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Mid-Ohio Regional
Planning Commission

REGIONAL CRASH FACT SHEETS 2010 - 2014

JULY 2015

The Regional 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.

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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 to develop performance measures that aim to realize a significant reduction in traffic fatalities and serious injuries on all public roads.

Since 2005, MORPC has prepared Regional Crash Fact Sheets in order to better understand crash 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 comprehensive picture of transportation safety within the Central Ohio region, as well as provide insight into opportunities for further reducing serious injuries and fatalities.

REGIONAL OVERVIEW

SECTION 1

OVERALL CRASH STATISTICS

Between 2010 and 2014 there were a total of 182,761 crashes reported within MORPC's Transportation Planning Area. Close to 465,000 people were involved in these crashes, of which 483 were fatally injured and 4,451 suffered serious injuries. While any number of individuals suffering from fatal or serious injuries on the region's roadways are cause for serious concern, a number of positive trends can be identified.

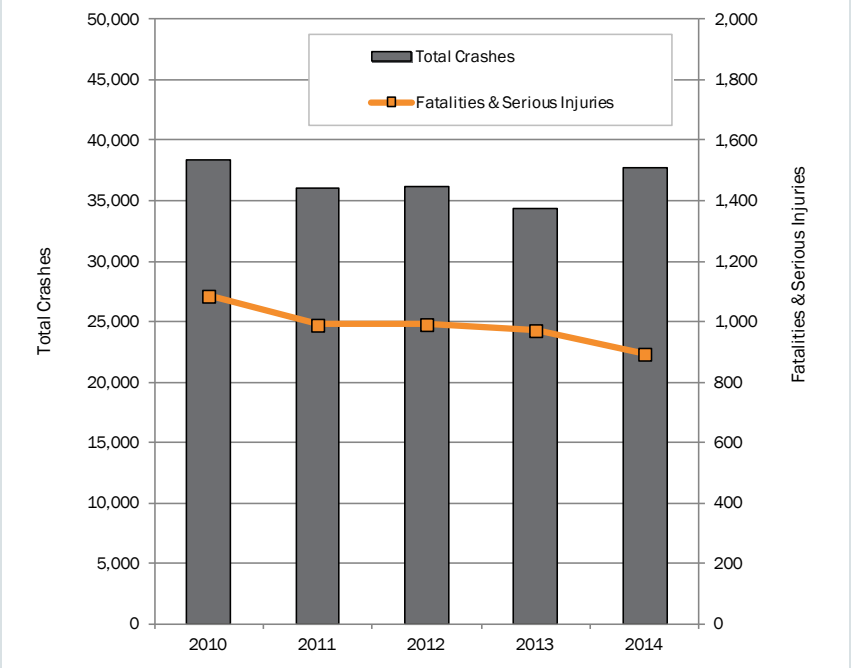
CRASH TRENDS BY YEAR, 2010 TO 2014

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	MORPC Severity Index	Fatalities and Serious Injuries per 100,000 population
2010	88	10,029	28,214	38,331	92	994	13,535	83,102	97,723	26.4%	1.55	758
2011	98	9,073	26,905	36,076	104	886	12,250	78,450	91,690	25.4%	1.53	689
2012	97	9,082	27,020	36,199	106	886	12,036	79,876	92,904	25.4%	1.53	687
2013	81	8,771	25,548	34,400	90	882	11,674	75,215	87,861	25.7%	1.54	669
2014	84	9,337	28,334	37,755	91	803	12,369	82,030	95,293	25.0%	1.52	610
5-Year Total	**448**	**46,292**	**136,021**	**182,761**	**483**	**4,451**	**61,864**	**398,673**	**465,471**	**25.6%**	**1.53**	**3,413**
Annual Average	**90**	**9,258**	**27,204**	**36,552**	**97**	**890**	**12,373**	**79,735**	**93,094**	**25.6%**	**1.53**	**683**
Percent Change (2010 to 2014)	**-4.5%**	**-6.9%**	**0.4%**	**-1.5%**	**-1.1%**	**-19.2%**	**-8.6%**	**-1.3%**	**-2.5%**	**-5.5%**	**-1.9%**	**-19.6%**

Notes
- Shaded orange cells indicate the year with the highest value for each respective column.
- The Severity Index is calculated by the following formula: *[(12 x #FatalCrashes) + (3 x #InjuryCrashes) + #NoInjuryCrashes] / #TotalCrashes*

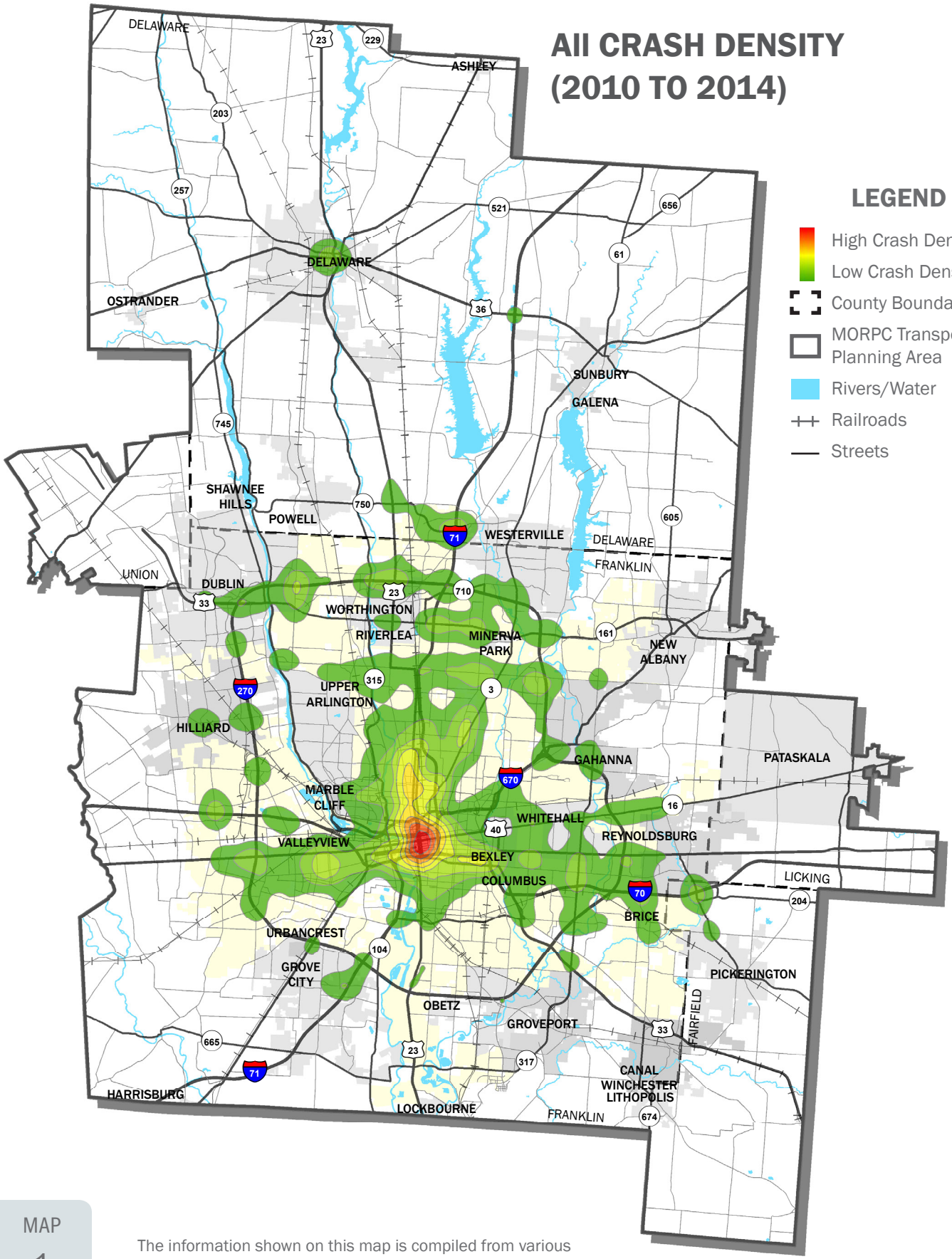
KEY FACTS:

