost	ROW Cost	B/C Ratio (w/o ROW)	B/C Ratio (w/ROW)
Install No Right Turn on Red	FHWA	0.8, 0.7	20	\$2,003,287	\$1,000	\$0	**	**
Replace Standard Stop Sign with Flashing LED Stop Sign	6602	0.585	20	\$2,792,114	\$4,000	\$0	698.03	698.03
Provide Intersection Illumination	433, 441, 434, 437, 440	0.62, 0.41, 0.69, 0.23, 0.19	20	\$5,139,143	\$20,000	\$0	256.96	256.96
Reduce Access - Close Access	CALC	0.0	20	\$6,729,785	\$50,000	\$0	134.60	134.60
Reduce Access - Right-In/Right-Out Only	CALC	0.0	20	\$6,685,392	\$100,000	\$25,000	66.85	53.48
4 ft buffer strip (on centerline)	2932, 2934	0.69, 0.58	20	\$4,887,453	\$100,000	\$0	48.87	48.87
Add Right Turn Lanes at Stop-Control	289	0.74	20	\$3,484,792	\$75,000	\$0	46.46	46.46
Change from prot/perm to FYA-prot/perm	4176, 4177	0.922, 0.806	20	\$1,072,628	\$25,000	\$0	42.91	42.91

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Mitigation Strategy Table



Mitigation Strategy	CMF IDs	Applicable CMFs	Service Life	Crash Reduction Benefit	Construction Cost	ROW Cost	B/C Ratio (w/o ROW)	B/C Ratio (w/ROW)
Reduce Access - Three-Quarter Intersection	CALC	0.0	20	\$6,641,114	\$150,000	\$50,000	44.27	33.21
Install Traffic Signal	325, 328, 327, 326	0.56, 1.58, 0.4, 0.23	20	\$8,057,471	\$250,000	\$25,000	32.23	29.30
Install Pedestrian Hybrid Beacon	2911, 2922	0.712, 0.31	20	\$4,028,587	\$150,000	\$25,000	26.86	23.02
Add Left Turn Lanes	7853, 7854	0.69, 0.64	20	\$4,827,625	\$250,000	\$50,000	19.31	16.09
Add Right Turn Lanes at Signal	290	0.92	20	\$1,067,678	\$75,000	\$0	14.24	14.24
Increase Triangle Sight Distance	CRSP	0.63	2	\$559,119	\$20,000	\$50,000	27.96	7.99
Install Directional Median (RCI)	4883, 4884	0.54, 0.37	20	\$7,300,564	\$750,000	\$250,000	9.73	7.30
Conversion to Multi Lane Roundabout	4926, 4927	1.062, 0.367	20	\$8,368,201	\$1,800,000	\$600,000	4.65	3.49

Mitigation Strategy Table Currently Signalized Intersection



Mitigation Strategy	CMF IDs	Applicable CMFs	Service Life	Crash Reduction Benefit	Construction Cost	ROW Cost	B/C Ratio (w/o ROW)	B/C Ratio (w/ROW)
Install No Right Turn on Red	FHWA	0.8, 0.7	20	\$265,795	\$1,000	\$0	265.80	265.80
Change from prot/perm to FYA-prot/perm	4176, 4177	0.922, 0.806	20	\$1,773,466	\$25,000	\$0	70.94	70.94
Add Left Turn Lanes	7853, 7854	0.69, 0.64	20	\$3,516,502	\$250,000	\$50,000	14.07	11.72
Add Right Turn Lanes at Signal	290	0.92	20	\$793,342	\$75,000	\$0	10.58	10.58
Install Directional Median (RCI)	4883, 4884	0.54, 0.37	20	\$6,066,056	\$750,000	\$250,000	8.09	6.07
Conversion to Single Lane Roundabout	4924	0.64	20	\$3,569,680	\$1,200,000	\$400,000	2.97	2.23
Conversion to Multi Lane Roundabout	4926, 4927	1.062, 0.367	20	\$3,511,525	\$1,800,000	\$600,000	1.95	1.46

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Effectiveness of Safety Improvements



GAZER PROVIDES
specific *before/after* analytics
to evaluate improvements



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Effectiveness of Safety Improvements

