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Mid-Ohio Regional
Planning Commission

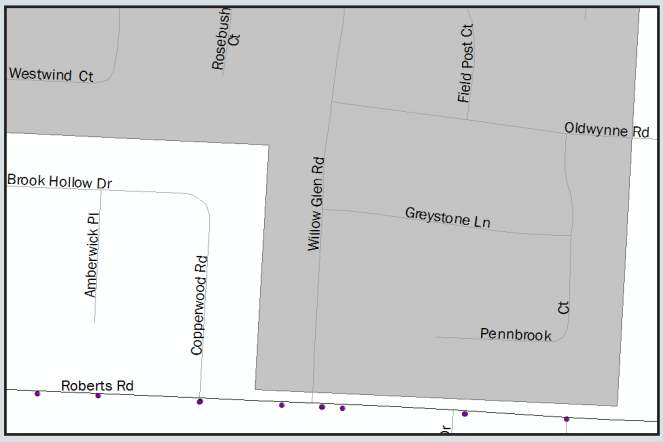
LOCAL CRASH FACT SHEETS 2011 - 2015

JULY 2016

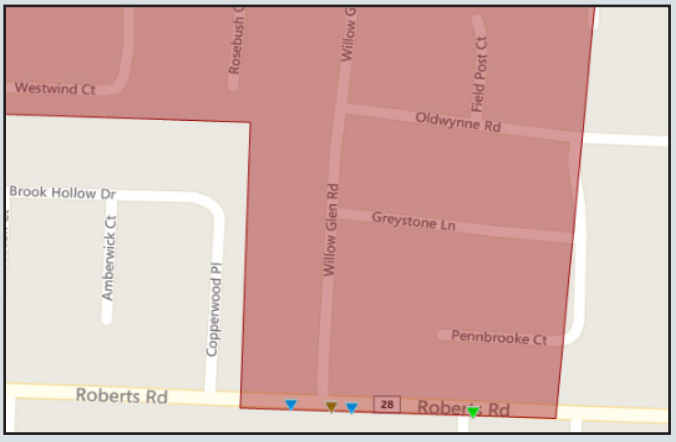
The Local Crash Fact Sheets were prepared by the Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., Columbus, OH 43215, 614-228-2663, with funding from the Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, and Delaware, Fairfield, Franklin, and Licking counties. The contents of this report reflect the views of MORPC which is solely responsible for the information presented herein.

In accordance with requirements of the U.S. Department of Transportation (USDOT), MORPC does not discriminate on the basis of race, color, national origin, gender, or disability in employment practices or in programs or activities. More information on non-discrimination resources and related MORPC policies is available at www.morpc.org under “about MORPC,” “policies.”

The information contained includes all crashes occurring within the jurisdictional boundaries of Central Ohio’s cities. These crashes were attributed to individual jurisdictions based on the latitude and longitude coordinates provided with the standardized police reports (OH-1). MORPC staff makes every reasonable effort to ensure the accuracy of this information. However, it is important to note that due to differences between the local jurisdiction boundary files maintained by MORPC and the Ohio Department of Transportation, reporting discrepancies may exist. An example of this can be seen below:



MORPC BOUNDARY FOR THE CITY OF HILLIARD



GCAT BOUNDARY FOR THE CITY OF HILLIARD

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EXECUTIVE SUMMARY

The Mid-Ohio Regional Planning Commission (MORPC) is the principal public agency conducting regional transportation studies for the Central Ohio area because it serves as the designated Metropolitan Planning Organization (MPO) for the Columbus Urbanized Area. It covers Franklin County, Delaware County and portions of Licking, Fairfield and Union counties. As an MPO, MORPC must seek to increase the safety of the transportation system for motorized and non motorized users. MPOs must also coordinate with state departments of transportation and local jurisdictions to develop performance measures that aim to realize a significant reduction in traffic fatalities and serious injuries on all public roads.

The Local Crash Fact Sheets provide an overview of the transportation safety issues experienced by the individual cities within the MPO Planning Area, along with jurisdiction specific information and trends. The majority of crash data represented within these fact sheets is received from standardized police reports (OH-1) that are generated each time a traffic crash occurs and law enforcement responds. The Ohio Department of Public Safety (ODPS) is responsible for compiling, analyzing, and publishing crash data and statistics in the State of Ohio. ODPS works closely with the Ohio Department of Transportation (ODOT) to disseminate this information to various safety partners within the state for the purposes of identifying transportation safety issues and determining which strategies seem most appropriate to address them, whether they be engineering, education, enforcement, or emergency services. The information that follows is meant to provide a quick glance of crash statistics and top crash locations in Central Ohio's Cities, as well as provide insight into opportunities for further reducing serious injuries and fatalities.

LOCAL CRASH COMPARISON

SECTION 1

LOCAL CRASH STATISTICS

Between 2011 and 2015 almost 150,000 crashes were reported within Central Ohio's cities. While the majority were reported as property damage only (PDO), around 2 percent (2,954) resulted in either loss of life or serious, life changing injuries.

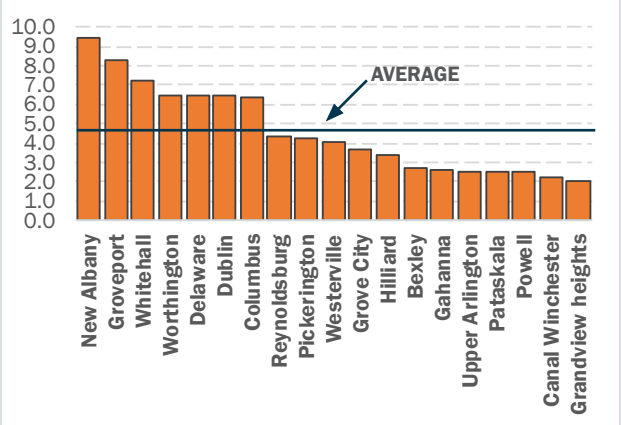
KEY FACTS:

- Around 80 percent of the crashes occurring within the Central Ohio region over the last five years occurred within the various corporate city boundaries.
- 2 percent of these 149,680 crashes resulted in at least one fatal or serious injury to those involved.
- Over 75 percent of these crashes occurred in the City of Columbus alone.
- On average around 4.6 fatal & serious injury crashes occurred for every 10,000 residents.
- Across all cities, angle, fixed-object, rear-end, and pedestrian crashes accounted for the last number of fatal and serious injuries

CRASH FREQUENCY AND SEVERITY (2011-2015)

CITY	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Columbus	112,512	242	1,944	13,375	12,501	84,450	1.9%
Dublin	4,408	8	109	420	709	3,162	2.7%
Delaware	3,636	5	96	248	421	2,866	2.8%
Hilliard	3,394	5	42	340	404	2,603	1.4%
Gahanna	3,240	3	39	218	436	2,544	1.3%
Westerville	3,165	2	63	362	448	2,290	2.1%
Grove City	3,091	-	57	355	416	2,263	1.8%
Reynoldsburg	2,911	4	64	241	381	2,221	2.3%
Whitehall	2,670	8	48	270	485	1,859	2.1%
Pickerington	1,980	3	26	116	173	1,662	1.5%
Worthington	1,921	2	38	163	297	1,421	2.1%
Upper Arlington	1,689	1	38	128	170	1,352	2.3%
Bexley	1,108	2	13	59	161	873	1.4%
New Albany	917	1	32	94	95	695	3.6%
Pataskala	683	1	16	65	63	538	2.5%
Powell	612	1	13	60	47	491	2.3%
Grandview heights	606	-	5	37	49	515	0.8%
Canal Winchester	576	2	5	30	74	465	1.2%
Groveport	561	1	15	74	97	374	2.9%
TOTAL	**149,680**	**291**	**2,663**	**16,655**	**17,427**	**112,644**	**2.0%**

Notes
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

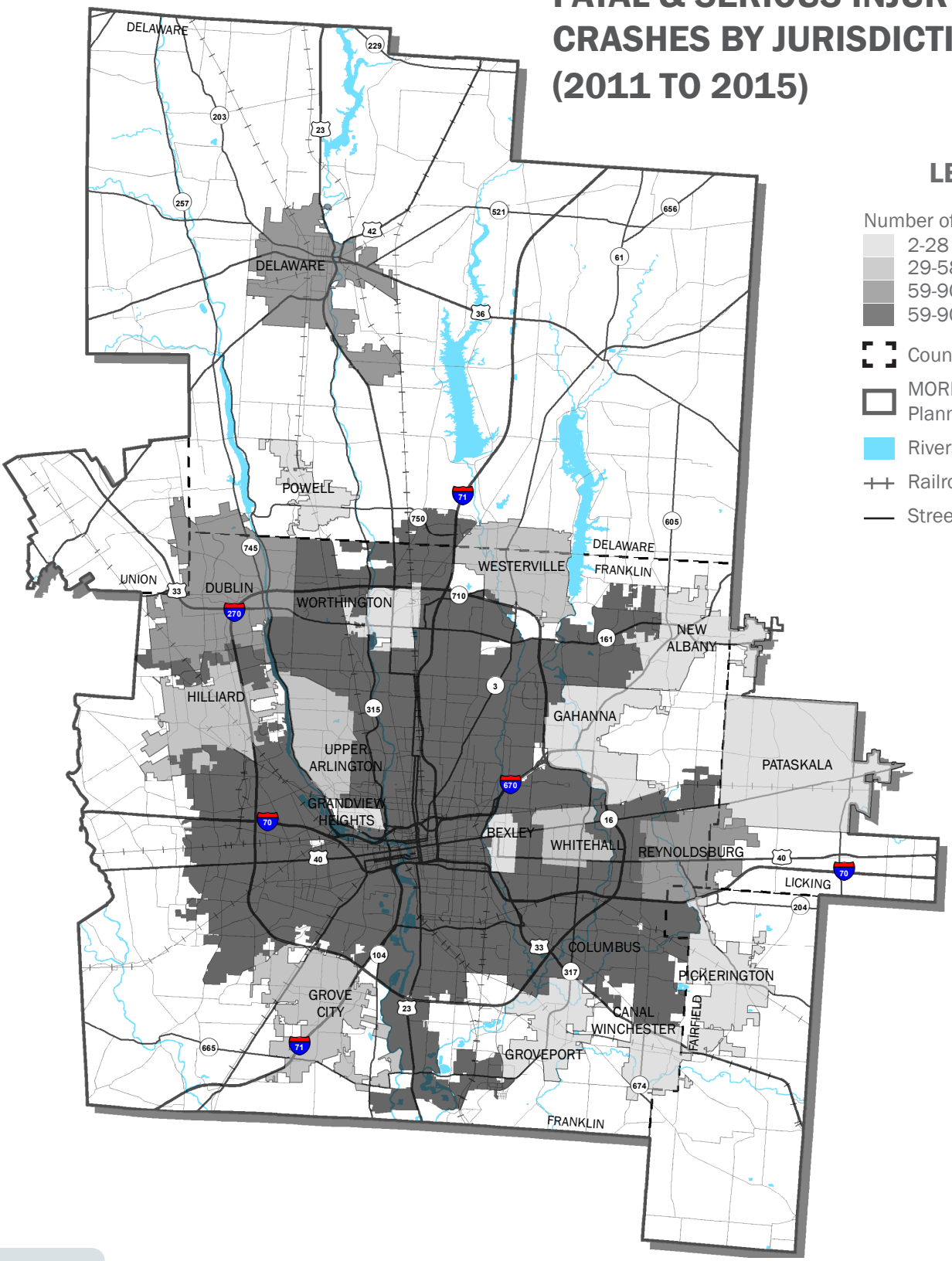


FATAL & SERIOUS INJURY PER 10,000 POPULATION

	Backing	Overturning	Head On	Sideswipe - Meeting	Parked Vehicle	Pedalcycles	Sideswipe - Passing	Left Turn	Pedestrian	Rear End	Fixed Object	Angle
Whitehall	0.0	0.0	2.8	0.6	1.1	0.6	0.0	5.0	7.7	2.2	3.3	8.9
New Albany	1.2	1.2	0.0	0.0	0.0	1.2	3.7	3.7	1.2	3.7	9.9	6.2
Columbus	0.1	0.6	1.5	1.2	1.0	1.0	2.2	3.2	4.3	4.7	5.0	5.5
Worthington	1.5	0.7	0.7	0.7	1.5	1.5	0.7	0.7	6.6	4.4	5.9	4.4
Delaware	0.3	0.0	0.9	0.3	0.0	0.9	1.1	3.1	4.3	6.6	6.3	5.4
Dublin	0.0	1.6	0.7	0.9	0.0	1.2	1.2	1.2	1.4	4.7	6.3	6.8
Groveport	0.0	0.0	0.0	1.8	1.8	0.0	0.0	3.7	1.8	1.8	3.7	9.2
Pickerington	0.0	0.0	1.6	1.6	0.0	1.1	1.6	1.6	3.8	3.2	3.8	1.6
Reynoldsburg	0.0	0.6	0.3	1.4	1.4	0.6	0.6	2.5	2.5	3.9	1.9	2.8
Grove City	0.0	0.0	0.3	0.6	0.6	0.0	0.0	4.2	1.7	3.9	2.5	3.4
Westerville	0.0	0.0	0.8	0.5	0.8	1.4	0.5	2.5	2.5	2.7	1.6	3.6
Pataskala	0.0	0.0	0.0	2.6	0.0	0.7	0.7	4.6	0.0	2.0	4.0	2.0
Hilliard	0.0	1.1	0.4	0.0	1.4	1.1	0.4	1.1	1.8	2.1	4.6	2.1
Upper Arlington	0.3	0.0	1.5	0.0	0.6	1.5	0.9	0.9	1.2	1.5	2.7	4.4
Bexley	0.0	0.0	0.8	0.0	1.5	1.5	0.8	0.0	0.8	1.5	1.5	6.1
Powell	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	2.5	1.7	5.8
Gahanna	0.0	0.6	0.0	0.0	0.0	0.6	0.9	0.6	2.1	1.2	3.0	0.9
Canal Winchester	0.0	1.4	0.0	0.0	1.4	0.0	0.0	1.4	0.0	4.2	1.4	0.0
Grandview Heights	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	4.5

FATAL & SERIOUS INJURY PER 10,000 POPULATION BY CRASH TYPE

FATAL & SERIOUS INJURY CRASHES BY JURISDICTION (2011 TO 2015)



MAP
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The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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LOCAL CRASH FACT SHEETS

SECTION 2

CITY OF BEXLEY

Between 2011 and 2015 there were 1,108 crashes reported within the City of Bexley. Close to 2,400 people were involved in these crashes, of which 2 were fatally injured and 16 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 303 occurring, followed by parked vehicle crashes with 286, and angle crashes with 141.

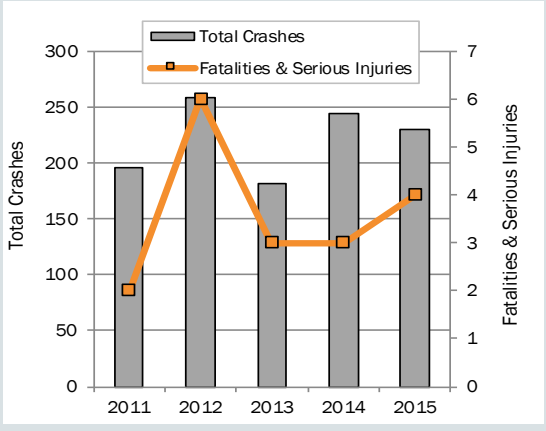
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	-	37	158	195	-	2	16	424	442	19.0%	2.11	1.53
2012	-	62	196	258	-	6	23	567	596	24.0%	2.61	4.59
2013	-	43	138	181	-	3	12	399	414	23.8%	2.32	2.30
2014	1	40	203	244	1	2	13	455	471	16.8%	2.07	2.30
2015	1	51	178	230	1	3	9	478	491	22.6%	2.29	3.06
5-Year Total	2	233	873	1,108	2	16	73	2,323	2,414			
Annual Average	0.4	47	175	222	0.4	3.2	15	465	483	21.2%	1.43	2.8
Percent Change (2011 to 2015)	100.0%	37.8%	12.7%	17.9%	100.0%	50.0%	-43.8%	12.7%	11.1%	19.2%	2.4%	99.8%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [((#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- From 2011 to 2015, there were a total of 1,108 crashes reported within the City of Bexley involving close to 2,500 people
- Bicycle (pedalcycle) crashes represented the ninth most frequent crash type, but ranked the highest in the fatal and serious injury rate (23 percent)



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	303	1	2	17	80	203	1.0%
Parked Vehicle	286	-	1	5	12	268	0.3%
Angle	141	-	3	10	22	106	2.1%
Backing	104	-	-	-	2	102	0.0%
Fixed Object	86	-	3	8	10	65	3.5%
Sideswipe - Passing	68	-	-	-	10	58	0.0%
Left Turn	58	-	-	5	11	42	0.0%
Pedestrian	17	-	1	10	5	1	5.9%
Pedalcycles	13	-	3	2	6	2	23.1%
Head On	11	1	-	-	-	10	9.1%
Sideswipe - Meeting	7	-	-	1	2	4	0.0%
Other Object	5	-	-	-	-	5	0.0%
Animal	4	-	-	-	1	3	0.0%
Overturning	3	-	-	1	-	2	0.0%
Other Non-Collision	2	-	-	-	-	2	0.0%
TOTAL	1,108	2	13	59	161	873	1.4%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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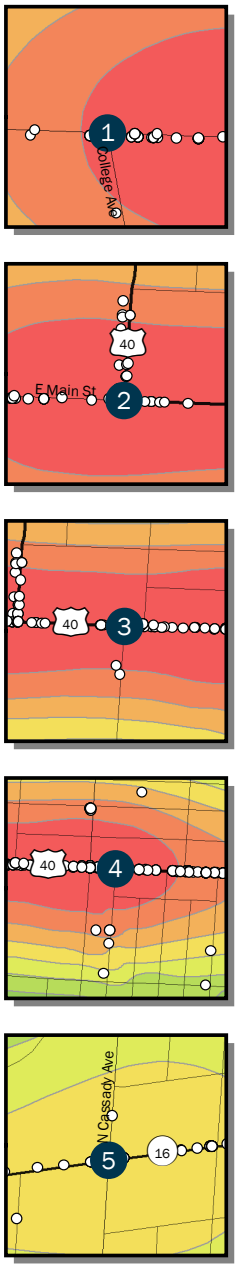
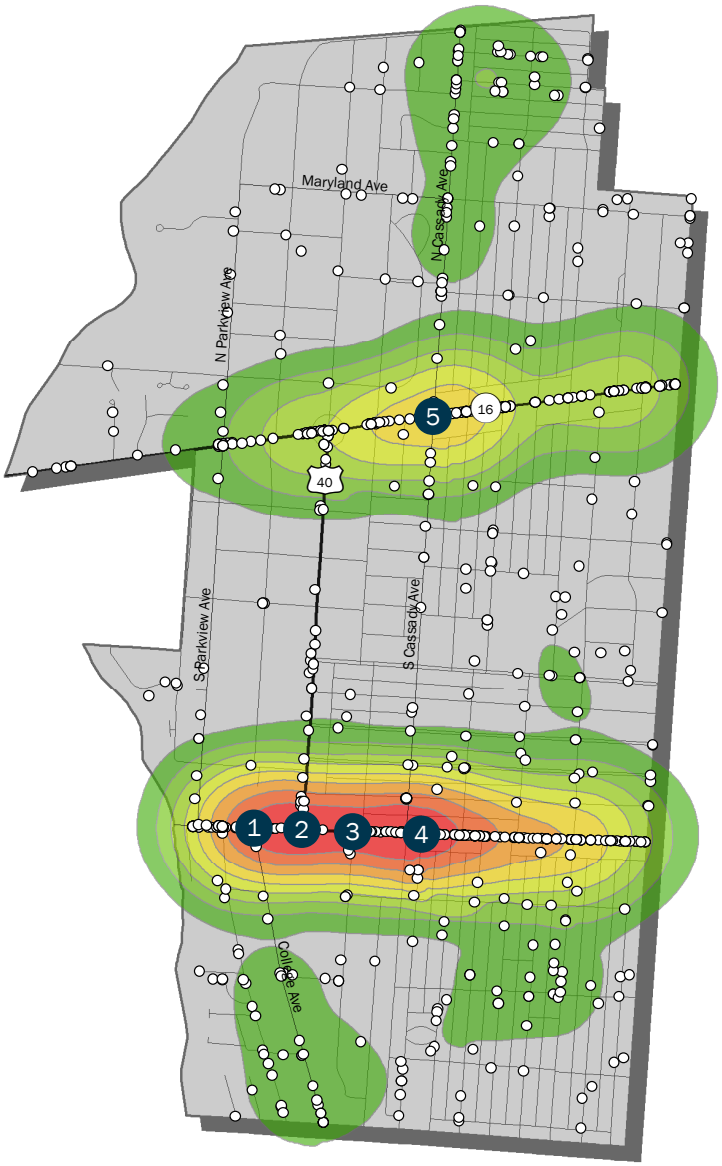


TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF BEXLEY



LEGEND:

- High Crash Density
- Low Crash Density
- # Local High Crash Location
- # Regional High Crash Location
- Crash Location

RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	E Main St @ College Ave	31	-	-	2	4	25	1.80	7	16	8
2	E Main St / US 40 @ S Drexel Ave / US 40	24	-	-	1	4	19	1.80	7	9	8
3	E Main St / US 40 @ Pleasant Ridge Ave	24	-	-	-	2	22	1.29	8	8	8
4	E Main St / US 40 @ Euclaire Ave	24	-	-	-	3	21	1.43	3	10	11
5	E Broad St / SR 16 @ N Cassady Ave	23	1	-	1	6	15	3.73	4	8	11

MAP
2

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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CITY OF CANAL WINCHESTER

Between 2011 and 2015 there were 576 crashes reported within the City of Canal Winchester. Close to 1,400 people were involved in these crashes, of which 2 were fatally injured and 6 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 262 occurring, followed by fixed-object crashes with 75, and sideswipe-passing crashes with 66.