- The total number of crashes reported in MORPC's Transportation Planning Area was 1.5 percent lower in 2014 compared to 2010.
- On average, around 255 people were involved in a car crash every day.
- On average, a fatal crash occurred every 4 days.
- Approximately one out of four crashes resulted in an injury; however 93 percent of those injuries were minor.
- The number of fatalities was 1.1 percent lower in 2014 compared to 2010.



OVERALL CRASH STATISTICS 2010 - 2014

All CRASH DENSITY (2010 TO 2014)



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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REGIONAL PERFORMANCE

Through MAP-21, the Moving Ahead for Progress in the 21st Century Act, Congress required Metropolitan Planning Organizations (MPOs) to coordinate with state departments of transportation to develop performance measures that aim to realize a significant reduction in traffic fatalities and serious injuries on all public roads. Though the actual performance measures are still in the process of being finalized, the performance goals will use five year rolling averages to identify trends across four major areas: number of fatalities, number of serious injuries, fatalities per Million Vehicle Miles Traveled (MVMT), and serious injuries per MVMT.

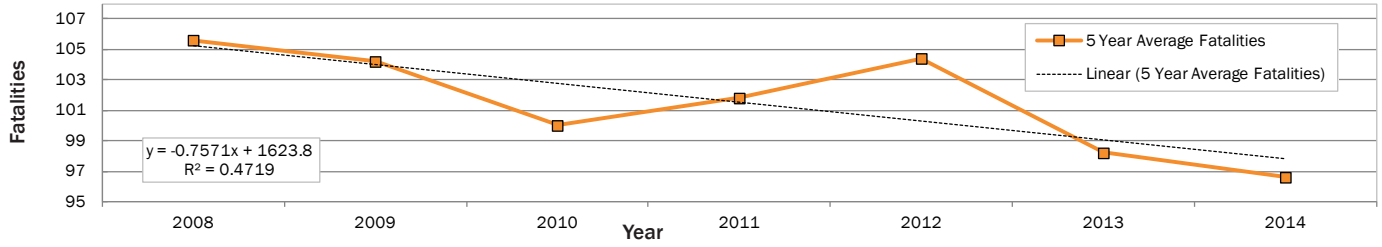
KEY FACTS:

- Even with an increase in MVMT, there has been a decrease in the number of fatalities and serious injuries over the past five years.
- The number of fatalities decreased 1 percent between 2014 and 2010. Looking at five year averages this decrease was 3.4 percent.
- The number of serious injuries decreased 19 percent between 2014 and 2010. Looking at five year averages this decrease was 7.7 percent.
- If current trends continue, between 2016-2020 there will be on average 94 fatalities per year and 699 serious injuries per year.

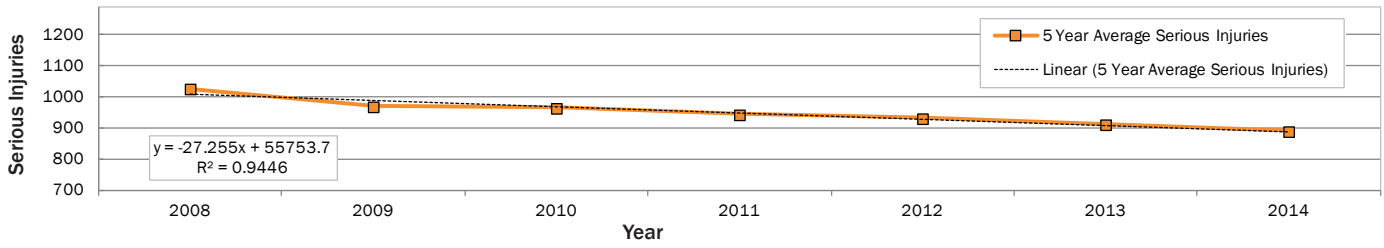
5 YEAR AVERAGE COMPARISON OF FATALITIES & SERIOUS INJURIES

Year	Fatalities	Serious Injuries	5 yr. Avg Fatalities	5 yr. Avg Serious Injuries	5 yr. Avg Fatalities/ MVMT	5 yr. Avg Serious Inj/MVMT
2004	106	1202				
2005	113	1018				
2006	95	991				
2007	93	948				
2008	121	979	106	1028	0.82	7.97
2009	99	914	104	970	0.81	7.53
2010	92	994	100	965	0.77	7.46
2011	104	886	102	944	0.79	7.28
2012	106	886	104	932	0.80	7.16
2013	90	882	98	912	0.74	6.91
2014	91	803	97	890	0.73	6.75

Notes
- A green shaded cell indicates a 5 year average (ex. for 2004-2008) (106+113+95+93+121)/5=106)
- Shaded orange cells indicate the highest value for each respective column