**USE CRASH
HISTORY
BEFORE/AFTER**
an improvement
was made

**DATES AND
IMPROVEMENTS**
recorded annually
to track
performance



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Before-After Table

CSAH-17 (POWERS BLVD) & OAK SIDE CIR	Add Left Turn Lanes	3 Years Before	4	0	0.37	0.00	0.58	0.00
		3 Years After	1	0	0.09	0.00	0.14	0.00
		Percent Change	-75.00%	N/A	-75.68%	N/A	-75.86%	N/A
CSAH-17 (POWERS BLVD) & CSAH-18 (LYMAN BLVD)	Add Left Turn Lanes	3 Years Before	30	0	1.54	0.00	1.27	0.00
		3 Years After	7	0	0.28	0.00	0.24	0.00
		Percent Change	-76.67%	N/A	-81.82%	N/A	-81.10%	N/A

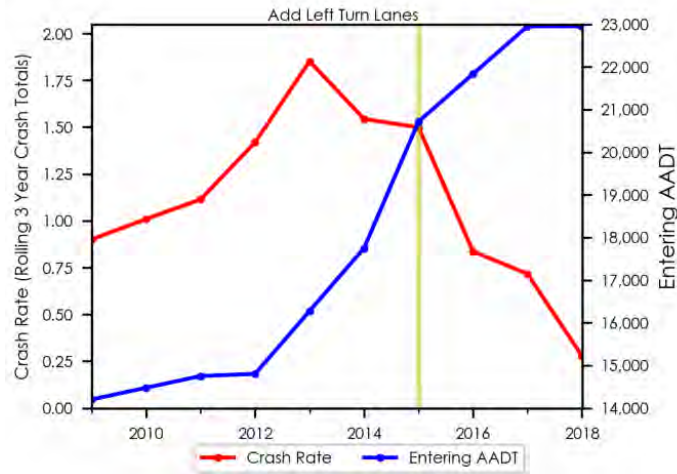


Before-After Table

Project Year	Roads	Improvement Type	Comparison	Crashes	Fatal & Suspected Serious Crashes	Crash Rate	Fatal & Suspected Serious Crash Rate	Critical Index	Fatal & Suspected Serious Critical Index
MN-5 & LAKETOWN RD		Add Left Turn Lanes	3 Years Before	8	0	0.60	0.00	1.00	0.00
			3 Years After	5	0	0.38	0.00	0.63	0.00
			Percent Change	-37.50%	N/A	-36.67%	N/A	-37.00%	N/A
MN-5 & ISLAND VIEW RD		Add Right Turn Lanes at Signal	3 Years Before	4	0	0.24	0.00	0.44	0.00
			3 Years After	2	0	0.13	0.00	0.23	0.00
			Percent Change	-50.00%	N/A	-45.83%	N/A	-47.73%	N/A



Left Turn Lane Improvement Graph

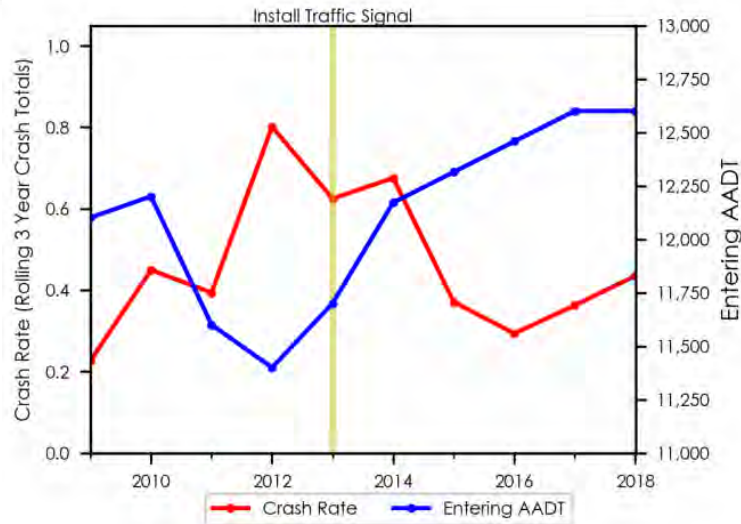


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Signal Improvement Graph

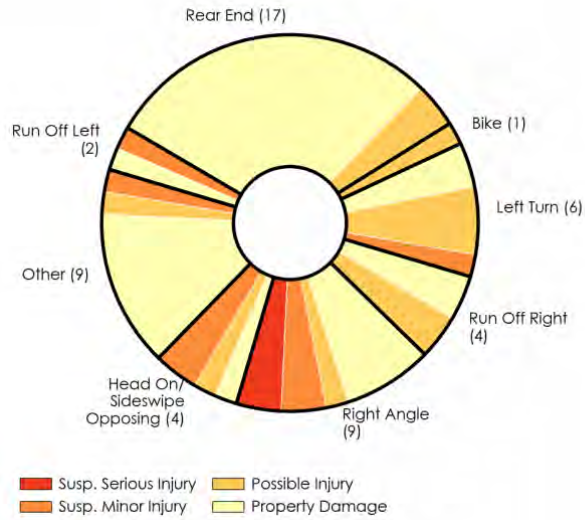


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Install Signal – Crash Types (10 yr)

