

## Public Transit

Less than 1 percent of all crashes that occurred between 2005 and 2007 were transit-related. However, over the 3 year time period, there was a 9 percent increase in transit-related crashes. Half of the transit-related crashes in 2005-2007 occurred at intersections, and more than one third were due to sideswipe passing errors.

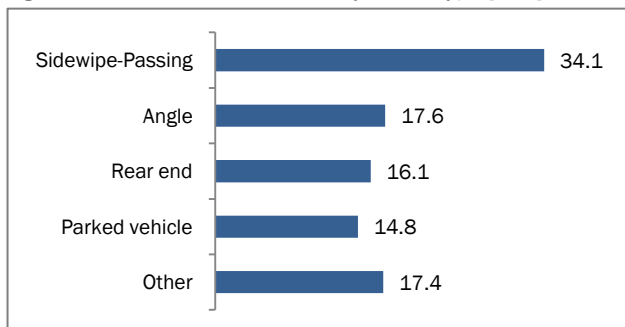
For MORPC’s transportation planning area, two main transit authorities exist: The Central Ohio Transit Authority (COTA) located in Columbus serving Franklin County, and the Delaware Area Transit Agency (DATA) serving Delaware County.<sup>3</sup> Both are required to submit records of all transit incidents annually to the NTD.

A total of 528 transit-related crashes occurred between the years 2005 and 2007, involving 1,582 units, resulting in 155 injuries, but no fatalities.

There has been a clear trend that transit-related crashes have increased over the 3-year period by 9 percent. Only 4% of crashes involved pedestrians; 91% involved other vehicles.

Figure 1 illustrates that more than one-third of these crashes occurred due to sideswipe passing errors, followed by angle, rear-end, and parked-vehicle crashes.

Figure 1: Transit-related Crashes by Crash Type [in %]



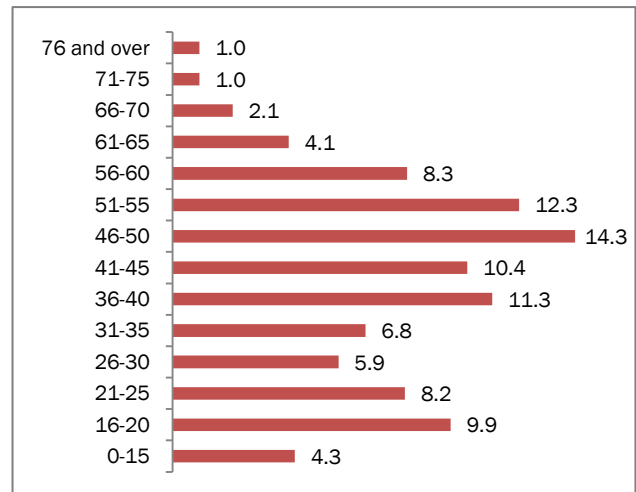
Source: MORPC Crash Data 2005-2007; N=528

Over 40 percent of all crashes involving transit occurred at intersections. Over 80 percent of transit crashes took place during the daytime and during dry road conditions.

Figure 2 shows that the age distribution was fairly even for people involved in transit-related crashes. The highest number of crashes occurred within the age

group of 36 to 55 years (48 percent). The number of crashes seemed balanced throughout the months.

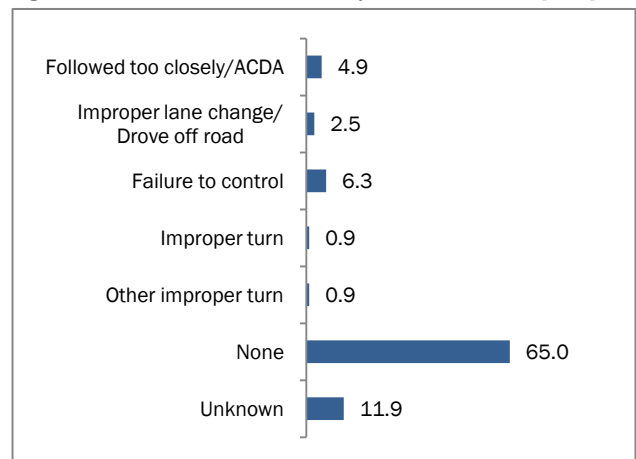
Figure 2: Reported Transit-related Crashes by Age [in %]



Source: MORPC Crash Data 2005-2007; N=1,359

According to the crash data, the probable cause for most transit-related crashes was unknown. In the few cases that this type of information was given, “failure to control” and “following too closely” were the most prevalent contributing factors (see Figure 3).

Figure 3: Transit-related Crashes by Probable Cause [in %]



Source: MORPC Crash Data 2005-2007; N=528

<sup>2</sup> In addition, the Licking County Transit Board (<http://www.lcounty.com/lctb/>) provides demand-response transit service to rural parts of Licking County, and the Lancaster Public Transit System (<http://www.ci.lancaster.oh.us/dept/transit/>) serves Fairfield County. The National Transit Database (NTD) program maintains a listing of transit authorities at the state and local level (<http://www.ntdprogram.gov/ntdprogram/links.htm>).