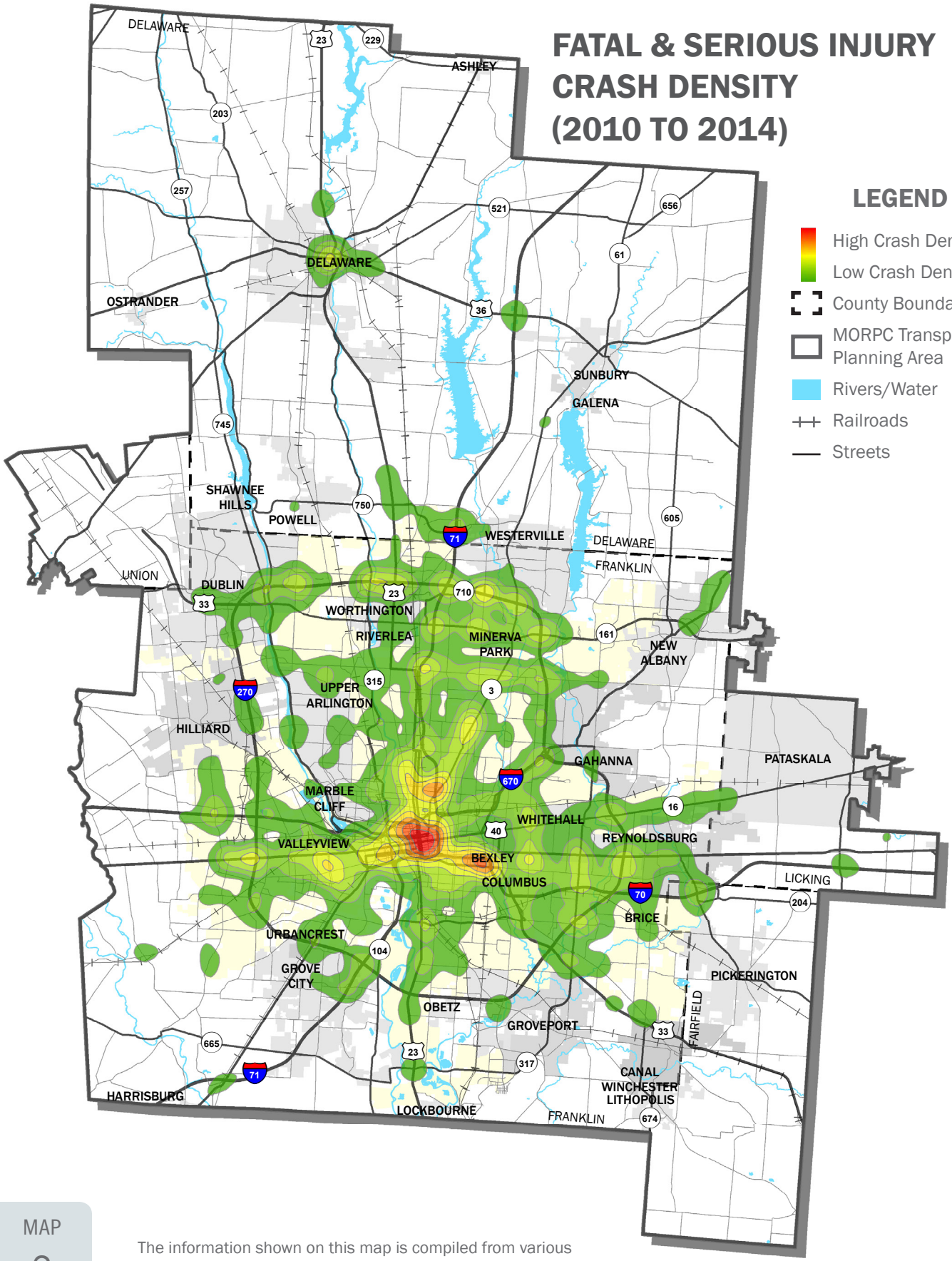


5 YEAR AVERAGE FATALITIES



5 YEAR AVERAGE SERIOUS INJURIES

FATAL & SERIOUS INJURY CRASH DENSITY (2010 TO 2014)



LEGEND

- High Crash Density
- Low Crash Density
- County Boundary
- MORPC Transportation Planning Area
- Rivers/Water
- Railroads
- Streets

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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SERIOUS CRASH TYPES

SECTION 2

CRASH TYPES

While every crash is unique, they are often categorized according to the circumstances of the crash. Categorizing crashes in this way is an important step, as each crash type indicates a particular problem that may be addressed through a targeted engineering, enforcement, or behavioral countermeasure.

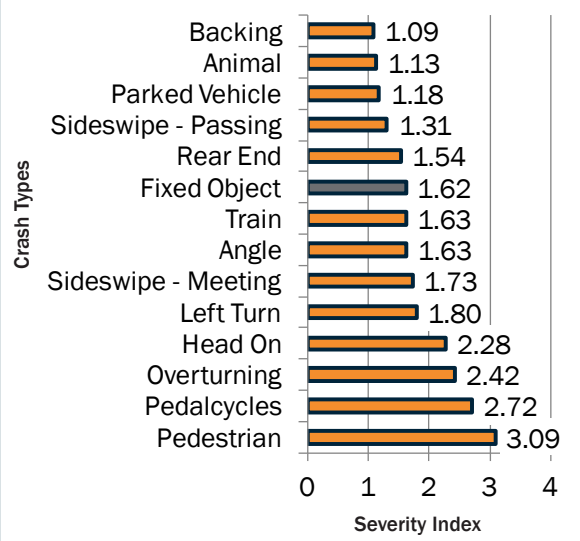
KEY FACTS:

- From 2010 to 2014, there were 59,535 rear-end crashes in Central Ohio, making this the most common crash type. Fortunately, only one percent of rear-end crashes resulted in a fatality or serious injury.
- Although only half as many angle crashes as rear-end crashes occurred, they resulted in many more fatal and serious injury crashes.
- Fixed-object crashes represented the fourth most frequent crash type, but accounted for the largest share of fatal and serious injury crashes (22 percent).
- Close to 19 percent of reported pedestrian crashes and 11 percent of reported bicycle crashes resulted in a fatality or serious injury.

CRASH TYPE BY FREQUENCY AND SEVERITY

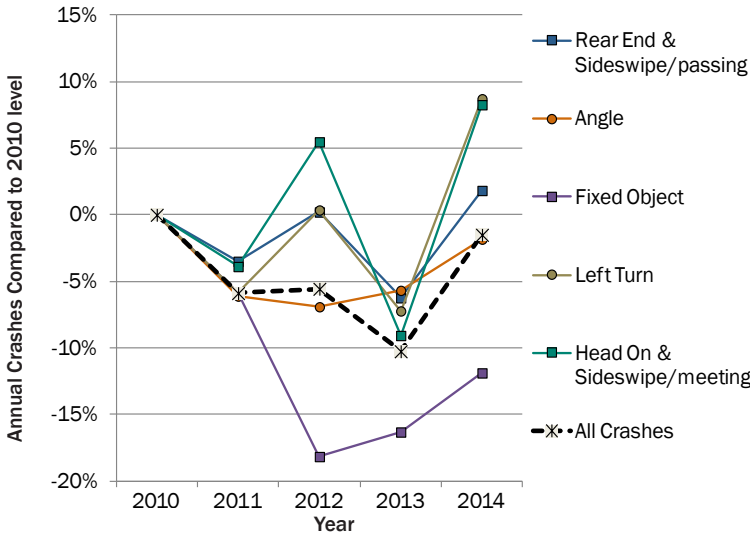
CRASH TYPE	TOTAL CRASHES	CRASH SEVERITY				FSI RATE
		Fatal	Serious Injury	Minor Injury	No Injury	
Rear End	59,535	39	569	15,190	43,737	1.0%
Angle	28,787	43	655	8,233	19,856	2.4%
Sideswipe - Passing	22,857	9	247	3,273	19,328	1.1%
Fixed Object	21,361	124	778	5,195	15,264	4.2%
Parked Vehicle	15,410	12	114	1,225	14,059	0.8%
Left Turn	9,607	25	323	3,364	5,895	3.6%
Backing	6,229	2	16	260	5,951	0.3%
Animal	4,687	-	16	279	4,392	0.3%
Sideswipe - Meeting	3,679	32	124	1,042	2,481	4.2%
Other Non-Collision	2,695	3	70	510	2,112	2.7%
Pedestrian	2,590	89	411	1,800	290	19.3%
Pedalcycles	1,360	12	136	965	247	10.9%
Head On	1,344	32	120	563	629	11.3%
Other Object	1,282	2	18	122	1,140	1.6%
Overturning	895	16	95	454	330	12.4%
Unknown	420	7	15	102	296	5.2%
Train	16	-	1	4	11	6.3%
Other Non-Vehicle	6	-	-	3	3	0.0%
Falling From Or In Vehicle	1	1	-	-	-	100.0%