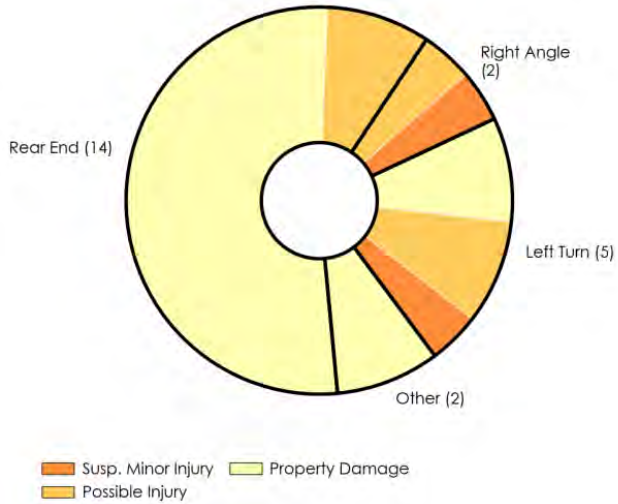


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Install Signal – Crash Types (3yr)



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Predicting Crashes



Predict crashes before they happen
study trends and site-specific conditions



Prediction

Carver County

Gazer provides data on what may happen based on similar roadways

May see significant issues as traffic increases



Proactive Crash Report



Proactive Crash Report

Carver County, Minnesota

Intersections By Priority Rank (Top 25)

Created September 2019



ID	Roads	Isolated Intersection	High Access Density	At-Grade RR Crossing	Skewed Intersection	Traffic Signal	Proximity to Curve	High Speed	Rank	Fatal & Susp. Serious Crashes (2016-2018)
CACO-I-2382	MN-5 (ARBORETUM BLVD) & GREAT PLAINS BLVD		✓		✓	✓	✓	✓	*****	0
CACO-I-2391	MN-101 (CHANHASSEN RD) & W 78TH ST		✓	✓	✓	✓	✓		*****	0
CACO-I-1934	CSAH-61 (CHASKA BLVD) & CSAH-15 (AUDUBON RD)		✓		✓	✓	✓	✓	*****	0
CACO-I-2618	MN-5 (ARBORETUM BLVD) & CHANHASSEN RD & DAKOTA AVE		✓	✓		✓	✓	✓	*****	0
CACO-I-2597	MN-5 & OAK AVE		✓		✓	✓	✓	✓	*****	0
CACO-I-1206	CSAH-10 (E 13TH ST) & CSAH-59 (MAIN ST E) & CR-10 & CR-59 & SPARROW RD		✓		✓	✓	✓	✓	*****	0
CACO-I-2552	MN-41 (N CHESTNUT ST) & CANYON RD		✓		✓	✓	✓	✓	*****	0
CACO-I-2563	MN-41 (N CHESTNUT ST) & RAMP & UNNAMED		✓		✓	✓	✓	✓	*****	0
CACO-I-1321	CSAH-14 (PIONEER TRL) & CSAH-15 (AUDUBON RD) & PIONEER TRL		✓		✓	✓	✓	✓	*****	1
CACO-I-2564	MN-41 (N CHESTNUT ST) & RAMP & UNNAMED		✓		✓	✓	✓	✓	*****	0
CACO-I-2635	MN-7 & CSAH-13 (ROLLING ACRES RD) & SMITHTOWN RD		✓		✓	✓	✓	✓	*****	0
CACO-I-2433	CSAH-61 (CHASKA BLVD) & CR-140 & N HICKORY ST		✓			✓	✓	✓	****	0
CACO-I-2395	CR-101 & CROSSROADS BLVD		✓			✓	✓	✓	****	1