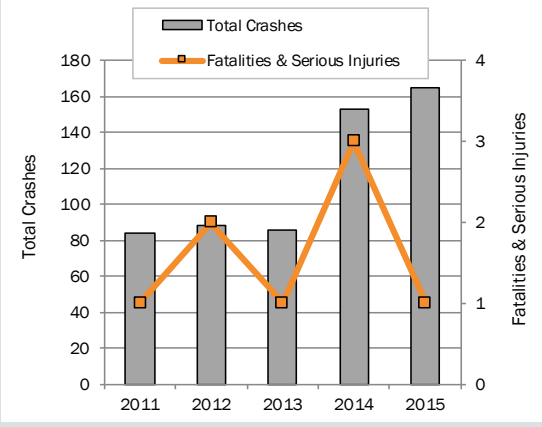
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	1	12	71	84	1	-	8	218	227	15.5%	2.03	1.40
2012	-	15	73	88	-	2	9	199	210	17.0%	2.51	2.79
2013	-	16	70	86	-	1	3	209	213	18.6%	2.07	1.38
2014	1	34	118	153	1	2	11	380	394	22.9%	2.34	4.10
2015	-	32	133	165	-	1	10	385	396	19.4%	1.97	1.35
5-Year Total	**2**	**109**	**465**	**576**	**2**	**6**	**41**	**1,391**	**1,440**			
Annual Average	**0**	**22**	**93**	**115**	**0**	**1**	**8**	**278**	**288**	**18.7%**	**2.18**	**2**
Percent Change (2011 to 2015)	**-100.0%**	**166.7%**	**87.3%**	**96.4%**	**-100.0%**	**100.0%**	**25.0%**	**76.6%**	**74.4%**	**25.3%**	**-2.8%**	**-3.4%**

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Rear end crashes accounted for almost half of all crashes, fortunately, less than 1 percent resulted in a fatal or serious injury
- From 2011 to 2015 the amount of crashes has almost doubled from 84 to 165
- 96 percent of the 1,440 people involved had no injuries



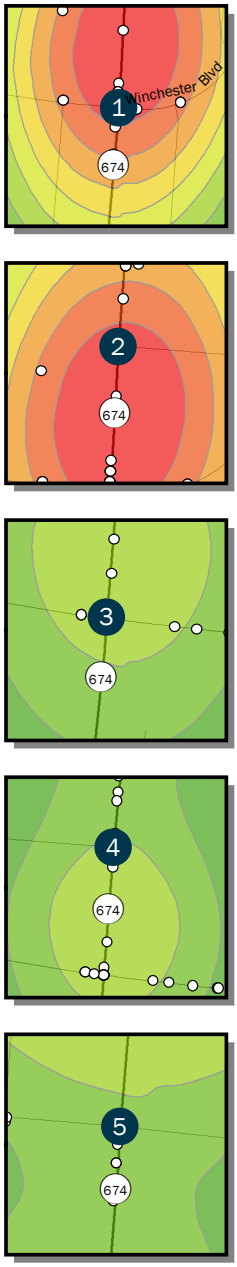
CRASH TRENDS BY YEAR (2011 - 2015)

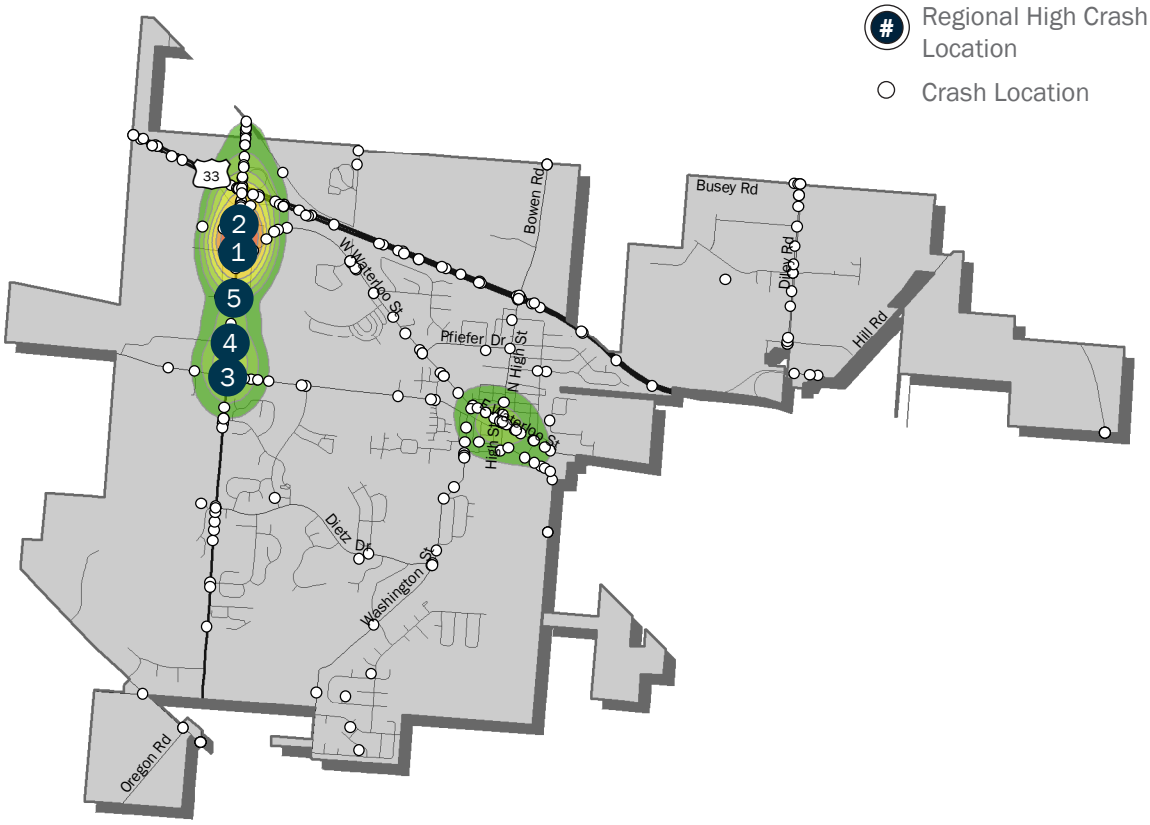
CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	262	1	1	11	36	213	0.8%
Fixed Object	75	-	1	9	9	56	1.3%
Sideswipe - Passing	66	-	-	-	7	59	0.0%
Angle	64	-	-	3	8	53	0.0%
Parked Vehicle	36	-	1	1	4	30	2.8%
Left Turn	24	1	-	4	5	14	4.2%
Backing	12	-	-	-	-	12	0.0%
Sideswipe - Meeting	7	-	-	-	1	6	0.0%
Animal	7	-	-	-	2	5	0.0%
Other Non-Collision	5	-	-	-	-	5	0.0%
Head On	5	-	-	1	-	4	0.0%
Overturning	4	-	1	1	-	2	25.0%
Other Object	4	-	-	-	-	4	0.0%
Unknown	2	-	-	-	1	1	0.0%
Pedestrian	2	-	-	-	1	1	0.0%
Pedalcycles	1	-	1	-	-	-	100.0%
TOTAL	**576**	**2**	**5**	**30**	**74**	**465**	**1.2%**

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF CANAL WINCHESTER





RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Gender Rd / SR 674 @ Winchester Blvd	39	-	-	1	6	32	1.67	5	20	14
2	Gender Rd / SR 674 @ W Waterloo St	24	-	-	-	5	19	1.72	6	8	10
3	Gender Rd / SR 674 @ Groveport Pike	16	-	-	1	3	12	1.99	8	3	5
4	Gender Rd @ W Walnut St	8	-	-	1	2	5	2.55	1	3	4
5	Gender Rd / SR 674 @ Canal St	8	-	-	-	2	6	1.86	2	5	1

MAP
3

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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CITY OF COLUMBUS

Between 2011 and 2015 there were 112,512 crashes reported within the City of Columbus. Close to 290,800 people were involved in these crashes, of which 260 were fatally injured and 2,285 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 35,952 occurring, followed by angle crashes with 18,704, and sideswipe-passing crashes with 16,197.

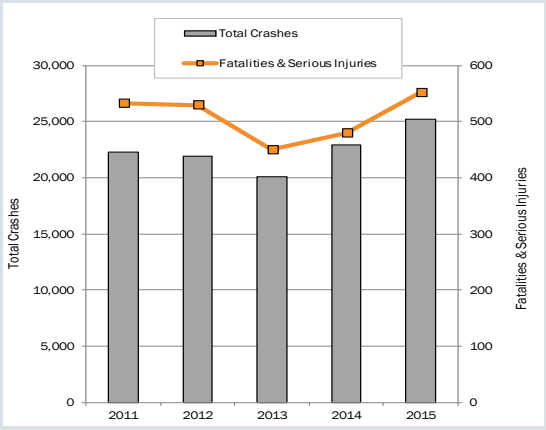
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	53	5,479	16,738	22,270	56	477	3,522	53,320	57,375	24.8%	1.68	6.76
2012	52	5,346	16,535	21,933	59	471	3,543	53,320	57,393	24.6%	1.68	6.70
2013	35	5,084	15,014	20,133	35	415	3,157	48,383	51,990	25.4%	1.65	5.66
2014	49	5,535	17,393	22,977	52	428	3,423	55,154	59,057	24.3%	1.62	5.98
2015	53	6,378	18,768	25,199	58	494	4,236	60,170	64,958	25.5%	1.67	6.81
5-Year Total	242	27,822	84,448	112,512	260	2,285	17,881	270,347	290,773			
Annual Average	48	5,564	16,890	22,502	52	457	3,576	54,069	58,155	24.9%	1.66	6
Percent Change (2011 to 2015)	0.0%	16.4%	12.1%	13.2%	0.04%	3.6%	20.3%	12.8%	13.2%	2.7%	-0.5%	0.8%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Fixed-object crashes accounted for 9 percent of total crashes, but accounted for the largest share of fatal and serious injury crashes (18 percent)
- Almost one out of every six pedestrian crashes reported resulted in a fatal and serious injury



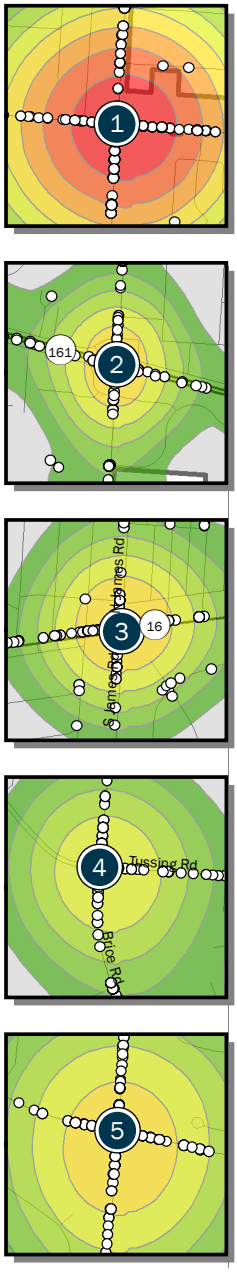
CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

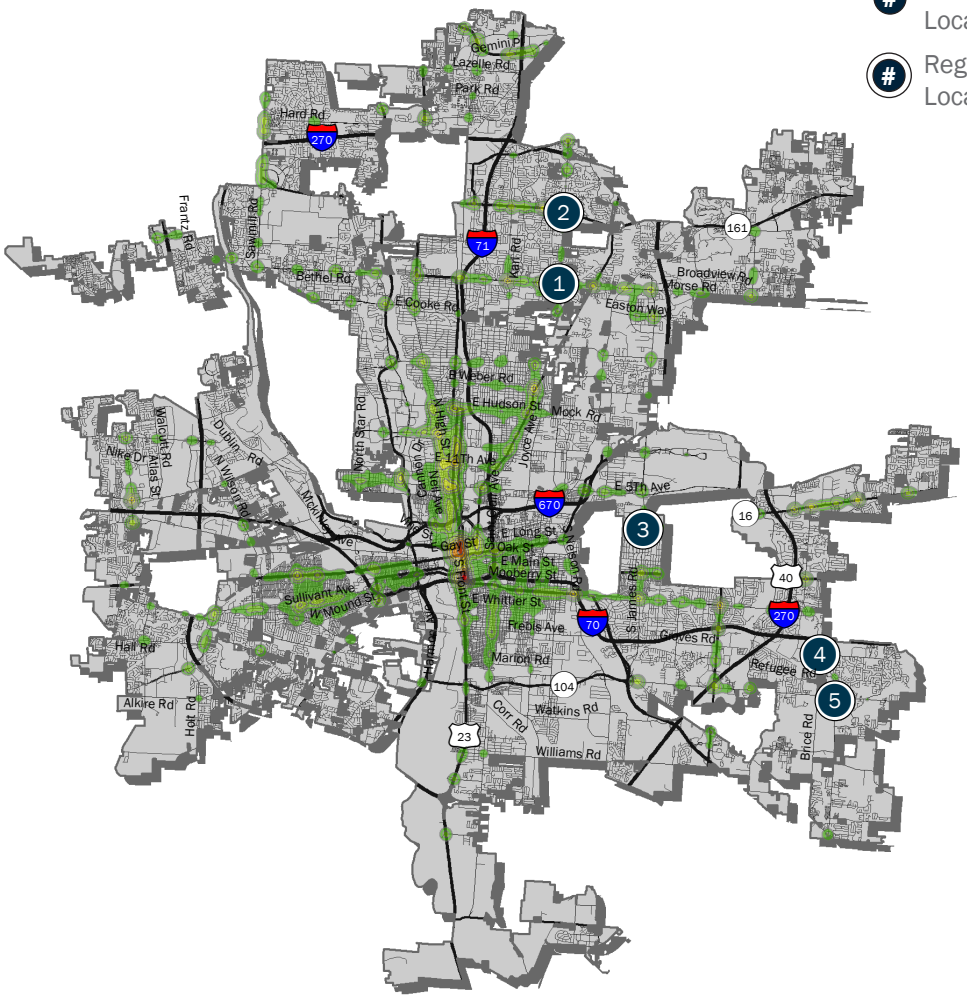
CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	35,952	21	293	3,651	4,979	27,007	0.9%
Angle	18,704	16	347	2,799	2,577	12,965	1.9%
Sideswipe - Passing	16,197	3	136	1,090	1,190	13,778	0.9%
Parked Vehicle	11,447	7	67	467	342	10,564	0.6%
Fixed Object	10,017	66	320	1,571	926	7,134	3.9%
Left Turn	6,554	16	195	1,305	943	4,095	3.2%
Backing	3,954	2	4	52	94	3,802	0.2%
Sideswipe - Meeting	2,345	14	63	343	309	1,616	3.3%
Pedestrian	2,003	56	286	1,002	483	176	17.1%
Other Non-Collision	1,598	2	47	234	149	1,166	3.1%
Pedalcycles	883	10	68	447	188	169	8.8%
Head On	856	20	67	209	153	407	10.2%
Other Object	788	0	8	42	58	680	1.0%
Animal	670	0	2	27	33	608	0.3%
Overturning	390	5	38	115	63	169	11.0%
Unknown	148	4	2	20	13	111	4.1%
Train	6	0	1	1	1	3	6.7
TOTAL	112,512	242	1,944	13,375	12,501	84,450	1.9%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

morpc



TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF COLUMBUS



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Cleveland Ave @ Morse Rd	268	2	3	31	33	199	2.75	72	106	90
2	Cleveland Ave @ Dublin Granville Rd / SR 161	191	-	2	23	31	135	2.61	54	58	79
3	Broad St / SR 16 @ James Rd	172	1	5	24	22	120	3.49	61	48	63
4	Brice Rd @ Scarborough Blvd / Tussing Rd	167	1	-	14	31	121	2.32	35	52	80
5	Refugee Rd @ Gender Rd	167	-	1	19	17	130	2.20	56	54	57

MAP
4

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\City_Maps\Columbus.mxd

CITY OF DELAWARE

Between 2011 and 2015 there were 3,636 crashes reported within the City of Delaware. Close to 9,000 people were involved in these crashes, of which 6 were fatally injured and 107 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 1,241 occurring, followed by fixed-object crashes with 579, and angle crashes with 466.