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



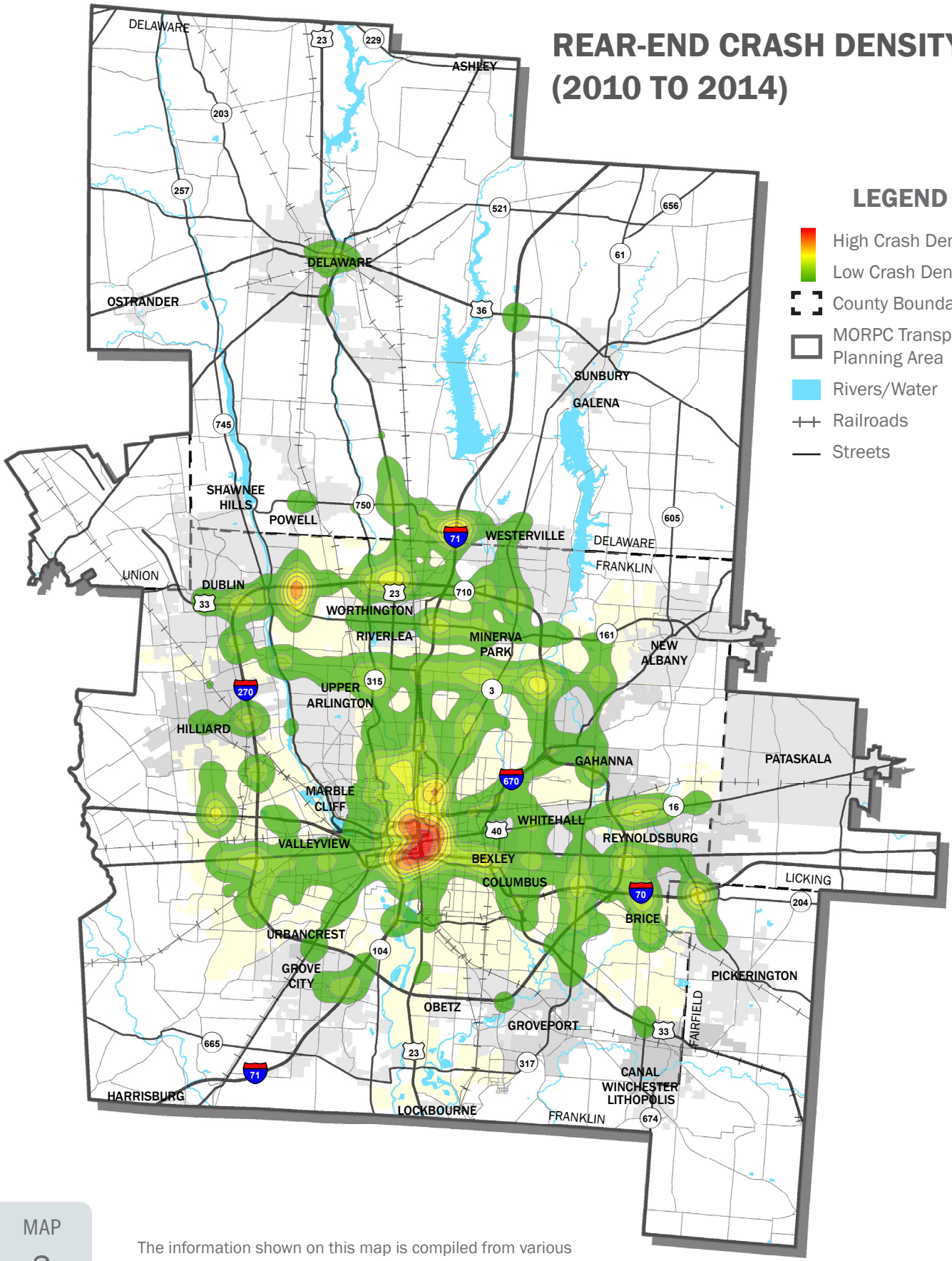
SEVERITY INDEX FOR SELECT CRASH TYPES

Notes
- The Severity Index is calculated by the following formula: *[(12 x #FatalCrashes) + (3 x #InjuryCrashes) + #NoInjuryCrashes] / #TotalCrashes.*



SELECT CRASH TYPE TRENDS, 2010 - 2014

REAR-END CRASH DENSITY (2010 TO 2014)



MAP
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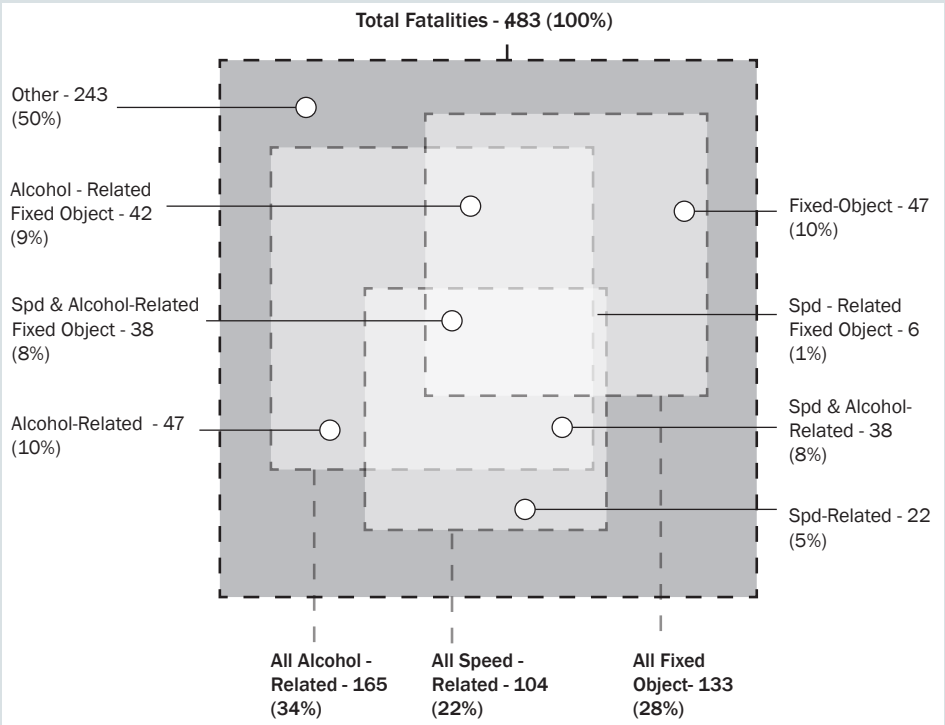
FIXED OBJECT CRASHES