Forecasted Risk: Projected 5-year values



Label	Roads	Critical Index (Weight Value: 0.25)	Fatal & Serious Critical Index (Weight Value: 0.25)	Major AADT (Weight Value: 0.15)	AADT Ratio (Weight Value: 0.1)	Gap Risk (Weight Value: 0.15)	Risk Factors (Weight Value: 0.1)	Total Score
Projected Raw Scores (0-10)								
1	MN-5 (ARBORETUM BLVD) & CHANHASSEN RD & DAKOTA AVE (CACO-I-2618)	0	3	10	10	1	10	4.4
2	MN-284 & CR-153 & 118TH ST (CACO-I-2509)	1	10	0	10	0	4	4.2
3	CSAH-11 (JONATHAN CARVER PKWY) & CR-140 (CACO-I-1248)	1	6	1	10	1	4	3.9
4	CSAH-117 (GALPIN BLVD) & PHEASANT DR (CACO-I-1286)	1	6	0	10	0	8	3.8
5	CSAH-32 (WACONIA PKWY S) & OAK AVE (CACO-I-1460)	0	8	0	10	1	8	3.8
6	MN-5 (ARBORETUM BLVD) & GREAT PLAINS BLVD (CACO-I-2382)	0	0	10	10	1	10	3.6
7	MN-5 (ARBORETUM BLVD) & AUDUBON RD (CACO-I-2609)	0	3	3	10	1	8	3.4
8	CSAH-10 (ENGLER BLVD) & CSAH-11 (JONATHAN CARVER PKWY) & CSAH-11 (VICTORIA DR) & CR-10 (CACO-I-1217)	1	4	1	10	1	4	3.4
9	MN-5 (ARBORETUM BLVD) & CSAH-15 & GALPIN BLVD (CACO-I-2616)	0	3	3	10	1	8	3.4
10	MN-5 (ARBORETUM BLVD) & CR-101 & MARKET BLVD (CACO-I-2821)	0	0	10	10	1	8	3.4

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Forecasted Risk: Projected 20-year values



Label	Roads	Critical Index (Weight Value: 0.25)	Fatal & Serious Critical Index (Weight Value: 0.25)	Major AADT (Weight Value: 0.15)	AADT Ratio (Weight Value: 0.1)	Gap Risk (Weight Value: 0.15)	Risk Factors (Weight Value: 0.1)	Total Score
Projected Raw Scores (0-10)								
1	CR-30 & CSAH-59 (MAIN ST E) & CR-59 & MN-5 & MN-5 (CR-30) & CSAH-30 (MAIN ST E) (CACO-I-2578)	0	2	0	0	9	8	2.7
2	CSAH-11 (JONATHAN CARVER PKWY) & CSAH-61 (CHASKA BLVD) & LEVI GRIFFIN RD (CACO-I-1251)	0	0	4	10	1	4	2.3
3	CR-32 & CSAH-32 (WAGONIA PKWY S) & MN-5 & CSAH-10 (W 13TH ST) (CACO-I-2579)	0	0	0	0	10	8	2.3
4	CSAH-61 (CHASKA BLVD) & CSAH-61 (E 6TH ST) & N WALNUT ST (CACO-I-2443)	1	0	0	10	1	8	2.2
5	MN-25 & 32ND ST (CACO-I-2455)	2	0	0	10	0	6	2.2
6	MN-5 & CR-30 (CACO-I-2577)	1	0	0	0	10	2	2.2
7	MN-41 (N CHESTNUT ST) & PIONEER TRL (CACO-I-2562)	0	0	1	10	1	8	2.2
8	CR-152 & CR-153 (CACO-I-0992)	2	0	0	10	0	4	2.1
9	MN-5 (ARBORETUM BLVD) & CSAH-11 (VICTORIA DR) & VICTORIA DR (CACO-I-2613)	0	0	0	0	10	6	2.1
10	CSAH-17 (POWERS BLVD) & RAMP (CACO-I-1381)	0	0	2	10	1	6	2.1

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Planning for Safety Improvements Now

Gazer
Review segment and intersections countywide

Prepare reports to educate public, city council and county board

Prioritize projects to submit for HSIP and regional applications



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Planning for Safety Improvements Now

STUDY EXISTING AND FUTURE NEEDS

Analyze safety issues and mitigation

PREDICT FUTURE SAFETY CONCERNS

based on traffic growth and gap perception

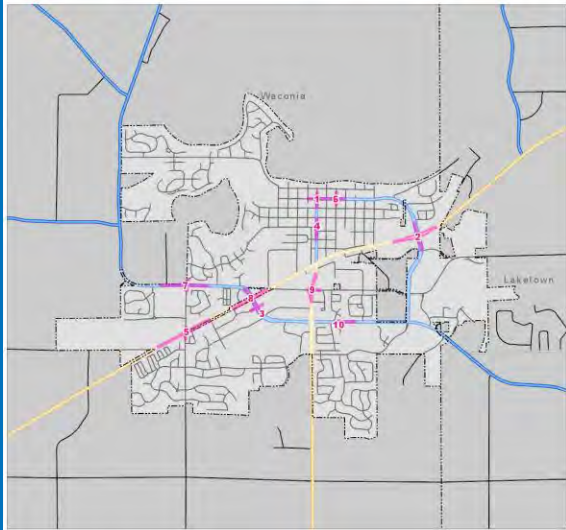


CSAH 10 at Waconia Pkwy



City of Waconia
Carver County, Minnesota

Top Intersections by Critical Index
3 Year Crashes (2016-2018)
Created September 2019