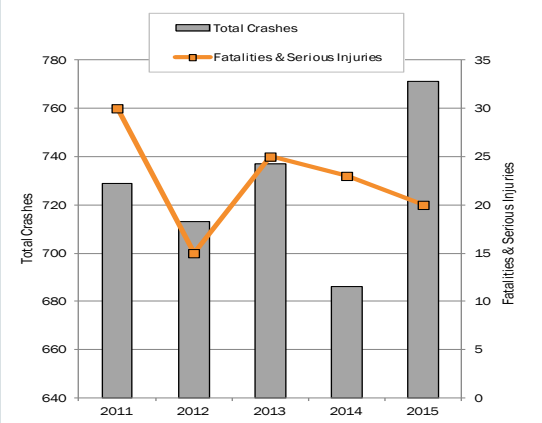
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	2	146	581	729	2	28	61	1,728	1,819	20.3%	1.79	8.60
2012	1	145	567	713	1	14	58	1,725	1,798	20.5%	1.48	4.29
2013	-	161	576	737	-	25	57	1,696	1,778	21.8%	1.69	7.12
2014	-	148	538	686	-	23	67	1,641	1,731	21.6%	1.70	6.48
2015	2	165	604	771	3	17	69	1,755	1,844	21.7%	1.60	5.57
5-Year Total	5	765	2,866	3,636	6	107	312	8,545	8,970			
Annual Average	1	153	573	727	1	21	62	1,709	1,794	21.2%	1.65	6
Percent Change (2011 to 2015)	0.0%	13.0%	4.0%	5.8%	50.0%	-39.3%	13.1%	1.6%	1.4%	6.7%	-10.3%	-35.2%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
[((#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Rear end crashes were the highest reported crash type, fortunately, only 1.5 percent resulted in a fatality or serious injury
- Close to 22 percent of reported pedestrian crashes and 12 percent of reported bicycle (pedalcycle) crashes resulted in a fatality or serious injury



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	1,241	1	18	64	205	953	1.5%
Fixed Object	579	-	22	40	44	473	3.8%
Angle	466	1	20	45	62	338	4.5%
Parked Vehicle	378	-	-	8	14	356	0.0%
Sideswipe - Passing	247	-	2	5	18	222	0.8%
Backing	213	-	-	3	8	202	0.0%
Left Turn	155	1	11	21	31	91	7.7%
Animal	110	-	-	1	3	106	0.0%
Pedestrian	54	1	11	22	16	4	22.2%
Sideswipe - Meeting	52	-	1	4	5	42	1.9%
Other Non-Collision	45	-	3	1	3	38	6.7%
Pedalcycles	42	-	5	24	9	4	11.9%
Other Object	19	-	1	1	-	17	5.3%
Head On	13	-	2	2	-	9	15.4%
Overturning	13	-	-	5	3	5	0.0%
Unknown	7	1	-	1	-	5	14.3%
Train	1	-	-	-	-	1	0.0%
Other Non-Vehicle	1	-	-	1	-	-	0.0%
TOTAL	3,636	5	96	248	421	2,866	2.8%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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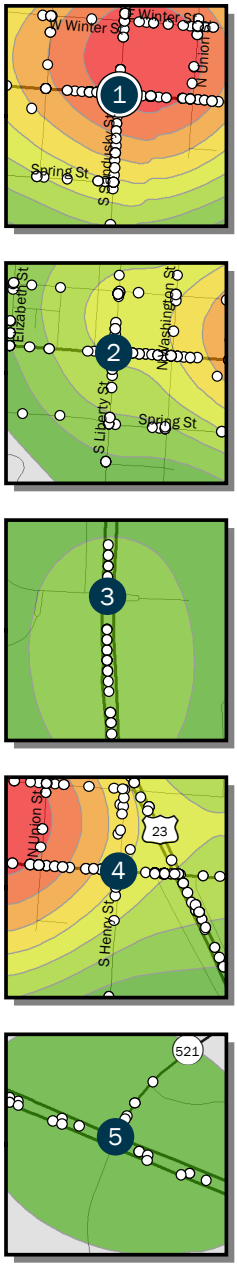
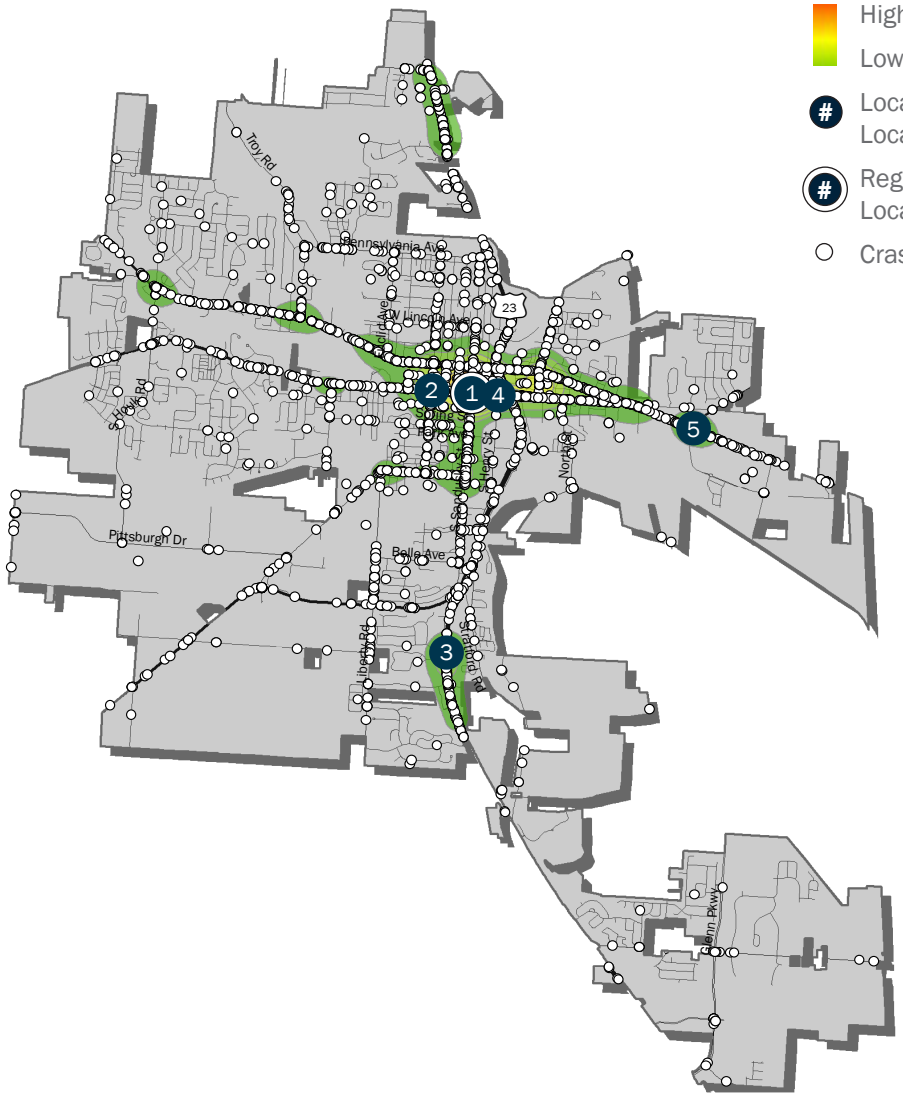


TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF DELAWARE



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Sandusky St / US 36 @ E William St / US 36	100	-	3	1	4	92	2.29	38	28	34
2	Liberty St @ W William St / US 36	35	-	1	-	3	31	2.34	16	9	10
3	Cottswold Dr @ Columbus Pike / US 23	33	-	1	-	7	25	2.84	8	16	9
4	N Henry St @ E William St / US 36	32	-	1	6	4	21	3.61	10	8	14
5	Kilbourne Rd / SR 521 @ Sunbury Rd / US 36	32	1	3	3	7	18	6.84	13	8	11

MAP
5

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\City_Maps\Delaware.mxd

CITY OF DUBLIN

Between 2011 and 2015 there were 4,408 crashes reported within the City of Dublin. Close to 11,800 people were involved in these crashes, of which 8 were fatally injured and 130 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 1,890 occurring, followed by angle crashes with 628, and sideswipe-passing crashes with 611.

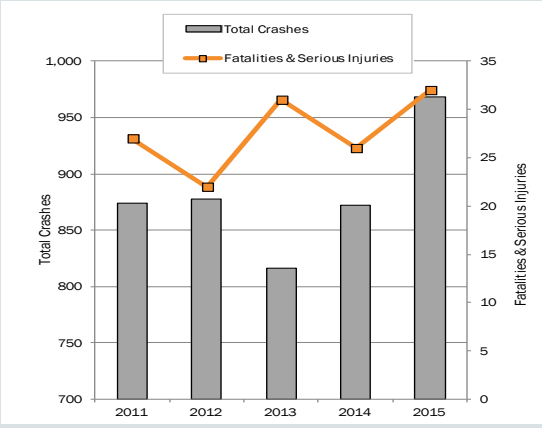
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	-	240	634	874	-	27	83	2,256	2,366	27.5%	1.61	6.46
2012	2	250	626	878	2	20	113	2,250	2,385	28.7%	1.60	5.25
2013	3	216	597	816	3	28	85	2,056	2,172	26.8%	1.74	7.19
2014	2	261	609	872	2	24	120	2,185	2,331	30.2%	1.69	5.96
2015	1	271	696	968	1	31	120	2,360	2,512	28.1%	1.73	7.21
5-Year Total	8	1,238	3,162	4,408	8	130	521	11,107	11,766			
Annual Average	2	248	632	882	2	26	104	2,221	2,353	28.3%	1.68	6
Percent Change (2011 to 2015)	100.0%	12.9%	9.8%	10.8%	100.0%	14.8%	44.6%	4.6%	6.2%	2.3%	7.4%	11.7%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Fixed-object crashes accounted for 50 percent of all fatal crashes
- Over 23 percent of reported pedestrian and bicycle (pedalcycle) crashes resulted in a fatality or serious injury



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	1,890	1	26	126	388	1,349	1.4%
Angle	628	-	22	68	113	425	3.5%
Sideswipe - Passing	611	-	6	20	62	523	1.0%
Fixed Object	567	4	25	90	60	388	5.1%
Left Turn	179	-	5	41	34	99	2.8%
Parked Vehicle	111	-	1	8	12	90	0.9%
Backing	80	-	-	2	3	75	0.0%
Other Non-Collision	69	-	2	8	6	53	2.9%
Animal	64	-	-	6	-	58	0.0%
Sideswipe - Meeting	53	-	3	13	6	31	5.7%
Unknown	41	-	3	5	4	29	7.3%
Other Object	30	-	1	3	2	24	3.3%
Pedalcycles	30	-	7	17	3	3	23.3%
Head On	23	2	3	5	5	8	21.7%
Overturning	17	1	2	6	3	5	17.6%
Pedestrian	13	-	3	1	8	1	23.1%
Train	2	-	-	1	-	1	0.0%
TOTAL	4,408	8	109	420	709	3,162	2.7%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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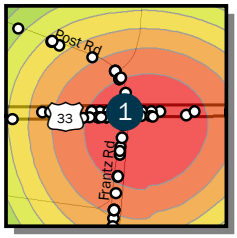
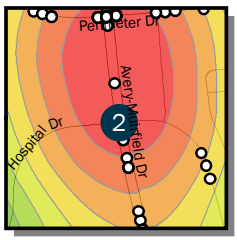
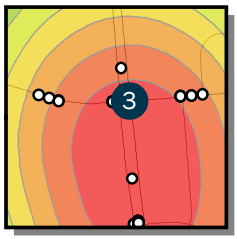
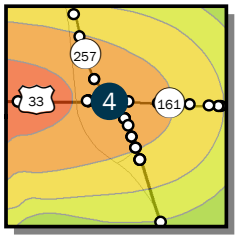
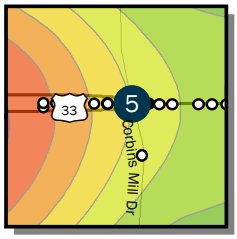






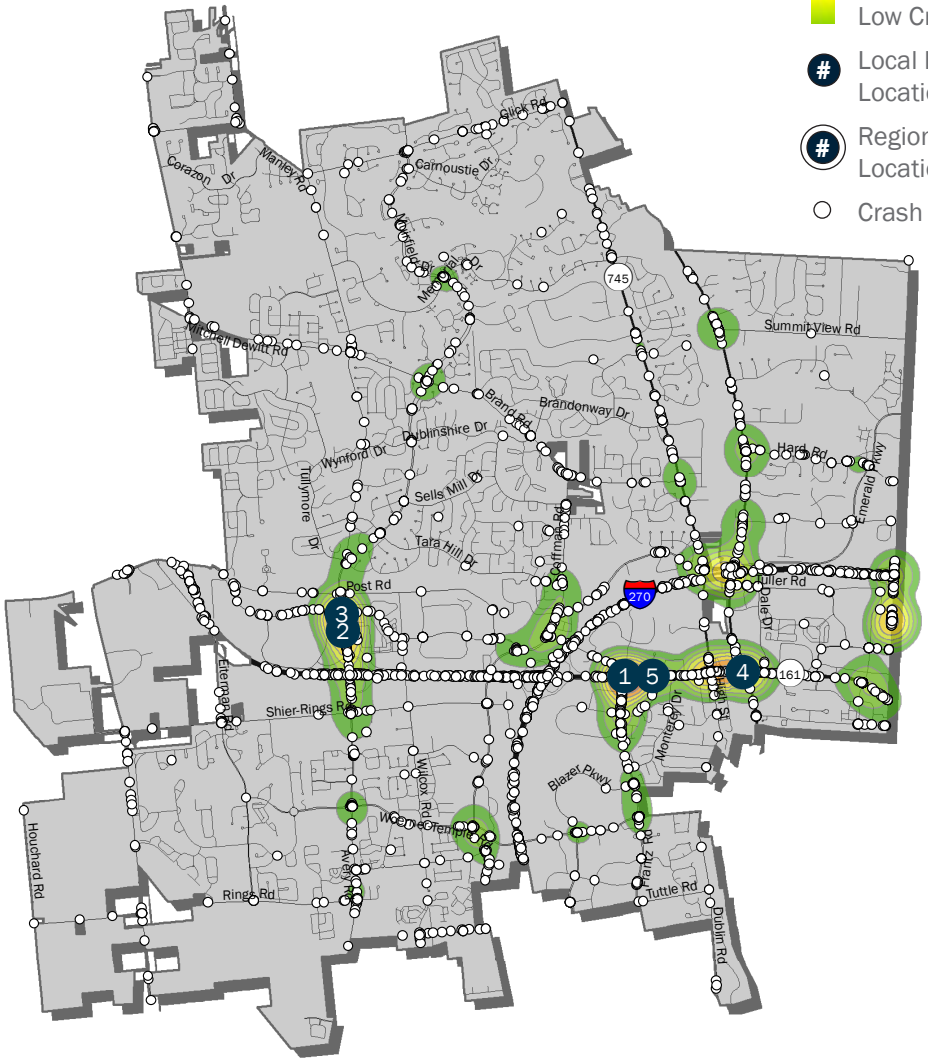




TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF DUBLIN

LEGEND:

- High Crash Density
- Low Crash Density
- (#) Local High Crash Location
- (#) Regional High Crash Location
- Crash Location



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	W Bridge St / US 33 @ Frantz Rd / Post Rd	59	-	-	2	10	47	1.77	14	30	15
2	Avery-Muirfield Dr @ Perimeter Loop Rd	55	-	2	2	16	35	3.53	22	14	19
3	Avery-muirfield Dr @ Perimeter Dr	48	-	-	4	10	34	2.18	9	17	22
4	E Bridge St @ Riverside Dr / US 33	41	-	-	1	4	36	1.47	15	18	8
5	Bridge St / US 33 @ Corbins Mill Dr	39	-	1	1	5	32	2.52	19	13	7

MAP
6

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\City_Maps\Dublin.mxd

CITY OF GAHANNA

Between 2011 and 2015 there were 3,240 crashes reported within the City of Gahanna. Close to 8,300 people were involved in these crashes, of which 3 were fatally injured and 41 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 1,387 occurring, followed by sideswipe-passing and fixed-object crashes with 395.

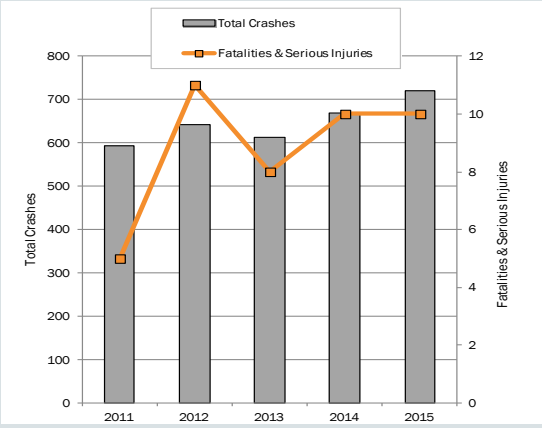
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	1	140	453	594	1	4	51	1,423	1,479	23.7%	1.31	1.50
2012	1	158	484	643	1	10	62	1,606	1,679	24.7%	1.44	3.31
2013	-	130	483	613	-	8	54	1,620	1,682	21.2%	1.35	2.40
2014	1	128	540	669	1	9	48	1,594	1,652	19.3%	1.38	3.00
2015	-	137	584	721	-	10	48	1,742	1,800	19.0%	1.35	3.00
5-Year Total	3	693	2,544	3,240	3	41	263	7,985	8,292			
Annual Average	1	139	509	648	1	8	53	1,597	1,658	21.6%	1.37	3
Percent Change (2011 to 2015)	-100.0%	-2.1%	28.9%	21.4%	-100%	150.0%	-5.9%	22.4%	21.7%	-20.0%	2.7%	99.4%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Fixed-object crashes accounted for 12 percent of total crashes, but accounted for the largest share of fatal and serious injury crashes (29 percent)
- Almost one out of every four pedestrian crashes resulted in a fatal or serious injury



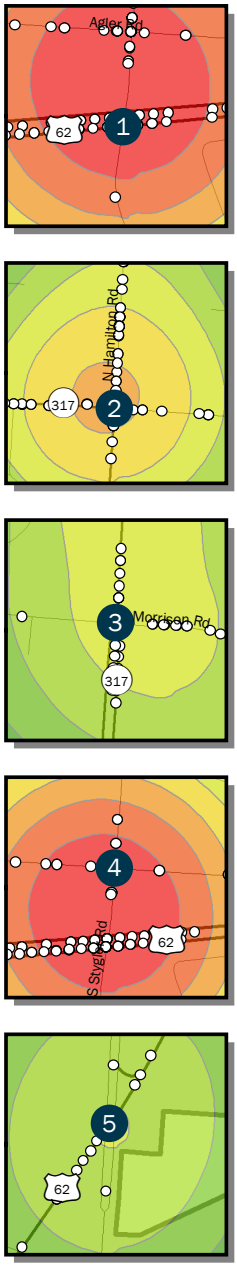
CRASH TRENDS BY YEAR (2011 - 2015)