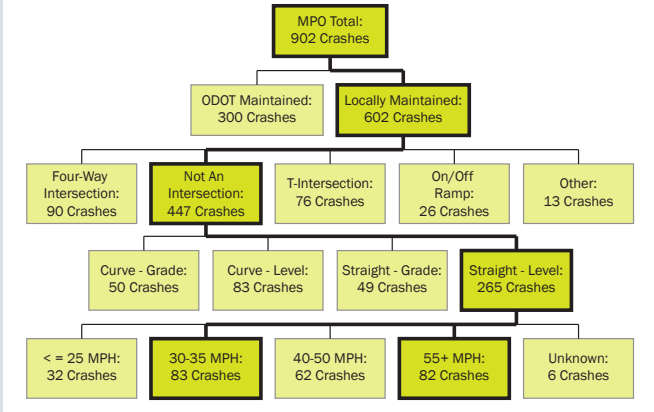
Fixed object crashes regionally account for the largest number of both fatalities and serious injury crashes. Fixed object crashes occur when a motorist leaves the roadway and strikes a stationary object such as a tree or utility pole. Between 2010 and 2014, of the 21,361 fixed object crashes that occurred, 128 were fatal crashes, while 778 were serious injury crashes.

KEY FACTS:

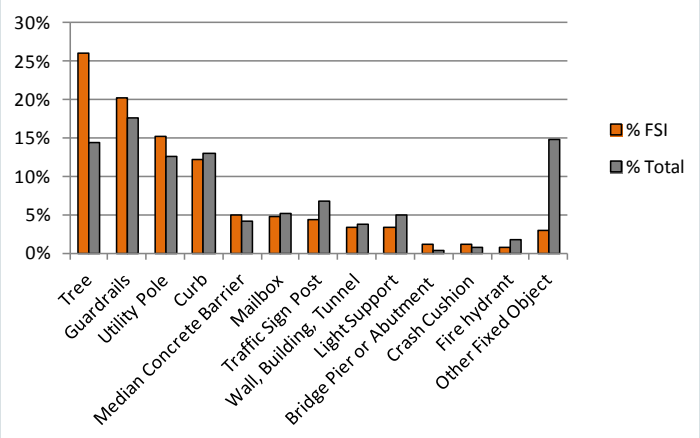
- Fixed object crashes accounted for only 12 percent of all crashes, but 28 percent of all fatal crashes
- 50 percent of all fatalities involved alcohol, speeding, striking a fixed object or a combination there of.
- Over 17 percent of all fatalities occured when a driver struck a fixed object under the influence of alcohol.
- Guardrails, trees, utility poles, and curbs were the most commonly struck fixed objects.
- Tree related crashes represented 15 percent of all fixed object crashes, but over 25 percent of fatal and serious injury crashes.
- Fixed object crashes occured most often on straight, level roadway segments.



PRIMARY CONTRIBUTING FACTORS (FATALITIES)

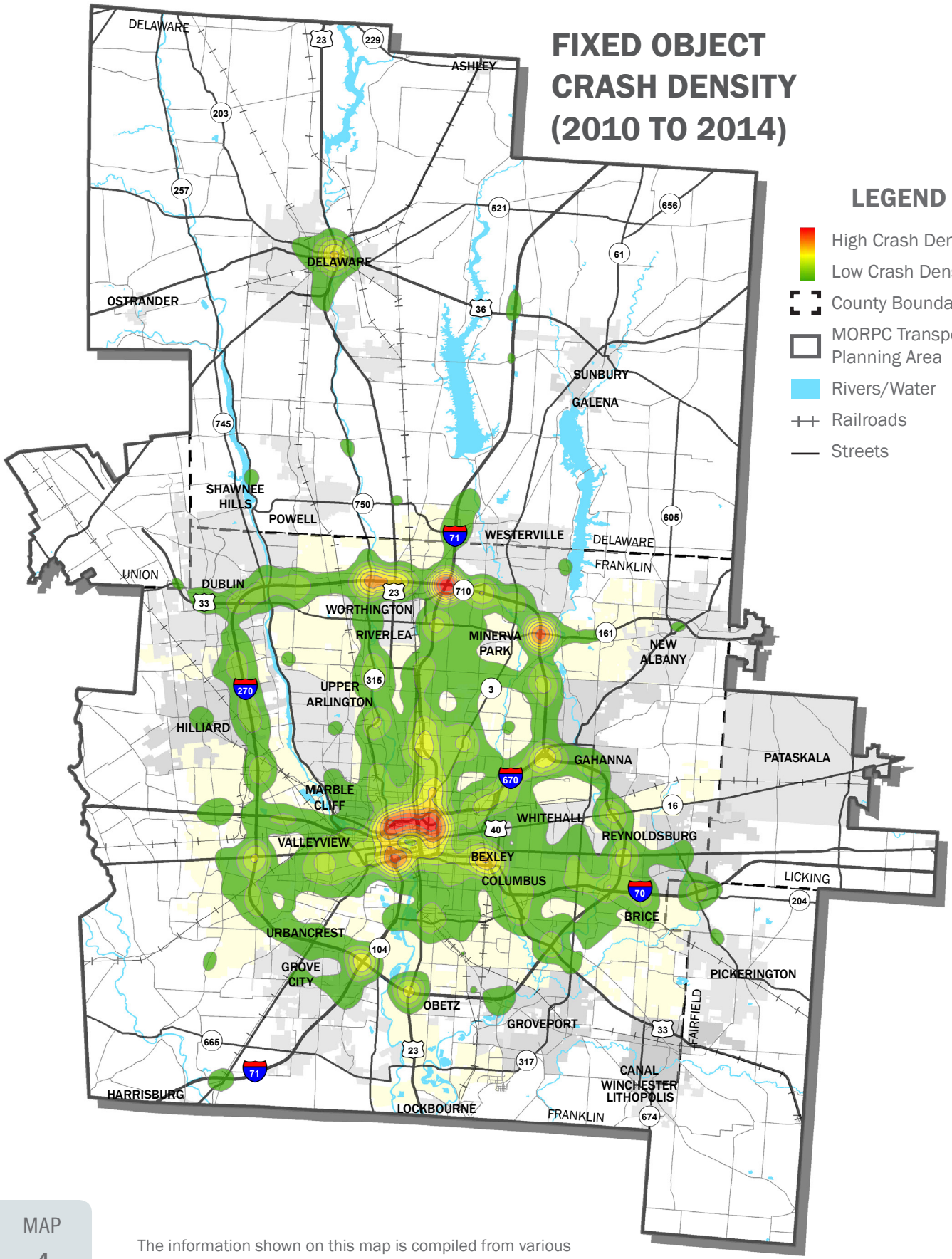


FIXED OBJECT CRASH TREE DIAGRAM (FATAL AND SERIOUS INJ. CRASHES)