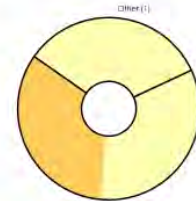
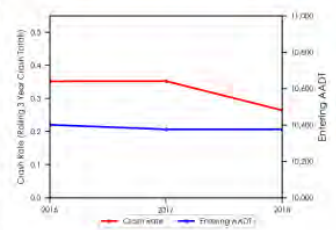
CSAH-10 (WACONIA PKWY N) & CSAH-30
(WACONIA PKWY N) & CR-10
Carver County, Minnesota

Intersection Characteristics	
Traffic Control Device	Thru Stop
Roadside	CSAH-10 (WACONIA PKWY N) & CSAH-30 (WACONIA PKWY N) & CR-10
Entering Daily Volume	10,375
Volume on Highest Leg	4,400
Max Speed	55
Environment	Rural

Crash Summary (3 Years)		
	All Crashes	Fatal & Suspected Serious Crashes
Total Crashes	3	0
Crash Rate	0.28	0.00
Avg Crash Rate	0.23	0.81
Critical Index	0.42	0.00

	2016	2017	2018
Fatal	0	0	0
Suspected Serious Injury	0	0	0
Suspected Minor Injury	0	0	0
Possible Injury	0	0	1
Property Damage	0	1	1
Cost	\$0	\$7,600	\$92,800

Intersection Report
3 Year Crashes (2016-2018)
Created September 2019



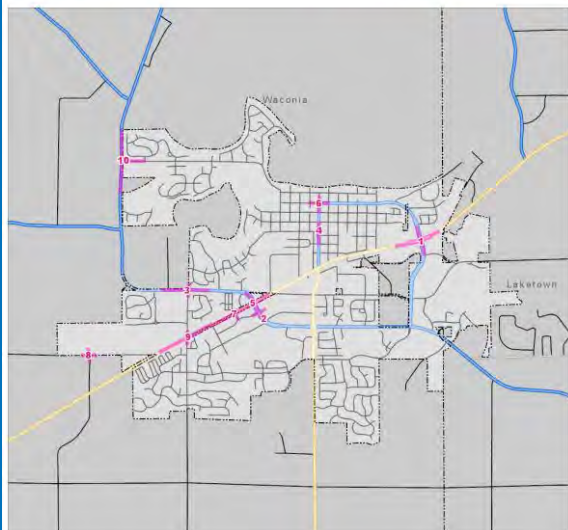
Legend:
■ Possible Injury
■ Property Damage

CSAH 10 at Waconia Pkwy



City of Waconia
Carver County, Minnesota

Top Intersections by Critical Index
5 Year Crashes (2014-2018)
Created September 2019



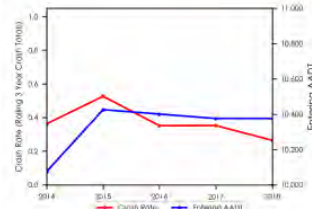
CSAH-10 (WACONIA PKWY N) & CSAH-30
(WACONIA PKWY N) & CR-10
Carver County, Minnesota

Intersection Characteristics	
Traffic Control Device	Thru Stop
Roads	CSAH-10 (WACONIA PKWY N) & CSAH-30 (WACONIA PKWY N) & CR-10
Entering Daily Volume	19,375
Volume on Highest Leg	4,400
Max Speed	55
Environment	Rural

Crash Summary (5 Years)		
	All Crashes	Fatal & Suspected Serious Crashes
Total Crashes	7	0
Crash Rate	0.37	0.00
Avg Crash Rate	0.28	0.81
Critical Index	0.64	0.00

	2014	2015	2016	2017	2018
Fatal	0	0	0	0	0
Suspected Serious Injury	0	0	0	0	0
Suspected Minor Injury	0	0	0	0	0
Possible Injury	0	1	0	0	1
Property Damage	1	2	0	1	1
Cost	\$7,000	\$98,200	\$0	\$7,600	\$90,600

Intersection Report
5 Year Crashes (2014-2018)
Created September 2019



QUESTIONS?



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