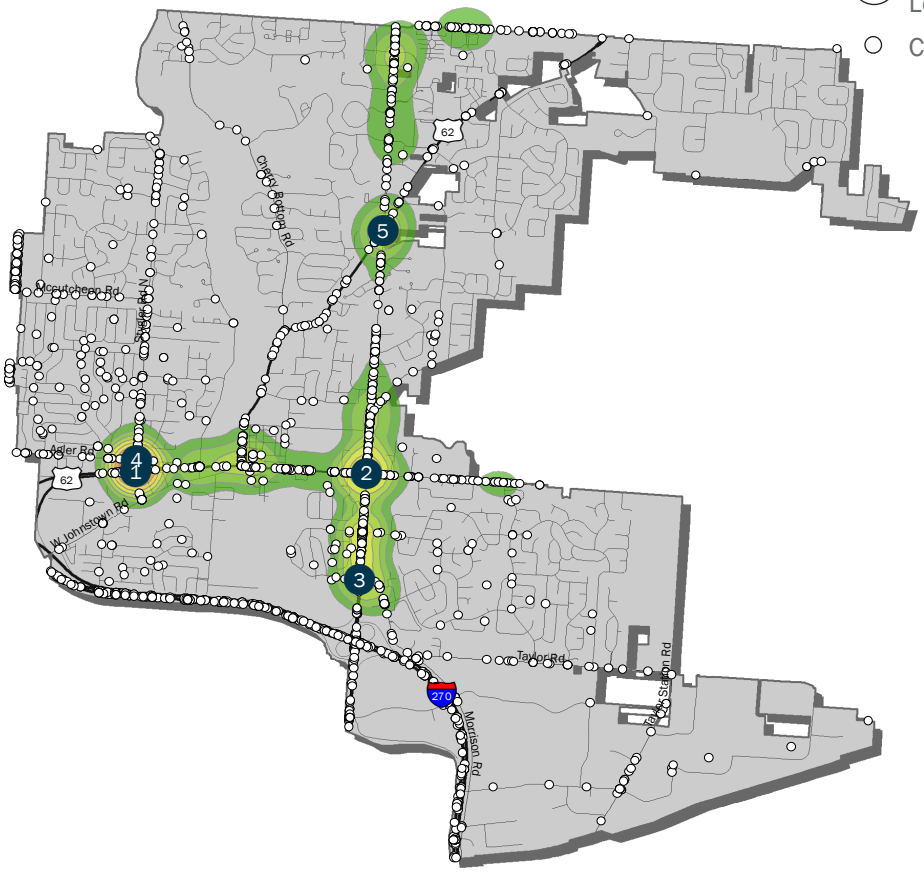
CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	1,387	-	4	77	242	1,064	0.3%
Sideswipe - Passing	395	-	5	25	33	332	1.3%
Fixed Object	395	1	11	36	43	304	3.0%
Angle	323	-	6	16	51	250	1.9%
Parked Vehicle	193	-	1	4	6	182	0.5%
Left Turn	117	-	2	10	20	85	1.7%
Backing	100	-	-	3	4	93	0.0%
Animal	84	-	-	2	6	76	0.0%
Other Non-Collision	70	-	2	5	7	56	2.9%
Sideswipe - Meeting	51	-	-	3	10	38	0.0%
Pedalcycles	37	-	1	14	4	18	2.7%
Pedestrian	31	2	5	13	5	6	22.6%
Other Object	28	-	-	2	-	26	0.0%
Head On	13	-	-	3	3	7	0.0%
Overturning	10	-	2	4	1	3	20.0%
Unknown	5	-	-	1	1	3	0.0%
Other Non-Vehicle	1	-	-	-	-	1	0.0%
TOTAL	3,240	3	39	218	436	2,544	1.3%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF GAHANNA





RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Granville St/ US 62 @ Stygler Rd	68	-	-	3	6	59	1.55	21	26	21
2	Hamilton Rd / SR 317 @ Havens Corners Rd	63	-	1	1	10	51	2.21	20	23	20
3	Morrison Rd @ Rocky Fork Dr S	49	-	-	7	9	33	2.42	18	15	16
4	N Stygler Rd @ Agler Rd	46	-	-	3	3	40	1.59	16	18	12
5	E Johnstown Rd / US 62 @ N Hamilton Rd	44	-	-	5	4	35	1.94	15	16	13

MAP
7

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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CITY OF GRANDVIEW HEIGHTS

Between 2011 and 2015 there were 606 crashes reported within the City of Grandview Heights. Close to 1,200 people were involved in these crashes, of which zero were fatally injured and 7 suffered serious injury. Parked vehicle crashes were the most prevalent crash type reported, with 162 occurring, followed by rear end crashes with 144, and angle crashes with 101.

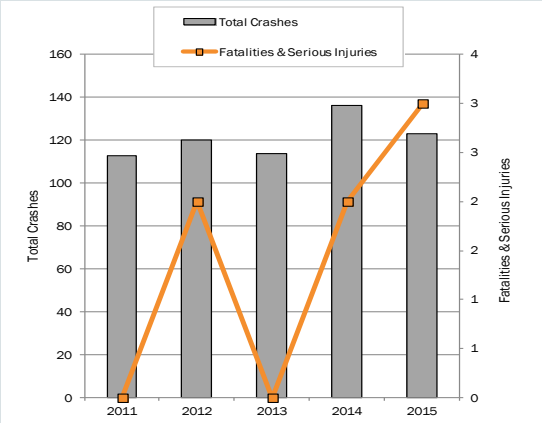
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	-	17	96	113	-	-	7	197	204	15.0%	1.19	-
2012	-	17	103	120	-	2	8	244	254	14.2%	1.46	3.06
2013	-	16	98	114	-	-	4	230	234	14.0%	1.09	-
2014	-	20	116	136	-	2	9	271	282	14.7%	1.44	2.92
2015	-	21	102	123	-	3	12	233	248	17.1%	1.71	4.38
5-Year Total	-	91	515	606	-	7	40	1,175	1,222			
Annual Average	-	18	103	121	-	1	8	235	244	15.0%	1.38	2
Percent Change (2011 to 2015)	0.0%	23.5%	6.3%	8.8%	0.0%	300.0%	71.4%	18.3%	21.6%	13.5%	43.7%	438.0%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Angle crashes accounted for 16 percent of total crashes, but accounted for the largest share of fatal and serious injuries (43 percent)
- There have been zero fatalities due to crashes in the last five years



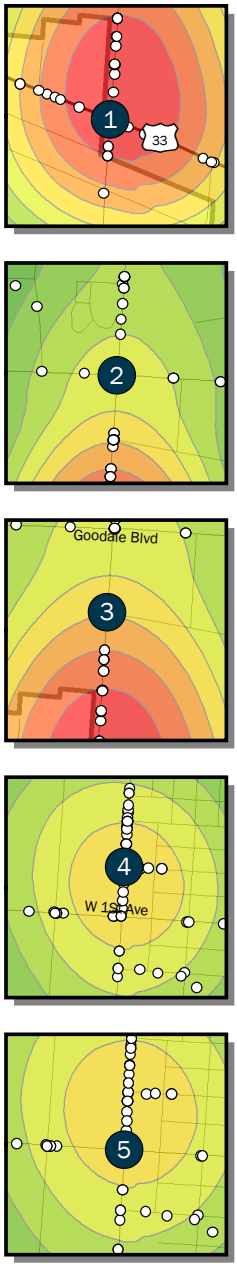
CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

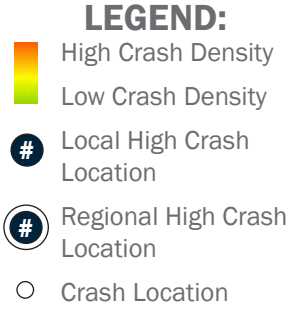
CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Parked Vehicle	162	-	-	2	5	155	0%
Rear End	144	-	-	5	21	118	0%
Angle	101	-	3	15	10	73	3%
Fixed Object	59	-	2	7	2	48	3%
Backing	53	-	-	1	1	51	0%
Sideswipe - Passing	41	-	-	3	2	36	0%
Left Turn	22	-	-	1	7	14	0%
Sideswipe - Meeting	8	-	-	-	-	8	0%
Pedalcycles	5	-	-	2	-	3	0%
Pedestrian	4	-	-	1	1	2	0%
Unknown	2	-	-	-	-	2	0%
Other Object	2	-	-	-	-	2	0%
Other Non-Collision	1	-	-	-	-	1	0%
Head On	1	-	-	-	-	1	0%
Animal	1	-	-	-	-	1	0%
TOTAL	606	-	5	37	49	515	1%

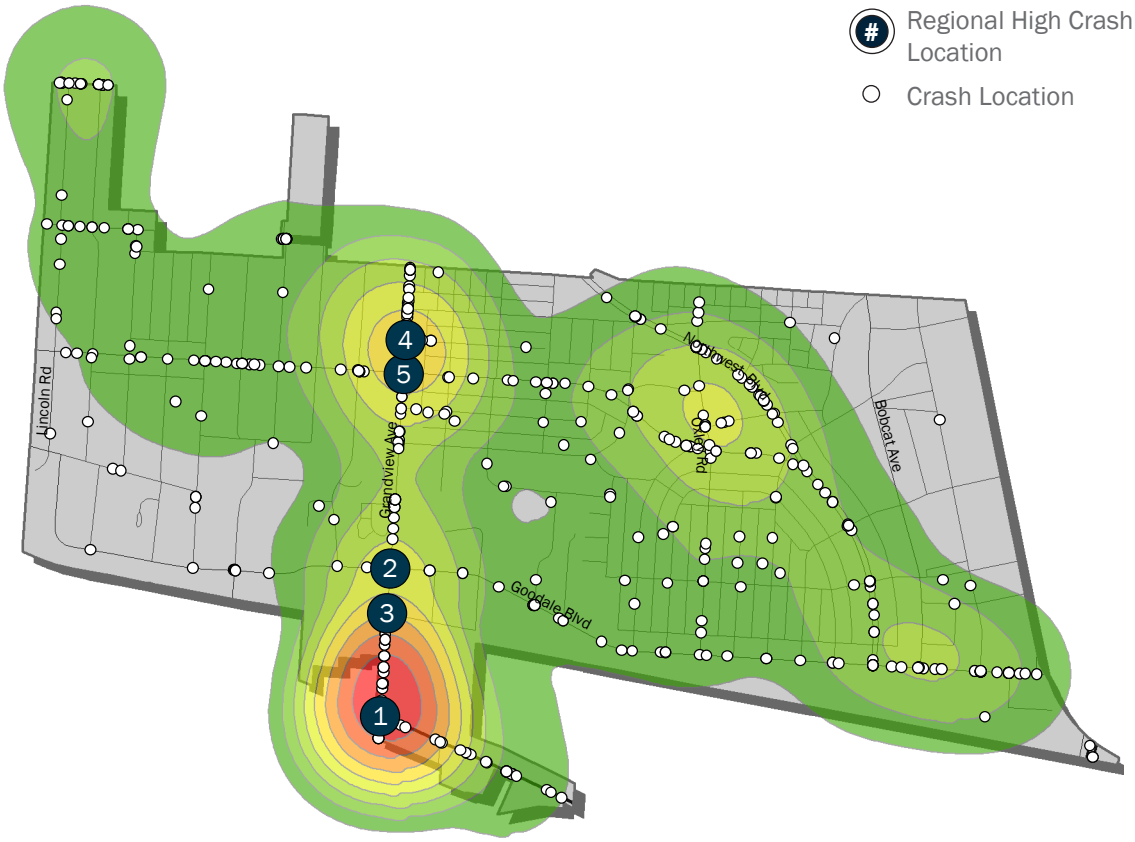
Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

morpc



TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF GRANDVIEW HEIGHTS





RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Dublin Rd / US 33 @ Grandview Ave	37	-	-	2	6	29	1.86	9	14	14
2	Grandview Ave @ Goodale Blvd	13	-	-	1	2	10	1.96	6	5	2
3	Grandview Ave @ Douglas St	12	-	-	1	-	11	1.46	1	6	5
4	Grandview Ave @ Haines Ave	8	-	-	-	1	7	1.43	3	3	2
5	Grandview Ave @ W 1st Ave	7	-	-	3	-	4	3.38	2	3	2

MAP
8

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\City_Maps\Grandview_Heights.mxd

GROVE CITY

Between 2011 and 2015 there were 3,091 crashes reported within Grove City. Close to 8,100 people were involved in these crashes, of which zero were fatally injured and 66 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 1,085 occurring, followed by angle crashes with 583, and fixed-object crashes with 422.

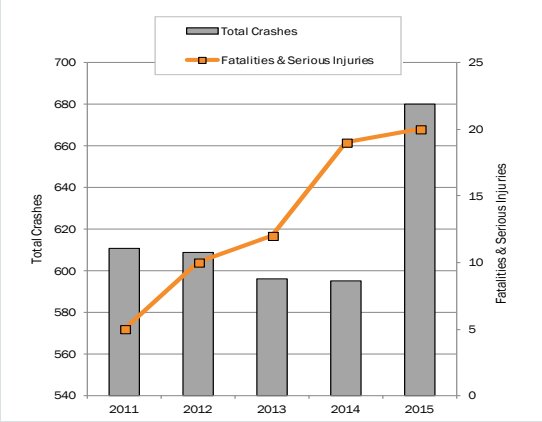
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	-	141	470	611	-	5	96	1,528	1,629	23.1%	1.44	1.40
2012	-	155	454	609	-	10	86	1,515	1,611	25.5%	1.52	2.80
2013	-	184	412	596	-	12	97	1,522	1,631	30.9%	1.60	3.35
2014	-	171	424	595	-	19	88	1,420	1,527	28.7%	1.77	5.27
2015	-	177	503	680	-	20	95	1,620	1,735	26.0%	1.73	5.49
5-Year Total	-	828	2,263	3,091	-	66	462	7,605	8,133			
Annual Average	-	166	453	618	-	13	92	1,521	1,627	26.8%	1.61	4
Percent Change (2011 to 2015)	0.0%	25.5%	7.0%	11.3%	0.0%	300.0%	-1.0%	6.0%	6.5%	12.8%	19.9%	291.0%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- One in four pedestrian crashes resulted in either a fatal or serious injury
- Although rear end crashes accounted for highest crash frequency of all types, only 1.2 percent resulted in a serious injury



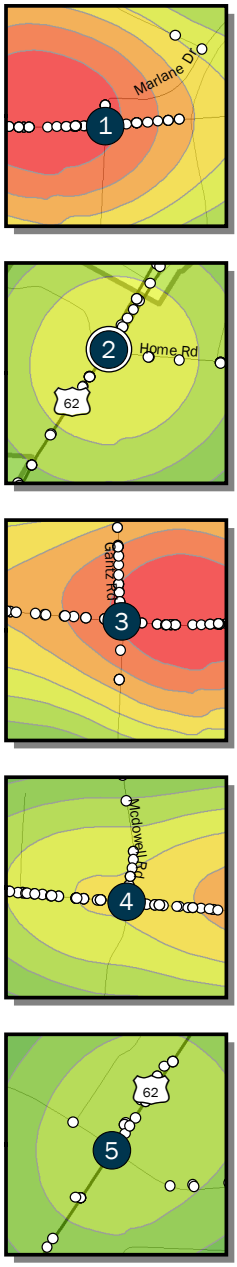
CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

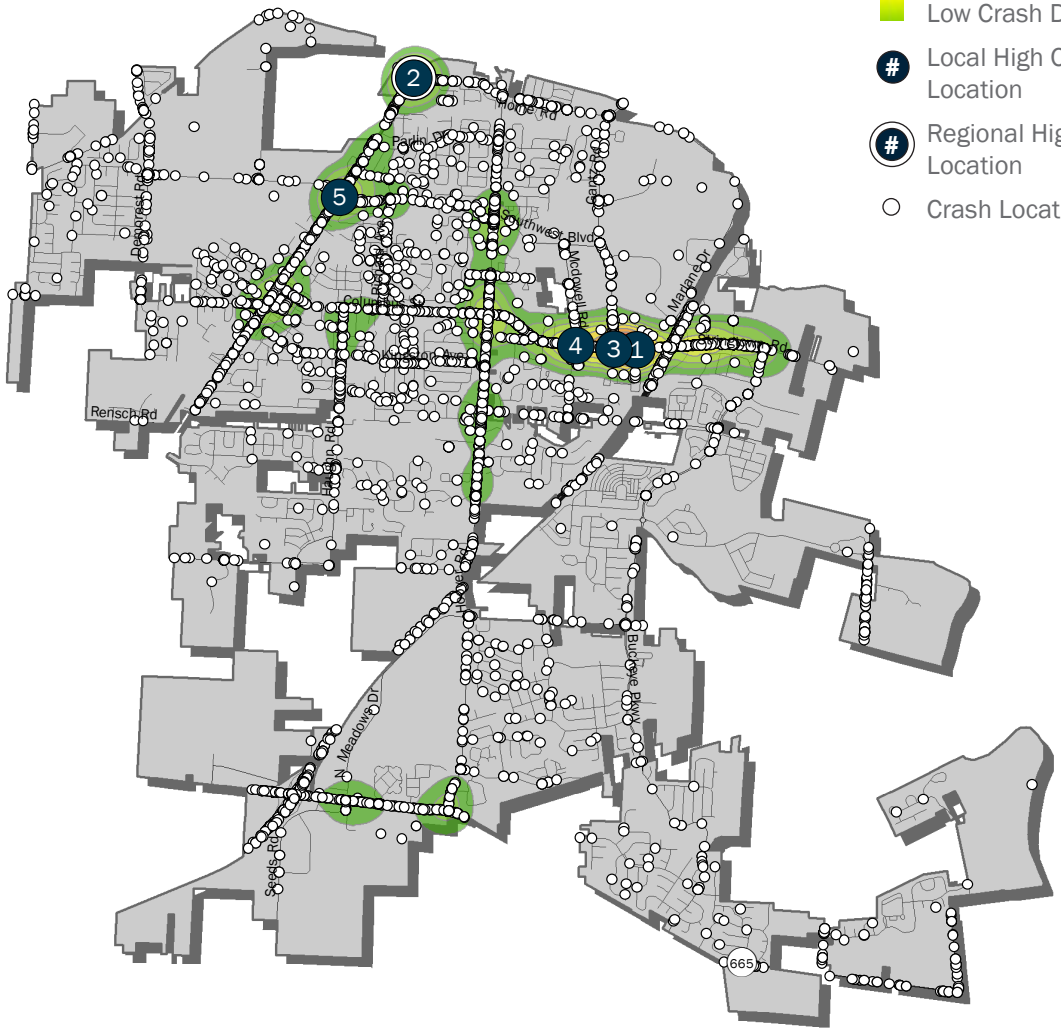
CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	1,085	-	13	120	226	726	1.2%
Angle	583	-	12	78	73	420	2.1%
Fixed Object	422	-	11	42	31	338	2.6%
Sideswipe - Passing	272	-	-	11	22	239	0.0%
Left Turn	244	-	7	47	26	164	2.9%
Parked Vehicle	187	-	4	8	8	167	2.1%
Backing	79	-	-	3	4	72	0.0%
Sideswipe - Meeting	47	-	1	6	8	32	2.1%
Animal	40	-	-	1	-	39	0.0%
Head On	31	-	1	8	6	16	3.2%
Other Non-Collision	29	-	-	3	2	24	0.0%
Pedestrian	28	-	7	12	5	4	25.0%
Pedalcycles	22	-	1	15	4	2	4.5%
Other Object	10	-	-	-	-	10	0.0%
Overturning	9	-	-	1	1	7	0.0%
Unknown	3	-	-	-	-	3	0.0%
TOTAL	3,091	-	57	355	416	2,263	1.8%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

morpc



TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): GROVE CITY



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Marlane Dr @ Stringtown Rd	81	-	-	8	8	65	1.89	23	30	28
2	Broadway / Harrisburg Pike / US 62 @ Home	62	-	-	11	10	39	3.72	22	15	25
3	Gantz Rd @ Stringtown Rd	43	-	1	6	5	31	3.02	13	15	15
4	McDowell Rd @ Stringtown Rd	40	-	-	5	7	28	2.30	17	16	7
5	Southwest Blvd @ Broadway / US 62	38	-	1	4	5	28	3.00	11	12	15

MAP
9

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\City_Maps\Grove_City.mxd

CITY OF GROVEPORT

Between 2011 and 2015 there were 561 crashes reported within the City of Groveport. Close to 1,400 people were involved in these crashes, of which 1 was fatally injured and 22 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 168 occurring, followed by angle crashes with 109, and left turn crashes with 63.