PERCENT FATAL & SERIOUS INJURY (FSI) BY OBJECT STRUCK

FIXED OBJECT CRASH DENSITY (2010 TO 2014)



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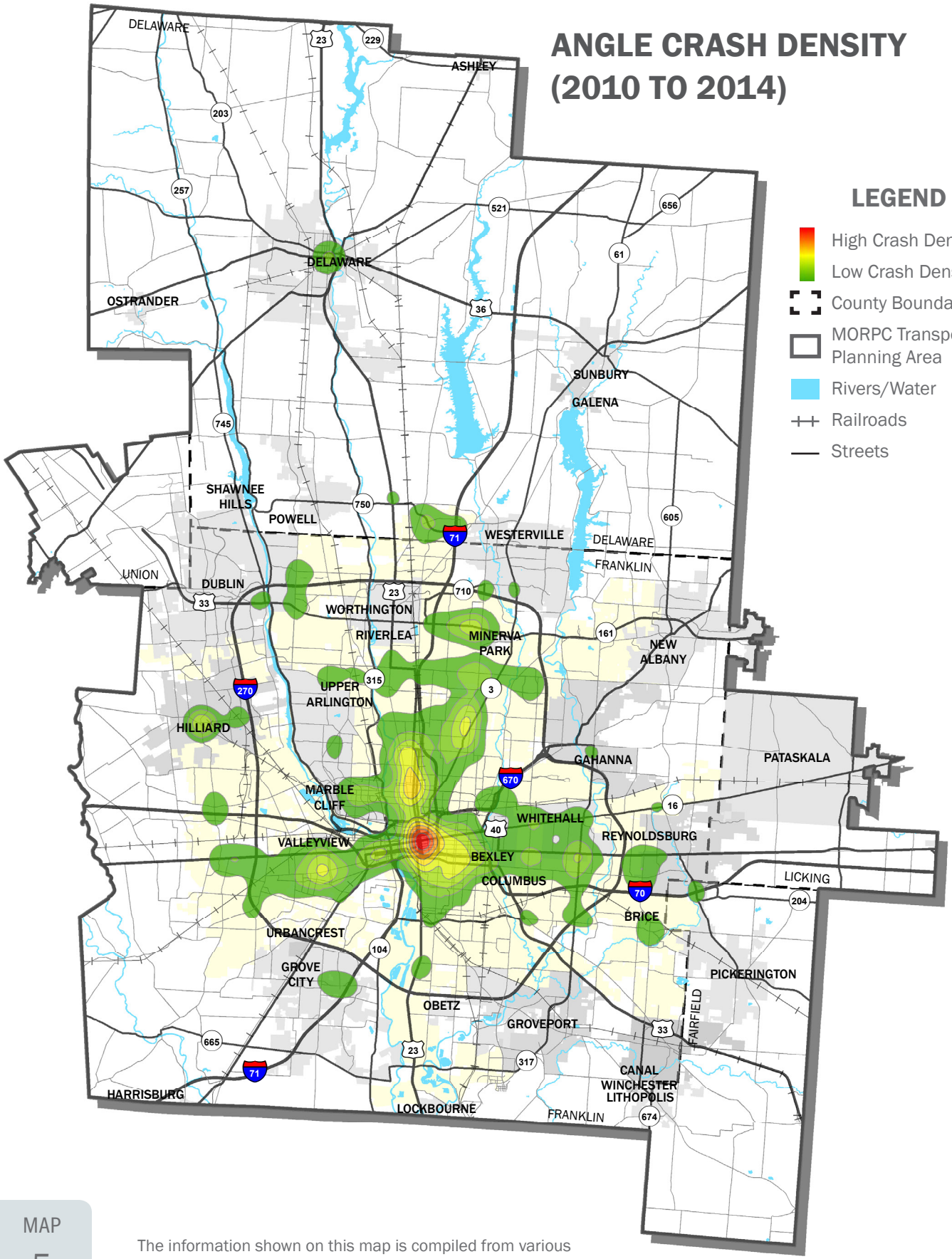
ANGLE CRASH DENSITY (2010 TO 2014)



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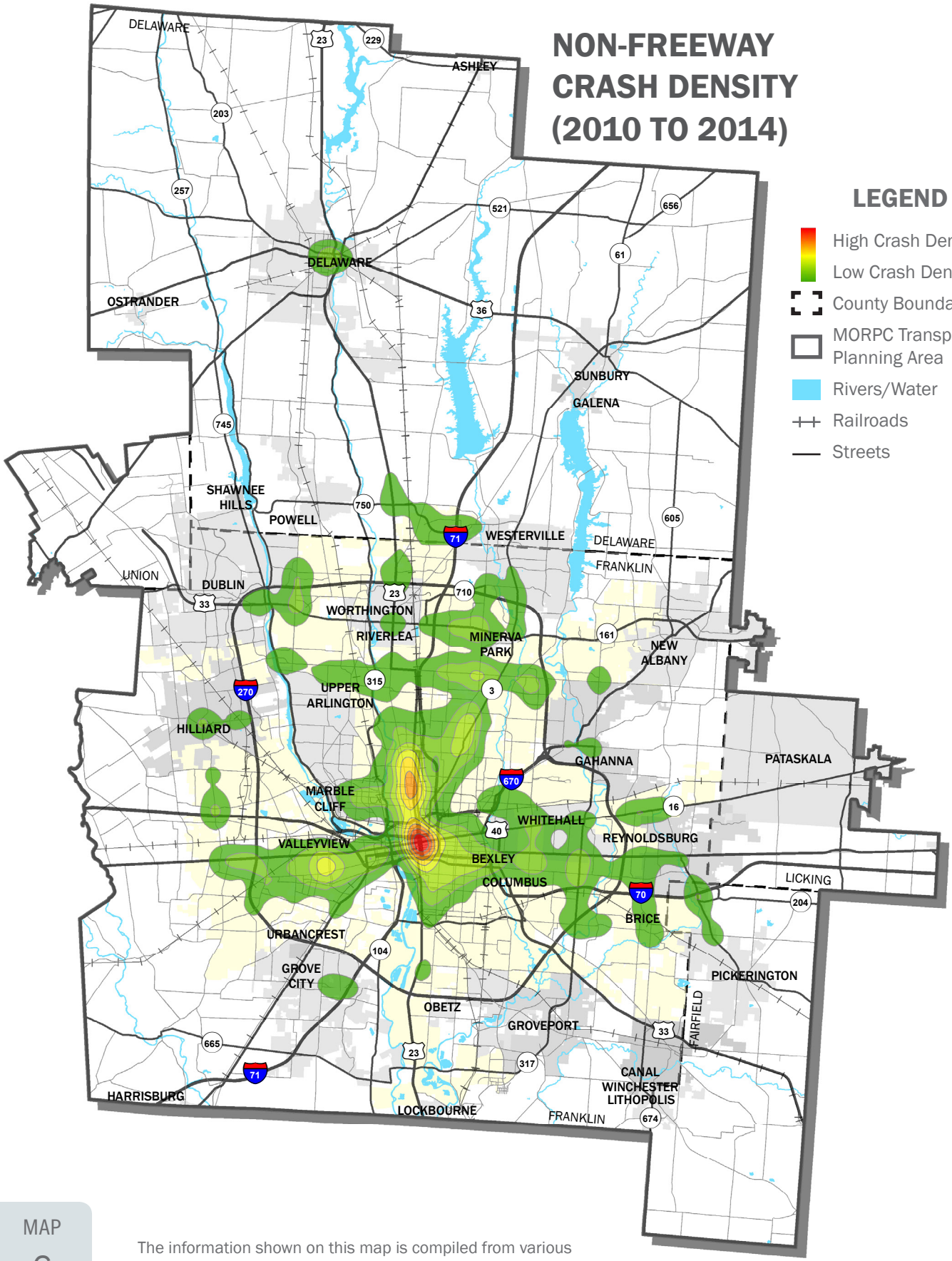
NON-FREEWAY CRASH DENSITY (2010 TO 2014)