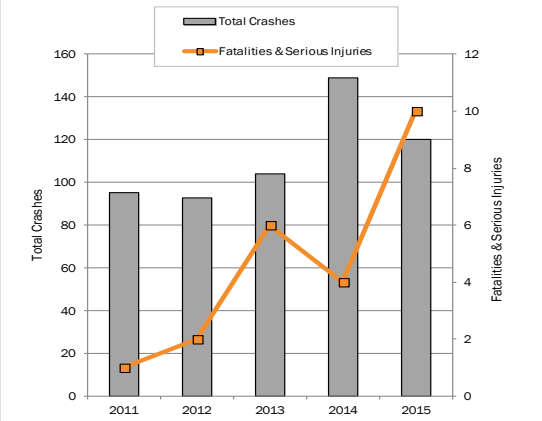
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	1	23	71	95	1	-	18	214	233	25.3%	1.59	1.86
2012	-	25	68	93	-	2	6	220	228	26.9%	1.47	3.69
2013	-	33	71	104	-	6	18	211	235	31.7%	2.36	10.90
2014	-	47	102	149	-	4	26	355	385	31.5%	1.75	7.22
2015	-	58	62	120	-	10	33	293	336	48.3%	2.63	17.87
5-Year Total	1	186	374	561	1	22	101	1,293	1,417			
Annual Average	0	37	75	112	0	4	20	259	283	32.8%	1.96	8
Percent Change (2011 to 2015)	-100.0%	152.2%	-12.7%	26.3%	-100.0%	1000.0%	83.3%	36.9%	44.2%	91.3%	66.1%	862.8%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Between 2011 to 2015 there was only one fatal crash reported, and it was pedestrian related
- Rear end crashes made up 30 percent of the total crashes occurring between 2011-2015
- In 2015, over 48 percent of all crashes resulted in an injury



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	168	-	1	22	30	115	0.6%
Angle	109	-	4	22	28	55	3.7%
Left Turn	63	-	5	8	21	29	7.9%
Fixed Object	53	-	2	10	-	41	3.8%
Sideswipe - Passing	37	-	-	3	3	31	0.0%
Parked Vehicle	28	-	-	-	2	26	0.0%
Backing	28	-	-	-	2	26	0.0%
Animal	25	-	-	1	-	24	0.0%
Sideswipe - Meeting	13	-	1	1	3	8	7.7%
Head On	8	-	-	2	1	5	0.0%
Pedalcycles	6	-	-	2	3	1	0.0%
Unknown	6	-	1	1	-	4	16.7%
Pedestrian	5	1	1	1	2	-	40.0%
Other Non-Collision	5	-	-	-	-	5	0.0%
Overturning	3	-	-	1	1	1	0.0%
Other Object	3	-	-	-	1	2	0.0%
Train	1	-	-	-	-	1	0.0%
TOTAL	561	1	15	74	97	374	2.9%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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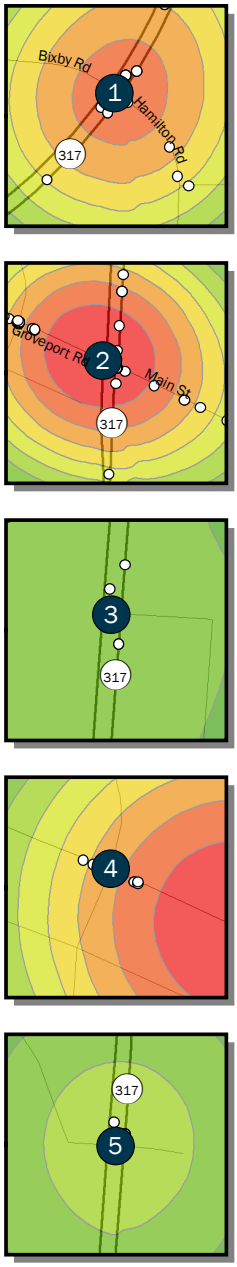
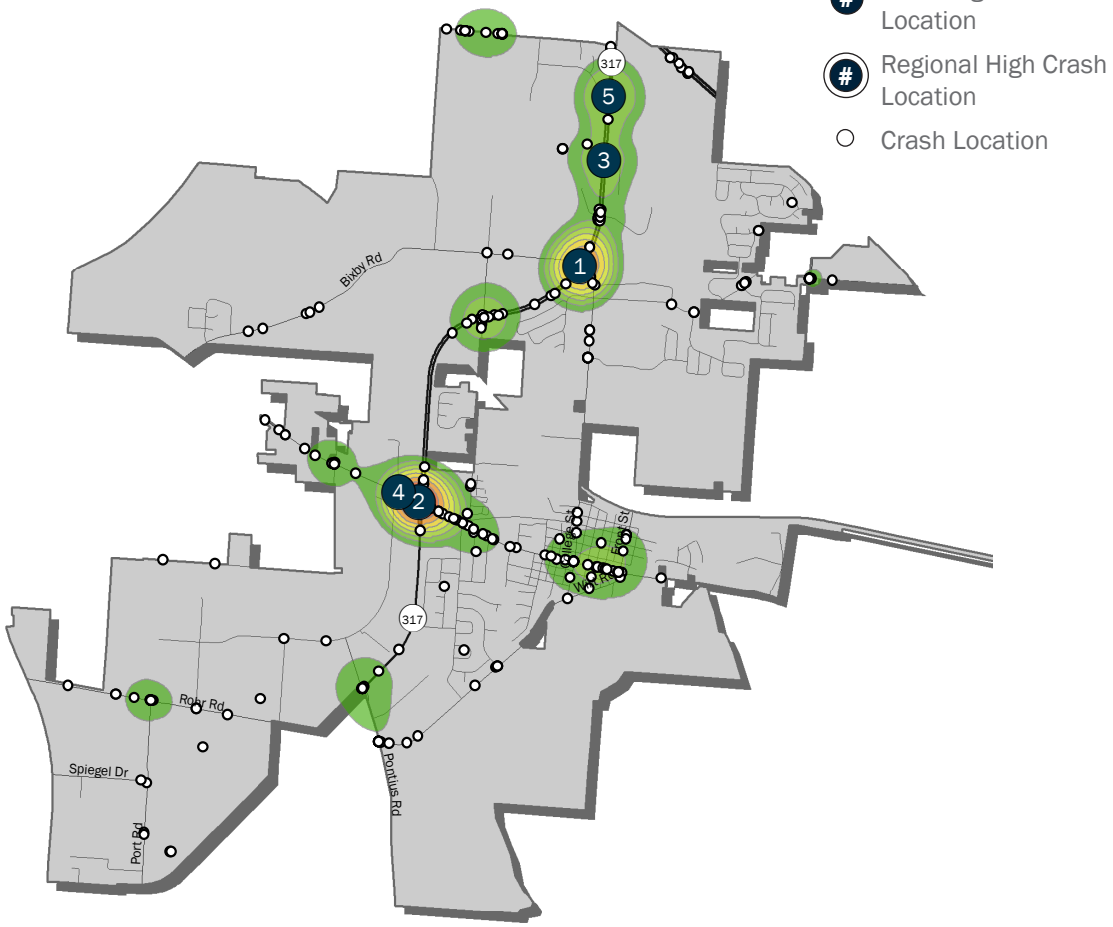


TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF GROVEPORT



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Bixby Rd @ Hamilton Rd / SR 317	45	-	2	6	11	26	4.21	18	19	8
2	Main St / Groveport Rd @ London Groveport Rd / SR 317	34	-	2	7	8	17	5.10	3	16	15
3	Firehouse Ln @ Hamilton Rd / SR 317	19	-	-	4	3	12	2.71	6	6	7
4	Green Pointe Dr N @ Green Pointe Dr S	17	-	1	1	5	10	4.49	4	7	6
5	Directors Blvd @ Hamilton Rd / SR 317	16	-	-	1	2	13	1.78	6	6	4

MAP
10

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\City_Maps\Groveport.mxd

CITY OF HILLIARD

Between 2011 and 2015 there were 3,394 crashes reported within the City of Hilliard. Close to 8,600 people were involved in these crashes, of which 5 were fatally injured and 43 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 1,153 occurring, followed by angle crashes with 819, and fixed-object crashes with 452.

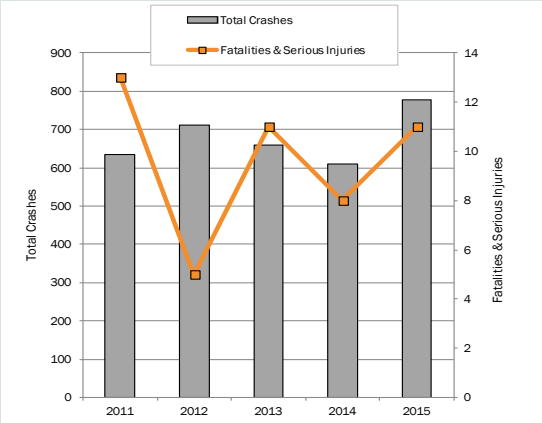
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	1	149	484	634	1	12	78	1,507	1,598	23.7%	1.57	4.56
2012	1	164	547	712	1	4	103	1,671	1,779	23.2%	1.42	1.75
2013	1	151	508	660	1	10	77	1,662	1,750	23.0%	1.47	3.85
2014	-	135	475	610	-	8	81	1,451	1,540	22.1%	1.48	2.79
2015	2	187	589	778	2	9	82	1,851	1,944	24.3%	1.44	3.80
5-Year Total	**5**	**786**	**2,603**	**3,394**	**5**	**43**	**421**	**8,142**	**8,611**			
Annual Average	**1**	**157**	**521**	**679**	**1**	**9**	**84**	**1,628**	**1,722**	**23.3%**	**1.48**	**3**
Percent Change (2011 to 2015)	**100%**	**25.5%**	**21.7%**	**22.7%**	**100%**	**-25.0%**	**5.1%**	**22.8%**	**21.7%**	**2.7%**	**-8.1%**	**-16.8%**

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Close to half as many fixed-object crashes occurred as rear end crashes, however, they resulted in many more fatal and serious injury crashes
- In 2014 Hilliard saw the fewest number of crashes within 5 years and had zero fatalities



CRASH TRENDS BY YEAR (2011 - 2015)

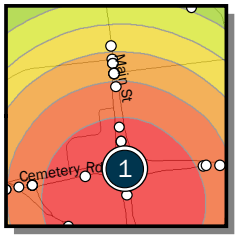
CRASH TYPE BY FREQUENCY AND SEVERITY

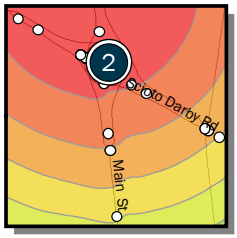
CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	1,153	1	5	105	205	837	0.5%
Angle	819	1	8	84	90	636	1.1%
Fixed Object	452	1	12	50	32	357	2.9%
Sideswipe - Passing	370	-	2	19	21	328	0.5%
Parked Vehicle	143	1	3	5	7	127	2.8%
Backing	117	-	-	2	5	110	0.0%
Left Turn	106	1	4	18	19	64	4.7%
Sideswipe - Meeting	50	-	2	8	6	34	4.0%
Other Non-Collision	45	-	1	5	3	36	2.2%
Animal	43	-	-	1	3	39	0.0%
Pedalcycles	33	-	2	21	7	3	6.1%
Head On	23	-	1	8	1	13	4.3%
Pedestrian	15	-	1	10	4	-	6.7%
Other Object	13	-	-	-	-	13	0.0%
Overturning	7	-	1	3	1	2	14.3%
Unknown	4	-	-	-	-	4	0.0%
Train	1	-	-	1	-	-	0.0%
TOTAL	**3,394**	**5**	**42**	**340**	**404**	**2,603**	**1.4%**

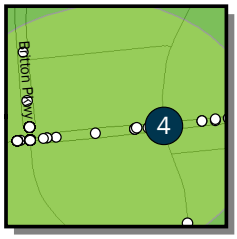
Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

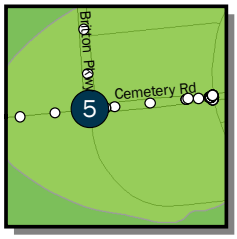
morpc

TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF HILLIARD



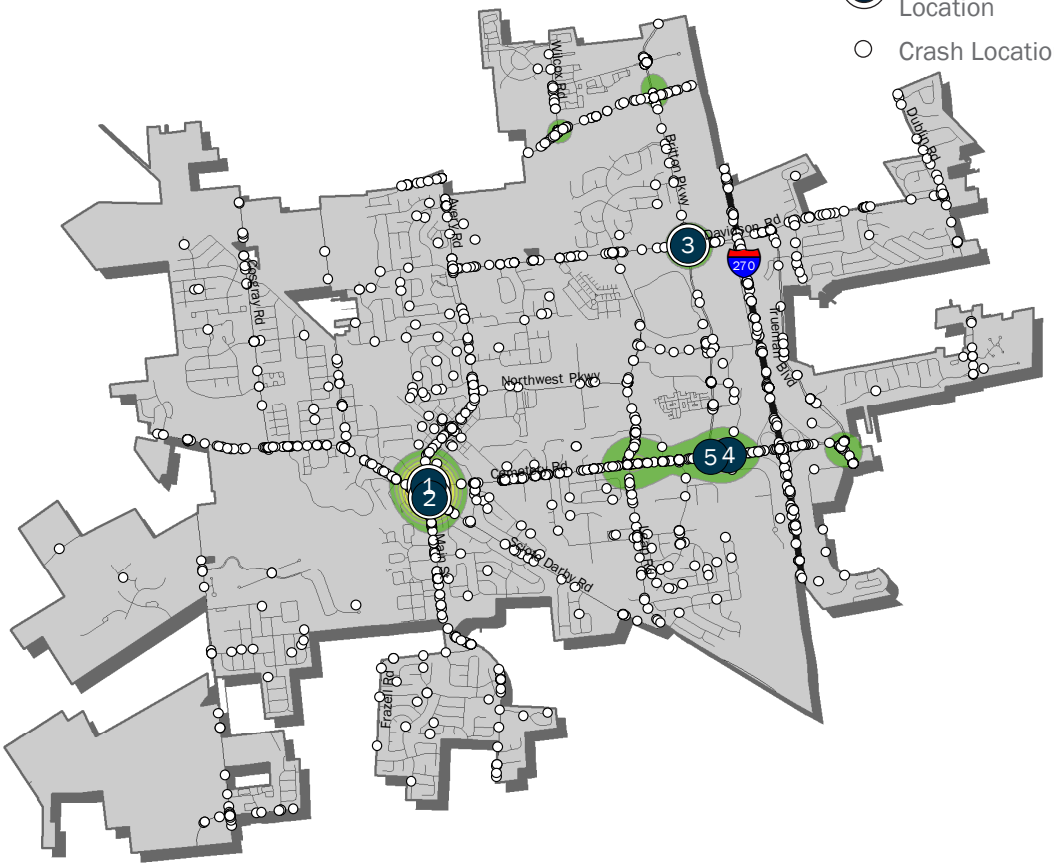






LEGEND:

- High Crash Density
- Low Crash Density
- # Local High Crash Location
- # Regional High Crash Location
- Crash Location



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Cemetery Rd @ Main St	233	-	-	7	10	216	1.31	82	68	83
2	Main St @ Scioto Darby Rd	141	-	-	8	13	120	1.63	44	42	55
3	Britton Pkwy @ Davidson Rd	72	-	-	7	2	63	1.64	23	21	28
4	Cemetery Rd @ Lyman Dr	58	-	-	8	8	42	2.24	22	16	20
5	Cemetery Rd @ Britton Pkwy/Parkway Ln	52	-	-	4	5	43	1.76	12	17	23

MAP
11

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\City_Maps\Hilliard.mxd

CITY OF NEW ALBANY

Between 2011 and 2015 there were 917 crashes reported within the City of New Albany. Close to 2,200 people were involved in these crashes, of which 1 was fatally injured and 38 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 220 occurring, followed by angle crashes with 182, and fixed-object crashes with 178.

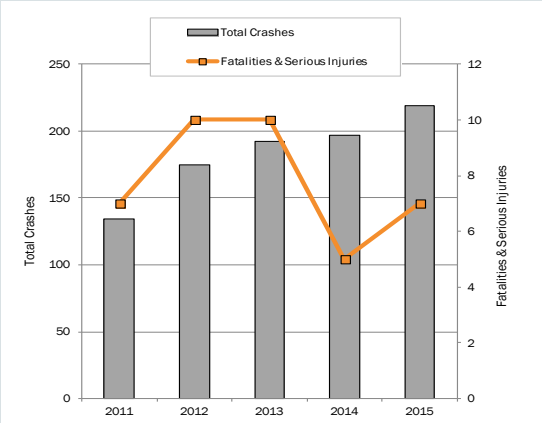
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	1	31	102	134	1	6	19	275	301	23.9%	2.20	8.87
2012	-	42	133	175	-	10	23	362	395	24.0%	2.25	12.39
2013	-	46	146	192	-	10	27	409	446	24.0%	2.16	12.11
2014	-	50	147	197	-	5	34	400	439	25.4%	1.85	5.96
2015	-	52	167	219	-	7	40	564	611	23.7%	1.78	7.82
5-Year Total	1	221	695	917	1	38	143	2,010	2,192			
Annual Average	0	44	139	183	0	8	29	402	438	24.2%	2.05	9
Percent Change (2011 to 2015)	-100%	67.7%	63.7%	63.4%	-100%	16.7%	110.5%	105.1%	103.0%	-0.6%	-19.0%	-11.8%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
[{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Between 2011 to 2015 the frequency of crashes steadily increased in the City of New Albany
- Bicycle (pedalcycle) crashes were the least frequent crash type, but had the highest fatal and serious injury rate



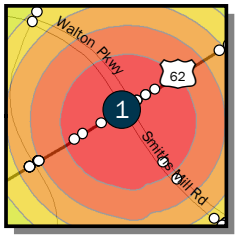
CRASH TRENDS BY YEAR (2011 - 2015)

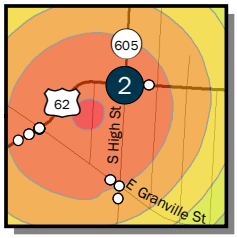
CRASH TYPE BY FREQUENCY AND SEVERITY

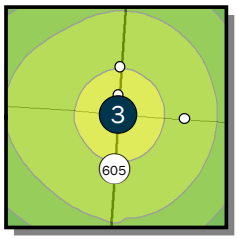
CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	220	-	4	17	29	170	1.8%
Angle	182	-	9	30	30	113	4.9%
Fixed Object	178	1	5	25	12	135	3.4%
Animal	107	-	1	1	3	102	0.9%
Sideswipe - Passing	82	-	3	6	6	67	3.7%
Left Turn	34	-	4	6	8	16	11.8%
Backing	28	-	1	-	-	27	3.6%
Parked Vehicle	27	-	-	1	-	26	0.0%
Sideswipe - Meeting	19	-	-	4	4	11	0.0%
Other Non-Collision	18	-	1	-	1	16	5.6%
Overturning	8	-	2	2	-	4	25.0%
Pedestrian	4	-	1	-	1	2	25.0%
Other Object	4	-	-	-	-	4	0.0%
Head On	4	-	-	1	1	2	0.0%
Pedalcycles	2	-	1	1	-	-	50.0%
TOTAL	917	1	32	94	95	695	3.6%

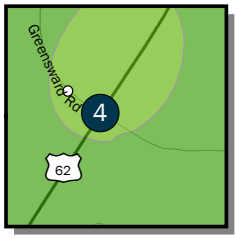
Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

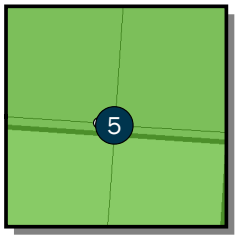
morpc







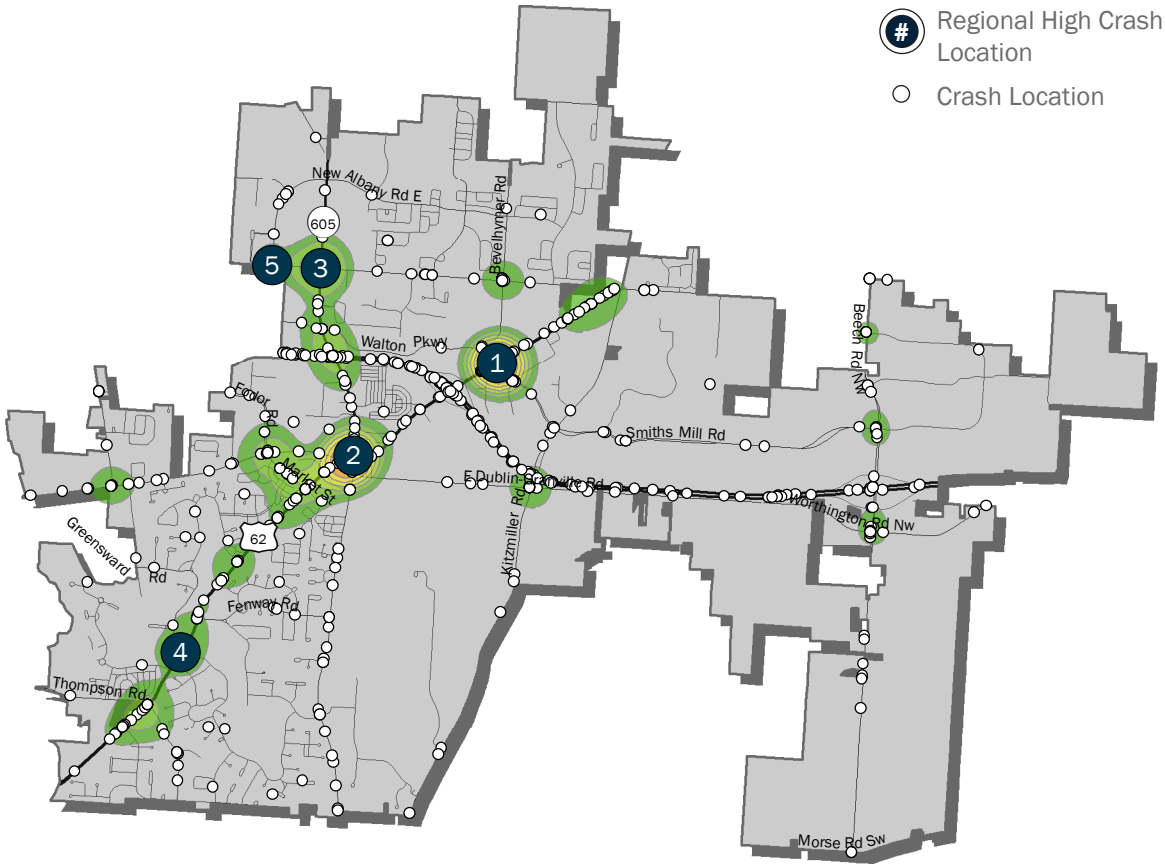




TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF NEW ALBANY

LEGEND:

- High Crash Density
- Low Crash Density
- (#) Local High Crash Location
- (#) Regional High Crash Location
- Crash Location



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Johnstown Rd / US 62 @ Walton Pkwy / Smith's Mill Rd	34	-	-	4	10	20	2.66	10	6	18
2	E Main St / US 62 @ N High St	21	-	-	-	-	21	1.00	6	3	12
3	Central College Rd @ New Albany-Condit Rd/ SR 605	20	-	1	4	5	10	4.80	6	6	8
4	Greensward Rd @ Johnstown Rd / US 62	13	-	-	-	1	12	1.26	4	5	4
5	Central College Rd @ New Albany Rd E	10	-	-	1	1	8	1.90	1	5	4

MAP
12

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\City_Maps\New_Albany.mxd

CITY OF PATASKALA

Between 2011 and 2015 there were 683 crashes reported within the City of Pataskala. Close to 1,600 people were involved in these crashes, of which 3 were fatally injured and 16 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 230 occurring, followed by fixed-object crashes with 121, and angle crashes with 114.

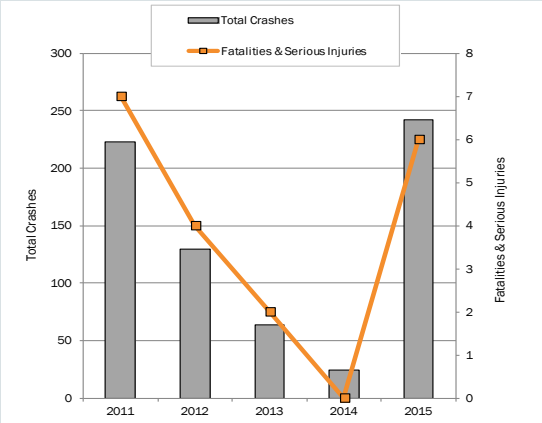
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	-	44	179	223	-	7	29	497	533	19.7%	1.78	4.66
2012	-	30	100	130	-	4	8	273	285	23.1%	1.67	2.65
2013	-	10	54	64	-	2	7	136	145	15.6%	1.77	1.32
2014	-	3	21	24	-	-	4	40	44	12.5%	1.50	-
2015	1	57	184	242	3	3	31	557	594	24.0%	1.66	3.90
5-Year Total	1	144	538	683	3	16	79	1,503	1,601			
Annual Average	0	29	108	137	1	3	16	301	320	19.0%	1.68	3
Percent Change (2011 to 2015)	100%	29.5%	2.8%	8.5%	300%	-57.1%	6.9%	12.1%	11.4%	21.5%	-6.9%	-16.3%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- While rear end crashes occurred more than any other crash type, it was the second lowest in fatal and serious injury rate
- While only 88 crashes were reported between 2013 and 2014, more crashes likely occurred

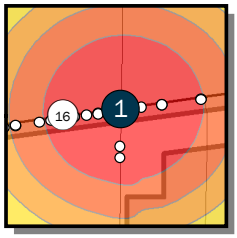


CRASH TRENDS BY YEAR (2011 - 2015)

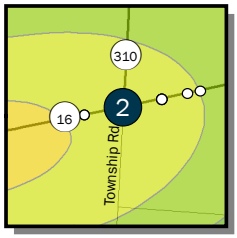
CRASH TYPE BY FREQUENCY AND SEVERITY

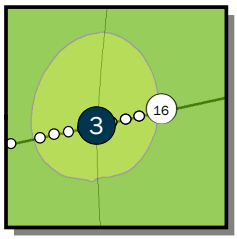
CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	230	-	1	16	27	186	0.4%
Fixed Object	121	-	5	14	9	93	4.1%
Angle	114	-	5	12	13	84	4.4%
Animal	49	-	-	-	1	48	0.0%
Sideswipe - Meeting	34	-	3	3	6	22	8.8%
Left Turn	30	-	2	9	3	16	6.7%
Backing	29	-	-	-	-	29	0.0%
Sideswipe - Passing	28	-	-	1	1	26	0.0%
Parked Vehicle	17	-	-	-	1	16	0.0%
Other Non-Collision	15	-	-	5	-	10	0.0%
Head On	6	1	-	1	1	3	16.7%
Unknown	5	-	-	1	-	4	0.0%
Pedestrian	2	-	-	2	-	-	0.0%
Overturning	1	-	-	1	-	-	0.0%
Pedalcycles	1	-	-	-	1	-	0.0%
Other Object	1	-	-	-	-	1	0.0%
TOTAL	683	1	16	65	63	538	2.5%

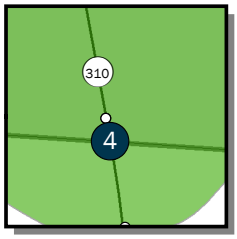
Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

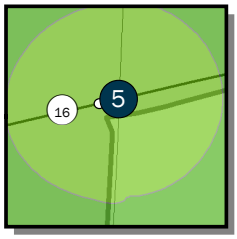


TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF PATASKALA



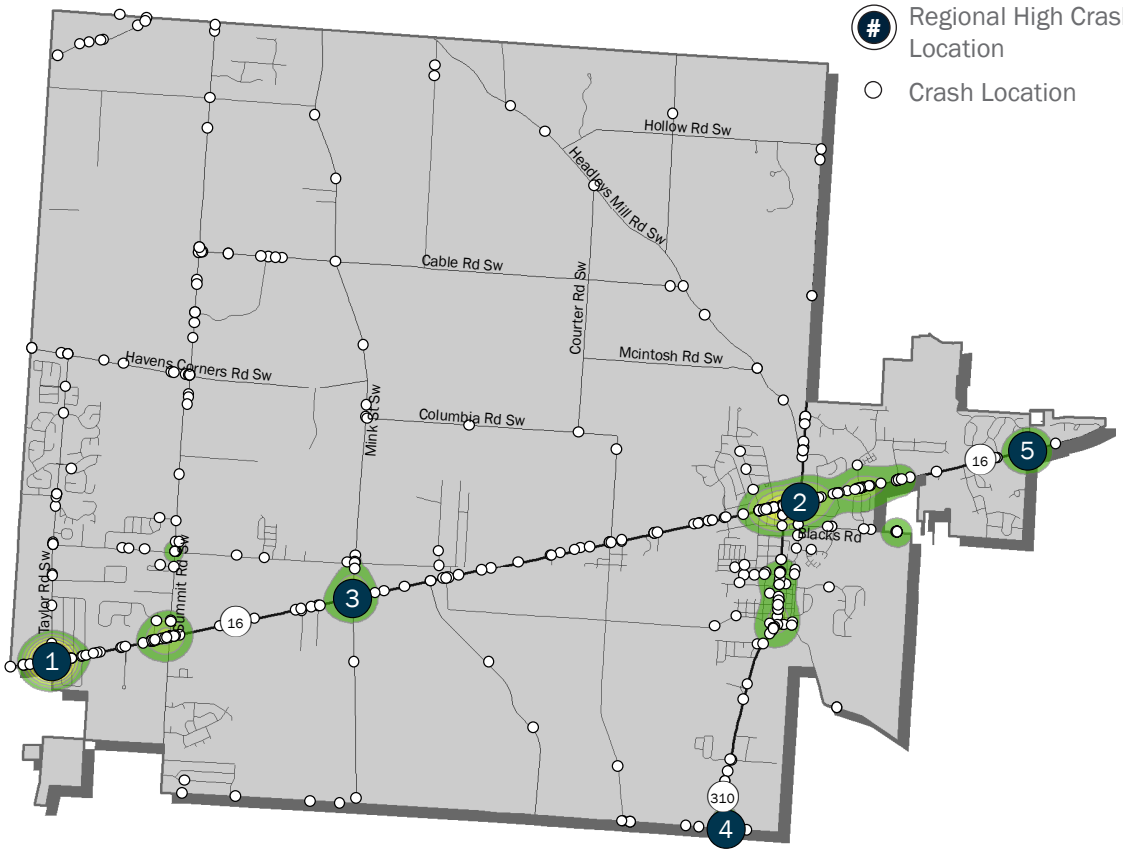






LEGEND:

- High Crash Density / Low Crash Density
- (#) Local High Crash Location
- (#) Regional High Crash Location
- Crash Location



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	E Broad St / SR 16 @ Taylor Rd	36	1	-	6	3	26	3.23	8	5	23
2	E Broad St / SR 16 @ Hazelton-Etna Rd	18	-	1	2	-	15	3.65	-	-	18
3	E Broad St / SR 16 @ Mink St SW	13	-	-	2	2	9	2.38	-	-	13
4	Hazelton-Etna Rd / SR 310 @ Refugee Rd	9	-	-	-	1	8	1.38	3	2	4
5	E Broad St / SR 16 @ Watkins Rd	9	-	-	1	3	5	2.76		1	8

MAP
13

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\ City_Maps\Pataskala.mxd

CITY OF PICKERINGTON

Between 2011 and 2015 there were 1,980 crashes reported within the City of Pickerington. Close to 5,300 people were involved in these crashes, of which 3 were fatally injured and 37 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 947 occurring, followed by angle crashes with 250, and sideswipe-passing crashes with 230.

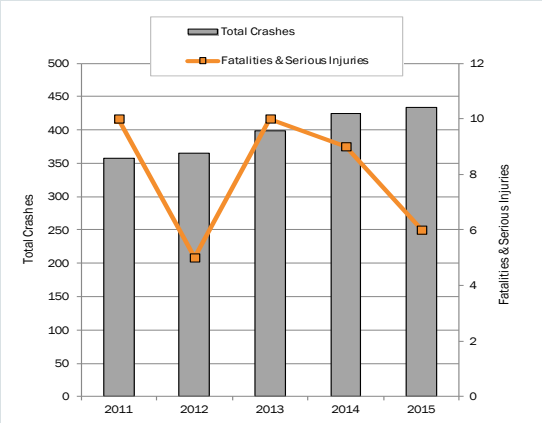
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	1	58	299	358	1	9	40	922	972	16.5%	1.60	5.45
2012	-	67	298	365	-	5	47	899	951	18.4%	1.47	2.72
2013	-	57	342	399	-	10	30	1,013	1,053	14.3%	1.51	5.37
2014	2	63	359	424	2	7	27	1,078	1,114	15.3%	1.43	4.75
2015	-	70	364	434	-	6	28	1,150	1,184	16.1%	1.32	3.11
5-Year Total	**3**	**315**	**1,662**	**1,980**	**3**	**37**	**172**	**5,062**	**5,274**			
Annual Average	**1**	**63**	**332**	**396**	**1**	**7**	**34**	**1,012**	**1,055**	**16.1%**	**1.46**	**4**
Percent Change (2011 to 2015)	**-100%**	**20.7%**	**21.7%**	**21.2%**	**-100%**	**-33.3%**	**-30.0%**	**24.7%**	**21.8%**	**-2.1%**	**-17.9%**	**-43.0%**

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Close to 31 percent of pedestrian crashes and 67 percent of bicycle (pedalcycle) crashes resulted in a fatality or serious injury
- Rear end crashes accounted for almost half of the total crashes between 2011 to 2015 within the City of Pickerington



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	947	-	5	37	97	808	0.5%
Angle	250	-	2	21	24	203	0.8%
Sideswipe - Passing	230	1	1	5	10	213	0.9%
Fixed Object	178	1	5	17	18	137	3.4%
Left Turn	109	-	3	16	16	74	2.8%
Parked Vehicle	79	-	-	5	2	72	0.0%
Backing	56	-	-	-	-	56	0.0%
Animal	51	-	-	2	1	48	0.0%
Sideswipe - Meeting	22	-	1	2	2	17	4.5%
Other Non-Collision	19	-	-	-	1	18	0.0%
Pedestrian	16	-	5	8	1	2	31.3%
Head On	10	1	2	1	-	6	30.0%
Other Object	5	-	-	-	-	5	0.0%
Pedalcycles	3	-	2	1	-	-	66.7%
Overturning	3	-	-	1	1	1	0.0%
Unknown	2	-	-	-	-	2	0.0%
TOTAL	**1,980**	**3**	**26**	**116**	**173**	**1,662**	**1.5%**

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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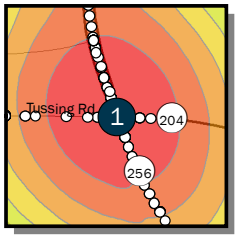
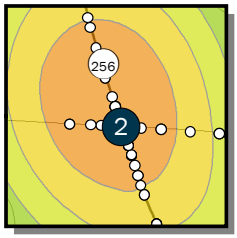
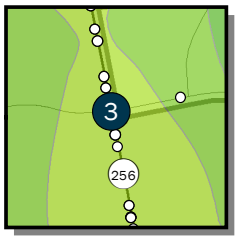
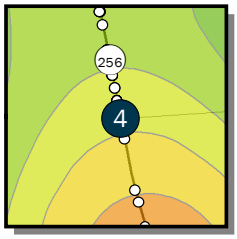








TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF PICKERINGTON

LEGEND:

- High Crash Density
- Low Crash Density
- (#) Local High Crash Location
- (#) Regional High Crash Location
- Crash Location

RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Hill Rd / SR 256 @ Blacklick Eastern Rd /Tussing Rd / SR 204	105	-	1	-	5	99	1.51	34	38	33
2	Hill Rd North / SR 256 @ Refugee Rd	87	-	-	5	7	75	1.60	35	27	25
3	Hill Rd North/ SR 256 @ Stonecreek Dr Nw	41	-	-	3	7	31	1.99	7	14	20
4	Hill Rd North / SR 256 @ Birchwood St	40	-	-	2	5	33	1.71	11	14	15
5	Hill Rd North / SR 256 @ Cross Creeks Blvd	35	-	-	4	2	29	1.83	6	14	15

MAP
14

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\City_Maps\Pickerington.mxd

CITY OF POWELL

Between 2011 and 2015 there were 612 crashes reported within the City of Powell. Close to 1,500 people were involved in these crashes, of which 1 was fatally injured and 14 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 241 occurring, followed by fixed-object crashes with 114, and angle crashes with 85.