LEGEND

- High Crash Density
- Low Crash Density
- County Boundary
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- Streets

MAP
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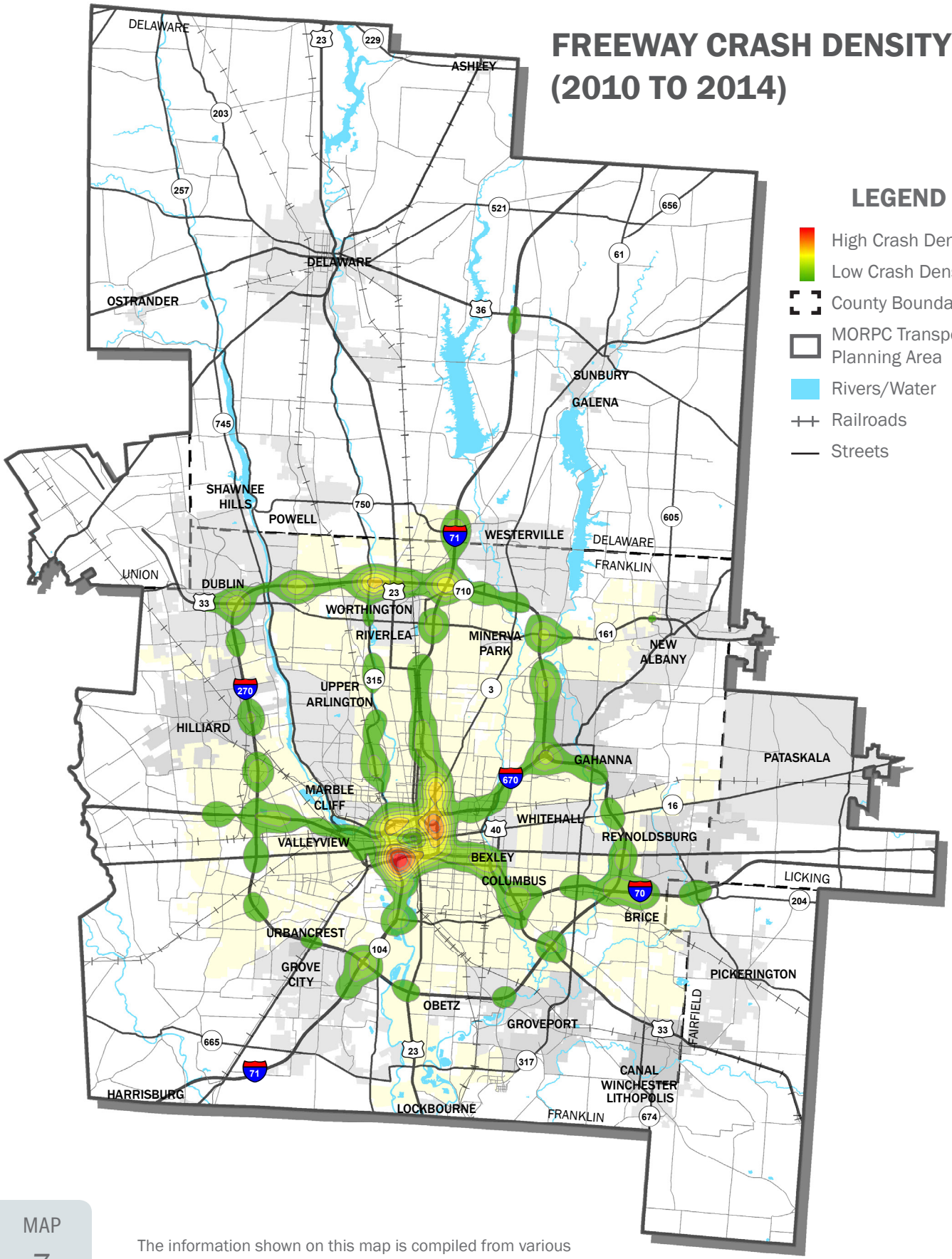
FREEWAY CRASH DENSITY (2010 TO 2014)



LEGEND

- High Crash Density
- Low Crash Density
- County Boundary
- MORPC Transportation Planning Area
- Rivers/Water
- Railroads
- Streets

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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HIGH RISK DRIVERS AND BEHAVIORS