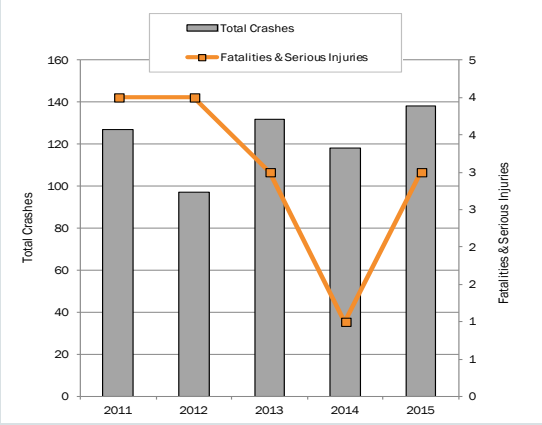
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	-	27	100	127	-	4	14	297	315	21.3%	1.71	3.40
2012	-	18	79	97	-	4	13	208	225	18.6%	1.97	3.33
2013	1	30	101	132	1	2	22	277	302	23.5%	1.77	2.46
2014	-	18	100	118	-	1	19	283	303	15.3%	1.47	0.81
2015	-	27	111	138	-	3	21	296	320	19.6%	1.71	2.37
5-Year Total	1	120	491	612	1	14	89	1,361	1,465			
Annual Average	0	24	98	122	0	3	18	272	293	19.6%	1.72	2
Percent Change (2011 to 2015)	0.0%	0.0%	11.0%	8.7%	0.0%	-25.0%	50.0%	-0.3%	1.6%	-8.0%	-0.2%	-30.4%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
[(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Only five crash types had fatal and serious injuries, which is fairly uncommon
- The number of crashes and their severity has remained relatively constant for the last five years
- Angle crashes accounted for half of all fatal and serious injuries



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	241	-	3	23	28	187	1.2%
Fixed Object	114	1	1	10	3	99	1.8%
Angle	85	-	7	16	6	56	8.2%
Backing	34	-	-	-	-	34	0.0%
Parked Vehicle	33	-	-	-	1	32	0.0%
Animal	29	-	-	-	1	28	0.0%
Sideswipe - Passing	22	-	-	-	2	20	0.0%
Left Turn	21	-	1	3	3	14	4.8%
Sideswipe - Meeting	12	-	-	2	1	9	0.0%
Pedalcycles	8	-	1	4	1	2	12.5%
Other Non-Collision	5	-	-	-	-	5	0.0%
Other Object	3	-	-	-	-	3	0.0%
Pedestrian	2	-	-	1	1	-	0.0%
Head On	1	-	-	1	-	-	0.0%
Unknown	1	-	-	-	-	1	0.0%
Overturning	1	-	-	-	-	1	0.0%
TOTAL	612	1	13	60	47	491	2.3%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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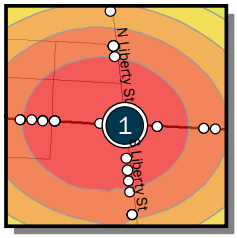
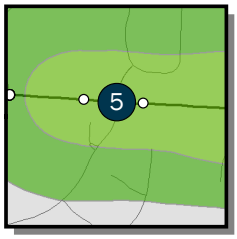
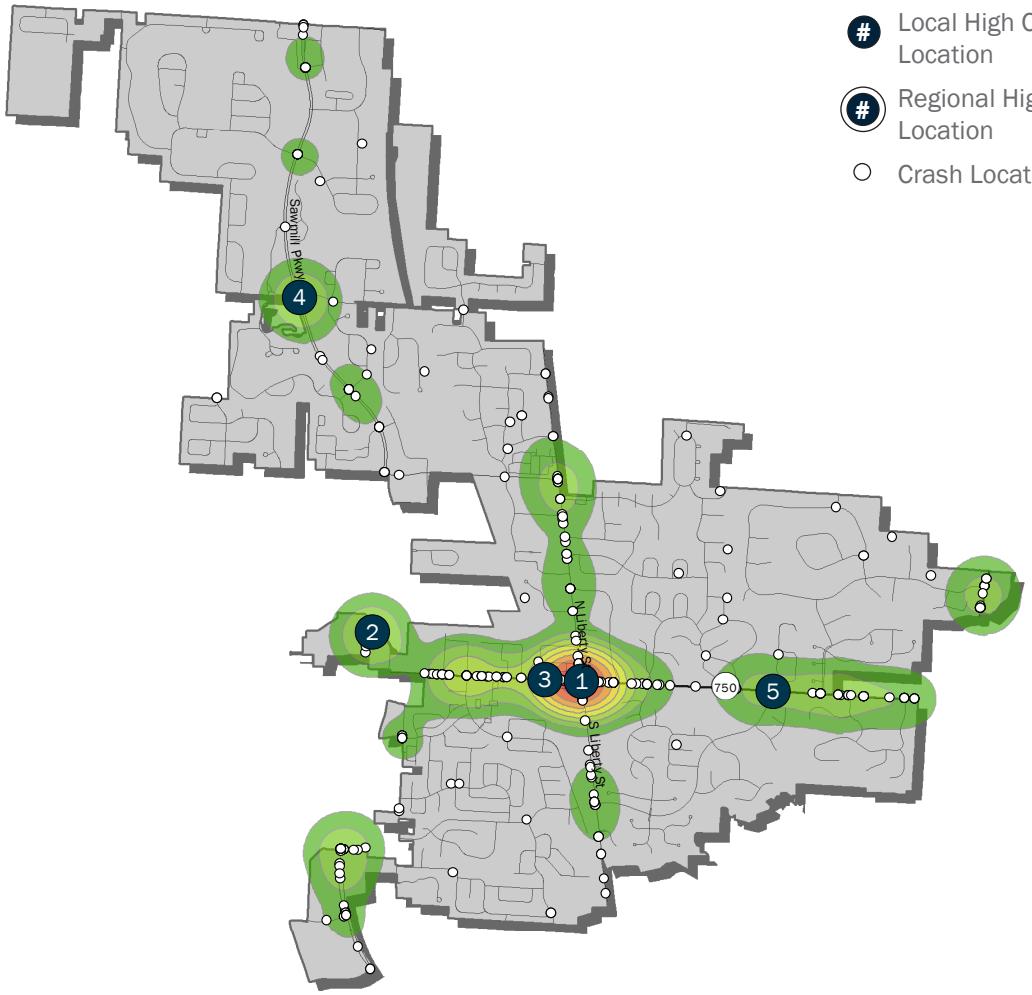


TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF POWELL





RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Powell Rd / SR 750 @ Liberty St	22	-	-	4	2	16	2.32	8	10	4
2	Sawmill Pkwy @ Galloway Dr	17	-	-	3	1	13	2.18	6	3	8
3	W Olentangy St / SR 750 @ Depot St	16	-	-	2	-	14	1.69	8	2	6
4	Sawmill Pkwy @ Rutherford Rd	14	-	1	4	1	8	5.44	4	4	6
5	Bennett Pkwy @ W Powell Rd / SR 750	10	-	-	3		7	2.67	3	3	4

MAP
15

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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CITY OF REYNOLDSBURG

Between 2011 and 2015 there were 2,911 crashes reported within the City of Reynoldsburg. Close to 7,800 people were involved in these crashes, of which 5 were fatally injured and 73 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 1,008 occurring, followed by angle crashes with 608, and sideswipe-passing crashes with 277.

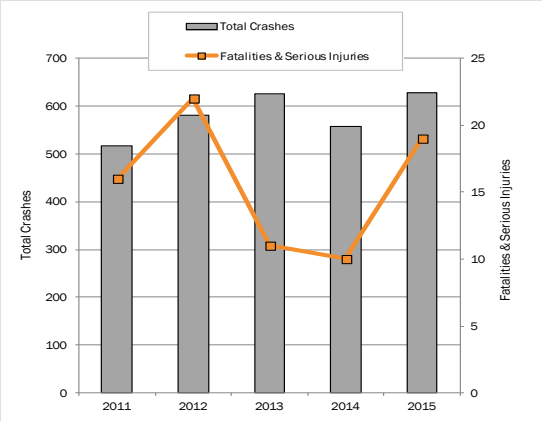
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	1	121	394	516	1	15	63	1,328	1,407	23.6%	1.66	4.46
2012	1	146	435	582	2	20	87	1,484	1,593	25.3%	1.81	6.13
2013	-	148	478	626	-	11	57	1,609	1,677	23.6%	1.43	3.06
2014	-	123	435	558	-	10	55	1,405	1,470	22.0%	1.46	2.78
2015	2	148	479	629	2	17	56	1,584	1,659	23.8%	1.61	5.26
5-Year Total	4	686	2,221	2,911	5	73	318	7,410	7,806			
Annual Average	1	137	444	582	1	15	64	1,482	1,561	23.7%	1.59	4
Percent Change (2011 to 2015)	100%	22.3%	21.6%	21.9%	100%	13.3%	-11.1%	19.3%	17.9%	0.9%	-3.5%	18.1%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Close to 27 percent of pedestrian crashes and 16 percent of bicycle (pedalcycle) crashes resulted in a fatality or serious injury
- Pedestrian crashes accounted for half of the total fatalities occurring within the City of Reynoldsburg



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	1,008	-	14	69	173	752	1.4%
Angle	608	-	12	64	101	431	2.0%
Sideswipe - Passing	277	-	2	8	12	255	0.7%
Parked Vehicle	260	-	3	10	15	232	1.2%
Fixed Object	260	-	6	29	19	206	2.3%
Left Turn	169	1	7	28	29	104	4.7%
Backing	133	-	-	-	1	132	0.0%
Sideswipe - Meeting	55	-	2	5	8	40	3.6%
Pedestrian	37	2	8	11	10	6	27.0%
Pedalcycles	25	-	4	10	6	5	16.0%
Head On	25	1	2	3	5	14	12.0%
Animal	23	-	-	1	-	22	0.0%
Other Non-Collision	19	-	1	2	-	16	5.3%
Unknown	7	-	2	1	1	3	28.6%
Overturning	3	-	1	-	-	2	33.3%
Other Object	2	-	-	-	1	1	0.0%
TOTAL	2,911	4	64	241	381	2,221	2.3%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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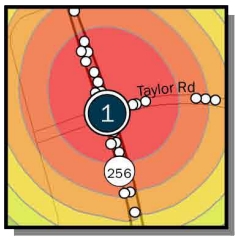

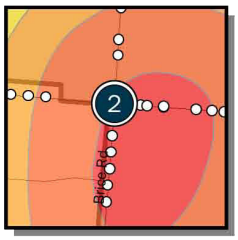

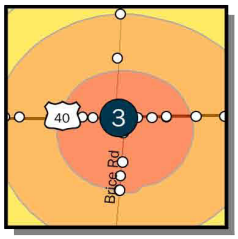

TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF REYNOLDSBURG

LEGEND:

- High Crash Density
- Low Crash Density
- Local High Crash Location
- Regional High Crash Location
- Crash Location

RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Baltimore-Reynoldsburg Rd / SR 256 @ Taylor Rd	104	-	-	7	15	82	1.87	36	26	42
2	Brice Rd @ Livingston Ave	88	-	-	5	15	68	1.90	28	28	32
3	Brice Rd @ E Main St / US 40	86	-	-	6	15	65	1.99	30	28	28
4	Rosehill Rd @ E Main St / US 40	71	-	-	6	12	53	2.05	21	25	25
5	Baltimore-Reynoldsburg Rd / Lancaster Ave /SR 256 @ Graham Rd @ E Livingston Ave	57	1	-	8	7	41	2.84	19	12	26

MAP
1

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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CITY OF UPPER ARLINGTON

Between 2011 and 2015 there were 1,689 crashes reported within the City of Upper Arlington. Close to 3,700 people were involved in these crashes, of which 1 was fatally injured and 42 suffered serious injury. Angle crashes were the most prevalent crash type reported, with 422 occurring, followed by rear end crashes with 378, and parked vehicle crashes with 207.

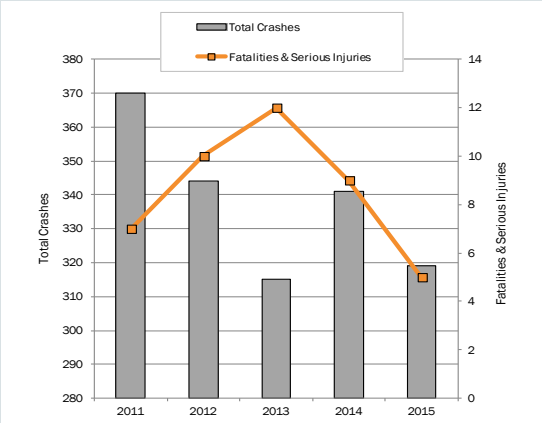
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	-	74	296	370	-	7	54	748	809	20.0%	1.69	2.07
2012	-	64	280	344	-	10	25	687	722	18.6%	1.70	2.96
2013	-	63	252	315	-	12	23	687	722	20.0%	1.78	3.54
2014	-	68	273	341	-	9	36	739	784	19.9%	1.67	2.66
2015	1	67	251	319	1	4	30	666	701	21.3%	1.50	1.47
5-Year Total	1	336	1,352	1,689	1	42	168	3,527	3,738			
Annual Average	0	67	270	338	0	8	34	705	748	20.0%	1.67	3
Percent Change (2011 to 2015)	100%	-9.5%	-15.2%	-13.8%	100%	-42.9%	-44.4%	-11.0%	-13.3%	6.6%	-11.2%	-28.9%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
[{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- The number of crashes occurring within the City of Upper Arlington steadily declined between 2011 and 2015
- One out of every four pedestrian and bicycle (pedalcycle) crashes resulted in a serious injury



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Angle	422	-	11	31	57	323	2.6%
Rear End	378	-	1	22	46	309	0.3%
Parked Vehicle	207	-	1	7	14	185	0.5%
Fixed Object	204	1	8	19	14	162	4.4%
Sideswipe - Passing	166	-	2	7	9	148	1.2%
Left Turn	126	-	2	13	18	93	1.6%
Backing	87	-	1	1	2	83	1.1%
Sideswipe - Meeting	24	-	-	4	2	18	0.0%
Pedalcycles	20	-	5	12	2	1	25.0%
Head On	20	-	4	4	1	11	20.0%
Other Non-Collision	12	-	-	1	1	10	0.0%
Pedestrian	12	-	3	5	3	1	25.0%
Other Object	5	-	-	1	-	4	0.0%
Animal	3	-	-	-	-	3	0.0%
Unknown	2	-	-	-	1	1	0.0%
Overturning	1	-	-	1	-	-	0.0%
TOTAL	1,689	1	38	128	170	1,352	2.3%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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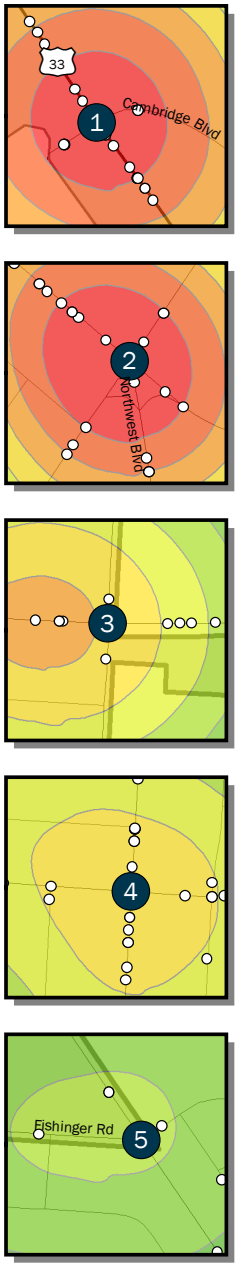
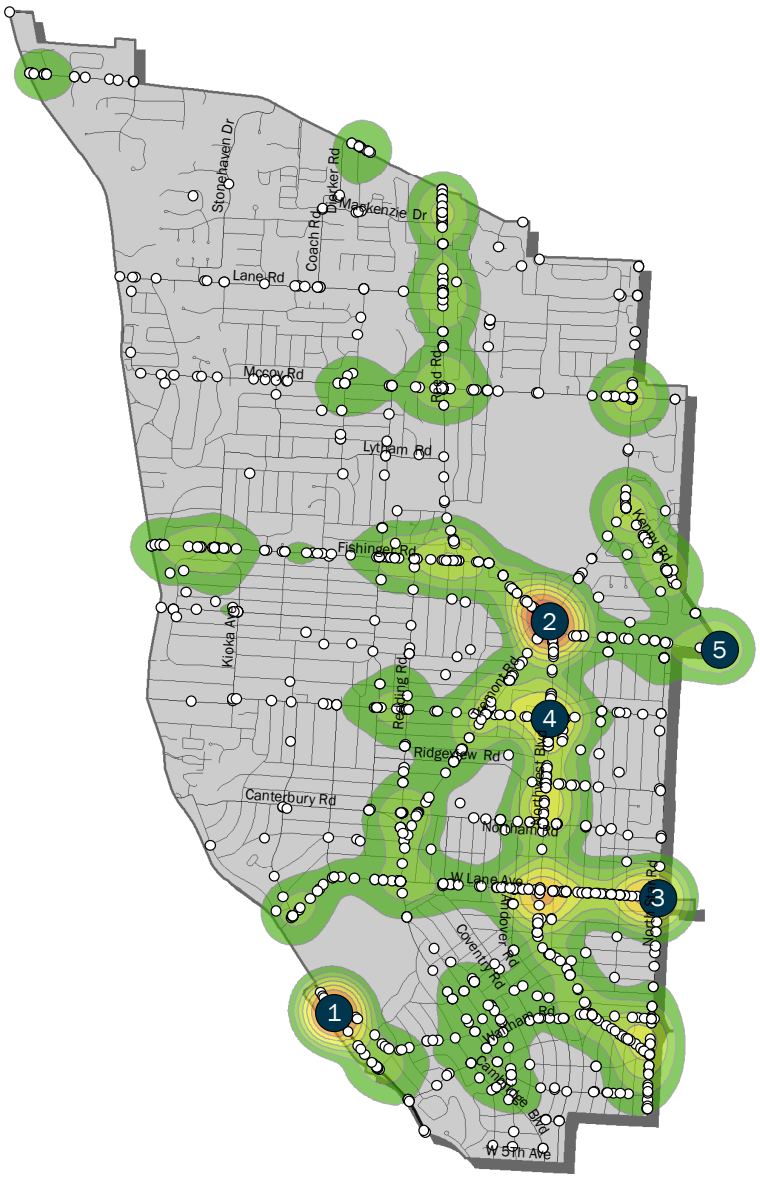


TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF UPPER ARLINGTON



LEGEND:

- High Crash Density
- Low Crash Density
- Local High Crash Location
- Regional High Crash Location
- Crash Location

RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Riverside Dr / US 33 @ Cambridge Blvd / Trabue Rd	32	-	2	1	2	27	3.67	9	10	13
2	Fishinger Rd @ Tremont Rd @ Northwest Blvd	30	-	-	-	2	28	1.23	13	8	9
3	W Lane Ave @ North Star Rd	29	-	-	3	3	23	1.93	9	7	13
4	Northwest Blvd @ Zollinger Rd	20	-	-	2	3	15	2.07	7	6	7
5	Fishinger Rd /Bricker Blvd @ Kenny Rd	17	-	1	1	2	13	3.88	4	5	8

MAP
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The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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CITY OF WESTERVILLE

Between 2011 and 2015 there were 3,165 crashes reported within the City of Westerville. Close to 8,200 people were involved in these crashes, of which 2 were fatally injured and 73 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 1,324 occurring, followed by angle crashes with 516, and fixed-object crashes with 284.

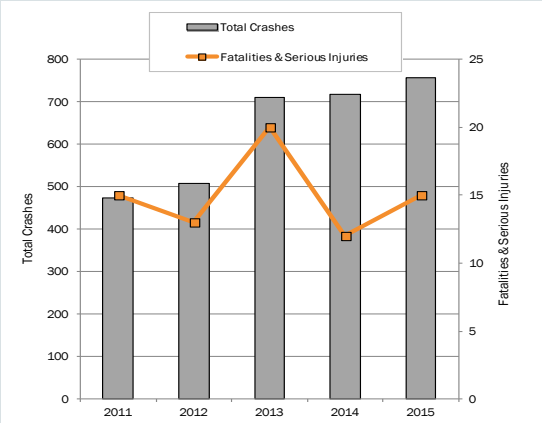
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	2	172	299	473	2	13	114	1,114	1,243	36.8%	1.95	4.15
2012	-	168	340	508	-	13	106	1,303	1,422	33.1%	1.75	3.59
2013	-	173	537	710	-	20	95	1,684	1,799	24.4%	1.70	5.43
2014	-	179	538	717	-	12	86	1,657	1,755	25.0%	1.52	3.25
2015	-	181	576	757	-	15	83	1,842	1,940	23.9%	1.52	4.06
5-Year Total	**2**	**873**	**2,290**	**3,165**	**2**	**73**	**484**	**7,600**	**8,159**			
Annual Average	**0**	**175**	**458**	**633**	**0**	**15**	**97**	**1,520**	**1,632**	**28.6%**	**1.69**	**4**
Percent Change (2011 to 2015)	**-100%**	**5.2%**	**92.6%**	**60.0%**	**-100%**	**15.4%**	**-27.2%**	**65.4%**	**56.1%**	**-35.0%**	**-22.1%**	**-2.0%**

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Although almost half as many angle crashes as rear-end crashes occurred, they were more likely to result in a fatal and serious injury crash
- From 2011 to 2015 the frequency of crashes steadily increased in the City of Westerville



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	1,324	-	12	142	258	912	0.9%
Angle	516	-	13	71	79	353	2.5%
Fixed Object	284	1	7	28	25	223	2.8%
Sideswipe - Passing	275	-	1	15	13	246	0.4%
Parked Vehicle	216	-	3	9	7	197	1.4%
Left Turn	177	-	6	41	28	102	3.4%
Backing	101	-	-	1	2	98	0.0%
Animal	66	-	1	1	2	62	1.5%
Sideswipe - Meeting	54	-	3	7	3	41	5.6%
Pedestrian	42	1	7	19	8	7	19.0%
Head On	40	-	3	2	13	22	7.5%
Pedalcycles	39	-	5	20	7	7	12.8%
Other Non-Collision	18	-	2	2	-	14	11.1%
Other Object	7	-	-	-	1	6	0.0%
Overturning	4	-	-	4	-	-	0.0%
Unknown	2	-	-	-	2	-	0.0%
TOTAL	**3,165**	**2**	**63**	**362**	**448**	**2,290**	**2.1%**

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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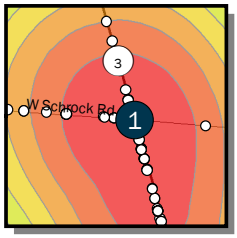
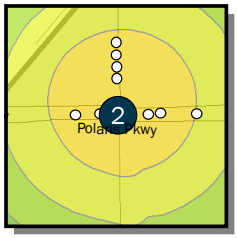
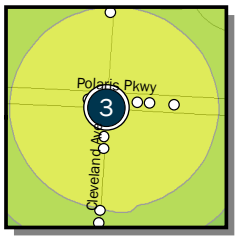
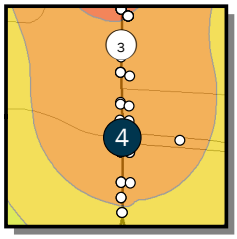
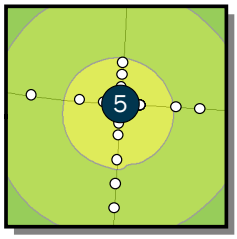






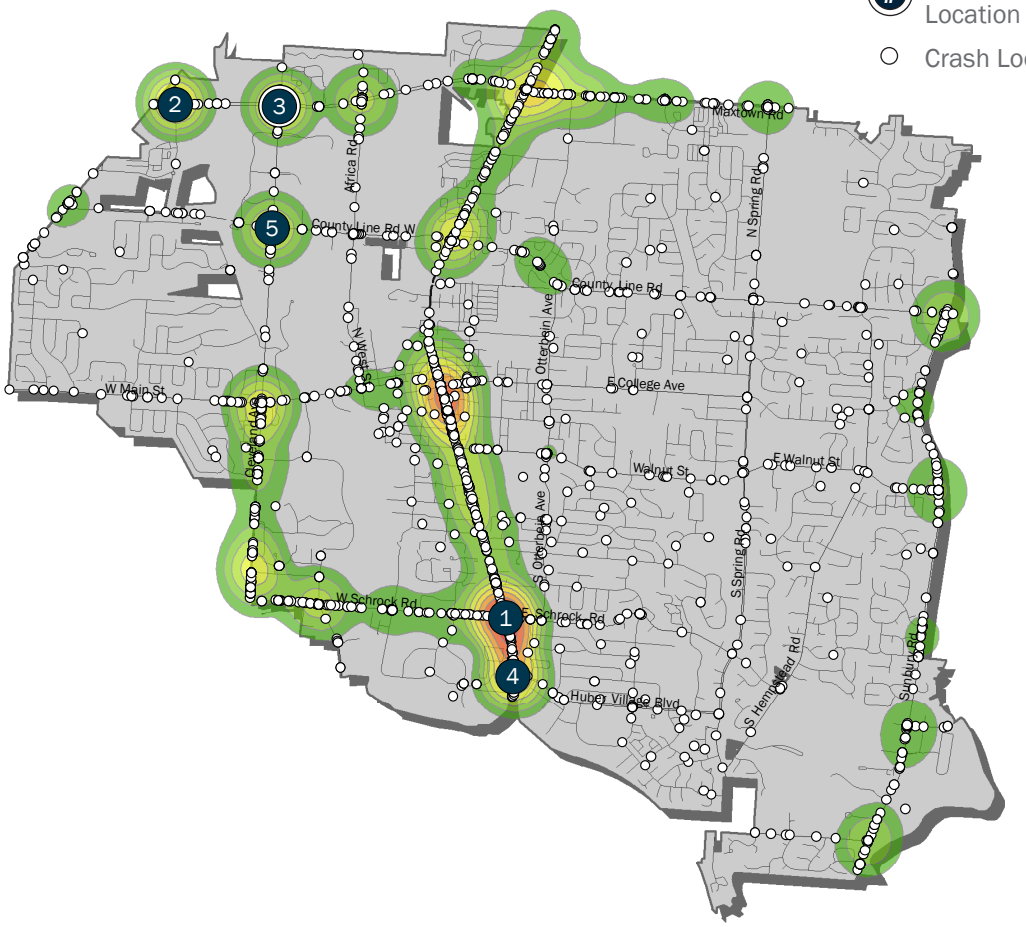




TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF WESTERVILLE

LEGEND:

- High Crash Density
- Low Crash Density
- # Local High Crash Location
- # Regional High Crash Location
- Crash Location



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	Schrock Rd @ State St / SR 3	82	-	-	6	8	68	1.74	23	30	29
2	Polaris Pkwy @ Worthington Rd	75	-	-	2	17	56	1.93	22	24	29
3	N Cleveland Ave @ Polaris Pkwy	66	-	2	11	6	47	3.35	19	25	22
4	Heatherdown Dr / Huber Village Blvd @ S State St / SR 3	60	-	-	4	6	50	1.71	21	18	21
5	County Line Rd W @ N Cleveland Ave	47	-	-	7	8	32	2.41	23	14	10

MAP
18

The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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CITY OF WHITEHALL

Between 2011 and 2015 there were 2,670 crashes reported within the City of Whitehall. Close to 7,300 people were involved in these crashes, of which 8 were fatally injured and 57 suffered serious injury. Angle crashes were the most prevalent crash type reported, with 772 occurring, followed by rear end crashes with 694, and sideswipe-passing crashes with 288.

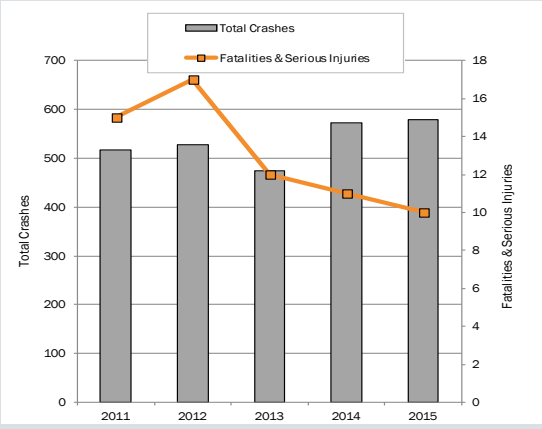
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	2	173	343	518	2	13	96	1,399	1,510	33.8%	1.72	8.30
2012	3	157	367	527	3	14	67	1,375	1,459	30.4%	1.68	9.41
2013	1	157	316	474	1	11	75	1,169	1,256	33.3%	1.68	6.64
2014	1	150	421	572	1	10	88	1,430	1,529	26.4%	1.58	6.08
2015	1	166	412	579	1	9	47	1,448	1,505	28.8%	1.42	5.53
5-Year Total	**8**	**803**	**1,859**	**2,670**	**8**	**57**	**373**	**6,821**	**7,259**			
Annual Average	**2**	**161**	**372**	**534**	**2**	**11**	**75**	**1,364**	**1,452**	**30.5%**	**1.62**	**7**
Percent Change (2011 to 2015)	**-50.0%**	**-4.0%**	**20.1%**	**11.8%**	**-50.0%**	**-30.8%**	**-51.0%**	**3.5%**	**-0.3%**	**-14.6%**	**-17.5%**	**-33.4%**

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- While pedestrian crashes accounted for 3 percent of total crashes, they accounted for the largest share of fatal and serious injury crashes (30 percent)
- Sideswipe-passing was the third most frequent crash type, however, they resulted in no fatalities or serious injuries



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Angle	772	3	13	88	158	510	2.1%
Rear End	694	-	5	47	162	480	0.7%
Sideswipe - Passing	288	-	-	10	25	253	0.0%
Left Turn	222	-	3	43	58	118	1.4%
Fixed Object	199	1	5	20	17	156	3.0%
Parked Vehicle	177	-	2	13	11	151	1.1%
Backing	98	-	-	1	8	89	0.0%
Pedestrian	74	3	14	27	22	8	23.0%
Sideswipe - Meeting	52	-	-	6	10	36	0.0%
Other Non-Collision	29	-	-	1	1	27	0.0%
Pedalcycles	20	1	-	6	5	8	5.0%
Head On	20	-	4	5	4	7	20.0%
Other Object	11	-	-	-	1	10	0.0%
Animal	5	-	-	1	-	4	0.0%
Overturning	5	-	-	2	3	-	0.0%
Unknown	4	-	2	-	-	2	50.0%
TOTAL	**2,670**	**8**	**48**	**270**	**485**	**1,859**	**2.1%**

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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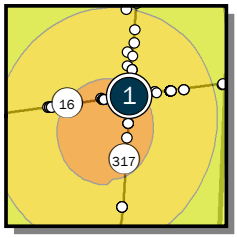

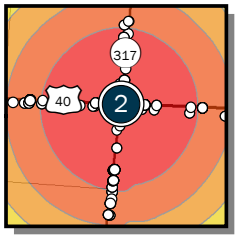

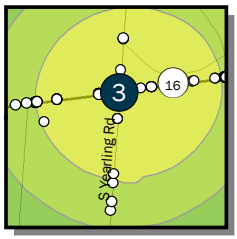

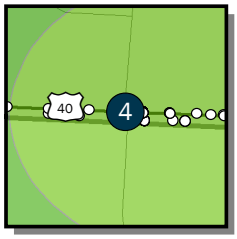

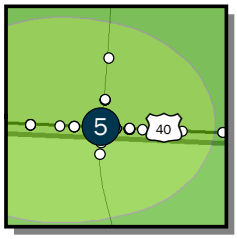

TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF WHITEHALL

LEGEND:

- High Crash Density
- Low Crash Density
- # Local High Crash Location
- # Regional High Crash Location
- Crash Location

RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	E Broad St / SR 16 @ Hamilton Rd / SR 317	121	-	1	8	29	83	2.49	31	44	46
2	E Main St / US 40 @ Hamilton Rd / SR 317	94	1	2	7	19	65	3.28	27	34	33
3	E Broad St / SR 16 @ N Yearling Rd	69	-	-	5	19	45	2.35	17	28	24
4	E Main St / US 40 @ Fountain Ln	43	-	-	6	10	27	2.57	10	14	19
5	E Main St / US 40 @ Country Club Rd	42	-	1	5	10	26	3.35	13	14	15

MAP
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The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\O&M\Safety\Crash_Fact_Sheets\2011_2015\ City_Maps\Whitehall.mxd

CITY OF WORTHINGTON

Between 2011 and 2015 there were 1,921 crashes reported within the City of Worthington. Close to 4,800 people were involved in these crashes, of which 2 were fatally injured and 42 suffered serious injury. Rear end crashes were the most prevalent crash type reported, with 763 occurring, followed by sideswipe-passing crashes with 280, and angle crashes with 239.

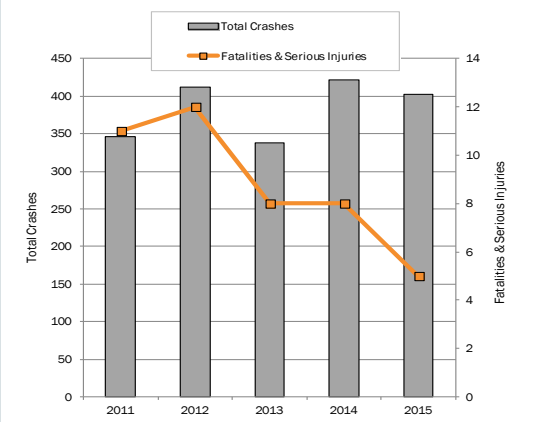
CRASH TRENDS BY YEAR (2011 TO 2015)

YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	Severity (EPDO)	Fatalities and Serious Injuries per 10,000 population
2011	-	97	249	346	-	11	42	789	842	28.0%	1.75	8.10
2012	1	110	301	412	1	11	40	977	1,029	26.9%	1.64	8.84
2013	-	92	246	338	-	8	48	817	873	27.2%	1.64	5.89
2014	-	102	320	422	-	8	48	1,028	1,084	24.2%	1.52	5.89
2015	1	97	305	403	1	4	39	955	999	24.3%	1.40	3.68
5-Year Total	2	498	1,421	1,921	2	42	217	4,566	4,827			
Annual Average	0	100	284	384	0	8	43	913	965	26.1%	1.59	6
Percent Change (2011 to 2015)	100.0%	0.0%	22.5%	16.5%	100.0%	-63.6%	-7.1%	21.0%	18.6%	-13.3%	-20.2%	-54.6%

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- Equivalent Property Damage Only (EPDO) is calculated by the following formula:
  [{(#Fatalities+#SeriousCrashes) x 37.56)}+(#MinorInjuries x 6.55)+(#PossibleInjuries x 4.44)+#NoInjuries]/#TotalPeopleInvolved

KEY FACTS:

- Close to 43 percent of pedestrian crashes and 15 percent of bicycle (pedalcycle) crashes resulted in a fatality or serious injury
- Fixed-object crashes occurred far less frequently than rear end crashes, but still resulted in the same amount of serious injuries



CRASH TRENDS BY YEAR (2011 - 2015)

CRASH TYPE BY FREQUENCY AND SEVERITY

CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY					FSI RATE
		Fatal	Serious Injury	Minor Injury	Possible Injury	PDO	
Rear End	763	-	7	57	153	546	0.9%
Sideswipe - Passing	280	1	1	9	28	241	0.7%
Angle	239	-	5	34	39	161	2.1%
Fixed Object	189	-	7	24	27	131	3.7%
Parked Vehicle	180	-	2	2	22	154	1.1%
Left Turn	90	1	1	11	16	61	2.2%
Backing	66	-	2	1	2	61	3.0%
Animal	27	-	-	1	1	25	0.0%
Sideswipe - Meeting	25	-	2	2	2	19	8.0%
Other Non-Collision	20	-	1	3	1	15	5.0%
Pedestrian	14	-	6	5	1	2	42.9%
Pedalcycles	13	-	2	8	3	-	15.4%
Head On	8	-	-	5	2	1	0.0%
Overturning	3	-	2	1	-	-	66.7%
Other Object	3	-	-	-	-	3	0.0%
Unknown	1	-	-	-	-	1	0.0%
TOTAL	1,921	2	38	163	297	1,421	2.1%

Notes
- Shaded yellow cells indicate the crash type with the highest value for each respective column.
- FSI Rate refers to the percentage of crashes resulting in a fatality or serious injury

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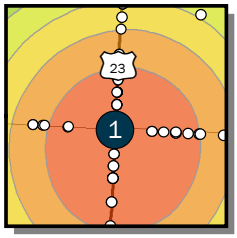
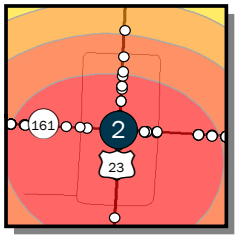
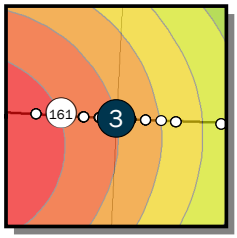
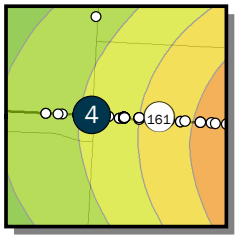
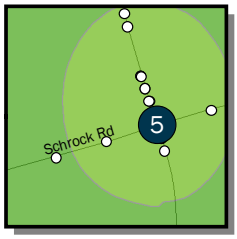
TOP 5 LOCAL HIGH CRASH LOCATIONS (2013 TO 2015): CITY OF WORTHINGTON





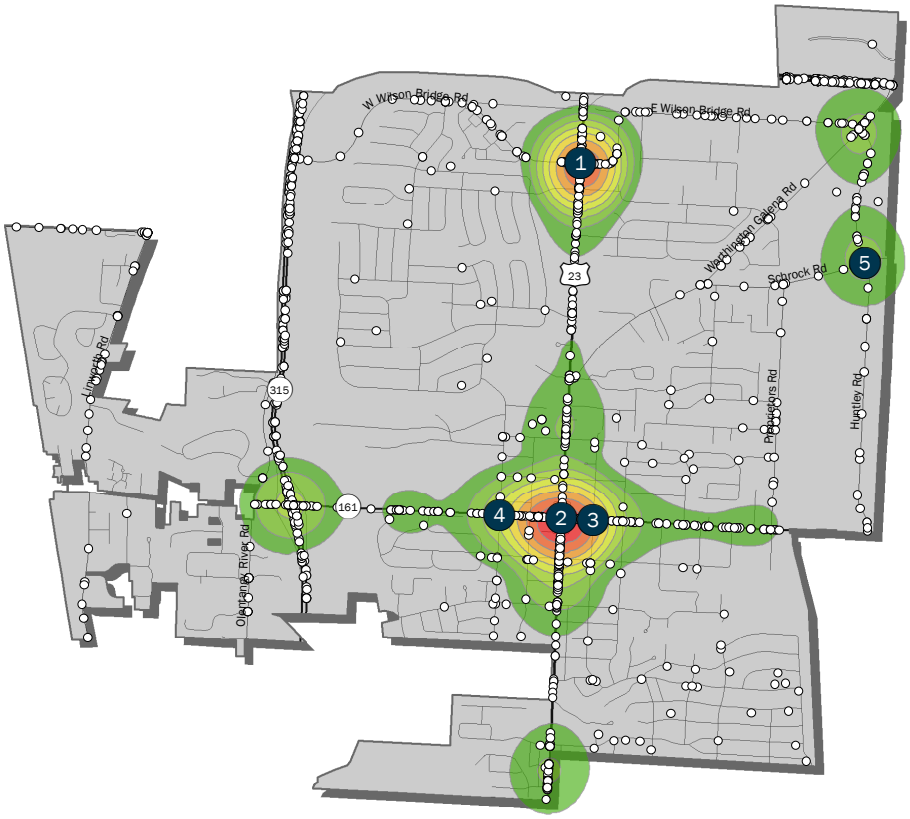






LEGEND:

- High Crash Density
- Low Crash Density
- (#) Local High Crash Location
- (#) Regional High Crash Location
- Crash Location



RANK	LOCATION	TOTAL CRASHES	CRASH SEVERITY					EPDO	ANNUAL CRASHES		
			Fatal	Serious Injury	Minor Injury	Possible Injury	PDO		2013	2014	2015
1	N High St / US 23 @ E Wilson Bridge Rd	84	-	-	6	12	66	1.89	20	30	34
2	Dublin Granville Rd / SR 161 @ N High St / US 23	41	-	2	2	5	32	3.47	7	20	14
3	E Dublin Granville Rd / SR 161 @ Hartford St	34	-	1	8	3	22	3.68	12	12	10
4	W Dublin Granville Rd / SR 161 @ Evening St	30	-	1	3	6	20	3.46	9	9	12
5	Schrock Rd @ Huntley Rd	29	-	-	2	2	25	1.62	4	12	13

MAP
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The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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