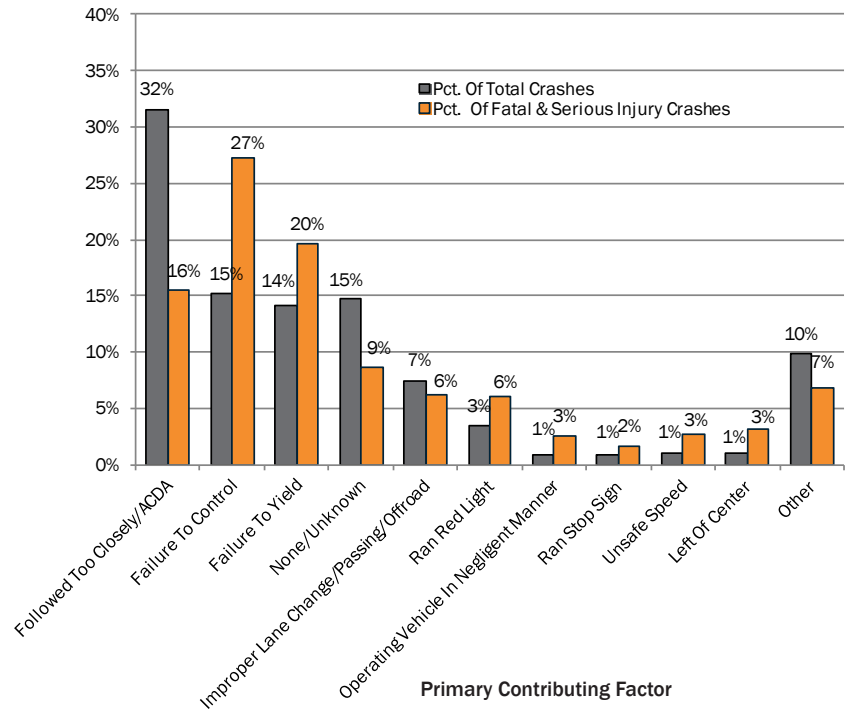
SECTION 3

CONTRIBUTING FACTORS & ROADWAY CONDITIONS

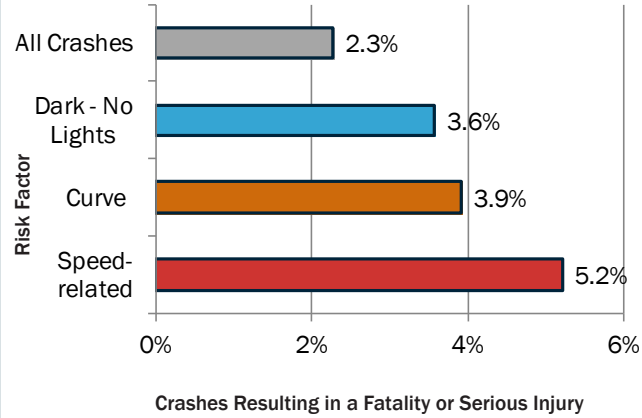
The factors leading up to a crash provide engineers and law enforcement officials with valuable information needed to reduce the severity and frequency of future crashes. In this regard, behavioral aspects, along with infrastructure and environmental conditions, must be considered. The statistics shown here refer to the contributing factor for the at-fault vehicle (the *Unit in Error* as noted on the crash report).

KEY FACTS:

- *Following too closely* was the most common contributing factor, accounting for around 32 percent of all crashes.
- *Failure to control* accounted for only 15 percent of all crashes, but 27 percent of fatal & serious injury crashes.
- Around 3.6 percent of crashes occurring under dark, unlit conditions resulted in a fatality or serious injury, compared to 2.0 percent during daylight conditions.
- Speed-related crashes were more than twice as likely to result in a fatal or serious injury than other crashes.
- Almost 4 percent of single-car crashes resulted in a fatality or serious injury compared to less than 2 percent of crashes involving two vehicles.



PRIMARY CONTRIBUTING FACTORS (EXCLUDING PED/BIKE)



RISK FACTORS FOR FATAL & SERIOUS INJURIES

EFFECT OF SPEEDING & NUMBER OF UNITS ON SEVERITY

Number of Units Involved in Crash		1	2	3 or more	Total
Not Speed-Related	Total Crashes	23,672	129,043	14,935	167,650
	FSI Crashes	780	2,155	529	3,464
	FSI Rate	3.3%	1.7%	3.5%	2.1%
Speed-Related	Total Crashes	4,755	7,195	1,247	13,197
	FSI Crashes	284	307	96	687
	FSI Rate	6.0%	4.3%	7.7%	5.2%
All Crashes	Total Crashes	28,427	136,238	16,182	180,847
	FSI Crashes	1,064	2,462	626	4,152
	FSI Rate	3.74%	1.8%	3.87%	2.3%

Notes
- These data include only those crashes where a determination was made as to whether the crash was speed-related.
- The shaded yellow cells indicate the highest value for each row.
- FSI Crashes = the number of fatal and serious injury crashes.
- FSI Rate = the percent of crashes that resulted in a fatal or serious injury.

ALCOHOL-RELATED FATALITIES & SERIOUS INJURIES

Alcohol is a suspected factor in many of the fatal and serious injury crashes in MORPC's Transportation Planning Area. Between 2010 and 2014, an average of 33 people died in alcohol-related crashes each year and close to 100 more sustained serious injuries. For the purposes here, a fatality or serious injury is classified as *alcohol-related* if the reporting officer suspected the driver, pedestrian, or bicyclist of the at-fault vehicle of being under the influence of alcohol.

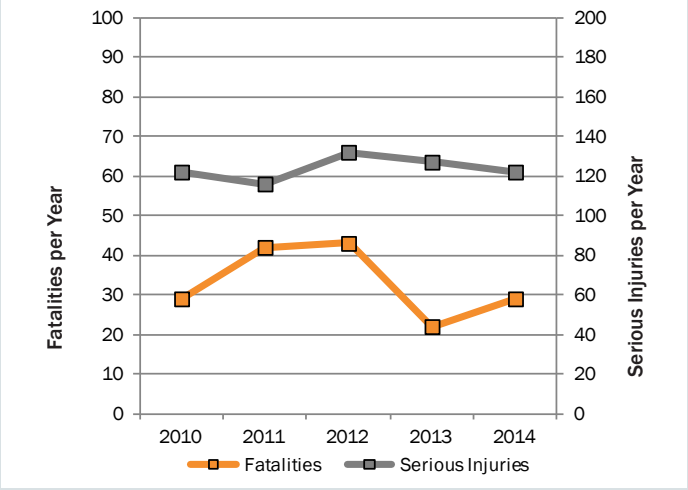
KEY FACTS:

- From 2010 to 2014, alcohol was suspected in 35 percent of all fatalities and 14 percent of serious injuries.
- Alcohol was suspected in around 51 percent of all fatalities resulting from fixed-object crashes.
- Alcohol-related serious injuries did not decrease between 2010 and 2014.
- Alcohol-related fatalities also did not decrease between 2010 to 2014.

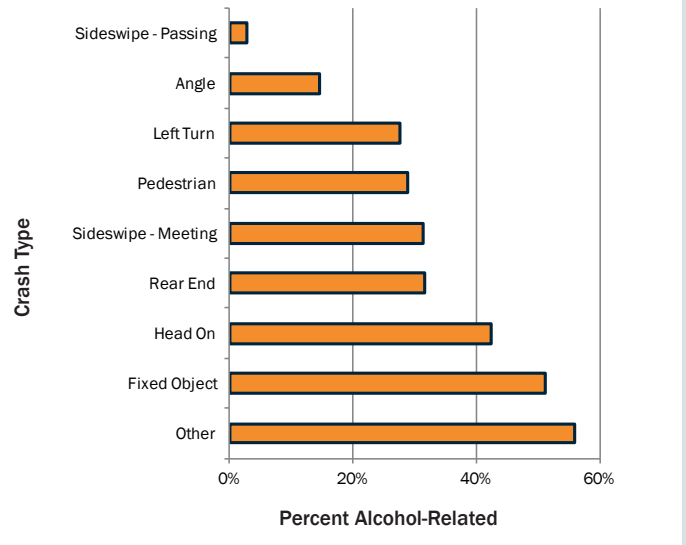
ALCOHOL-RELATED FATALITIES & SERIOUS INJURIES BY CRASH TYPE

CRASH TYPE	FATALITIES				SERIOUS INJURIES			
	Total Fatalities	Alcohol-Related Fatalities	% Alcohol-Related	% All Fatalities (Alcohol-Related)	Total Serious Injuries	Alcohol-Related Serious Injuries	% Alcohol-Related	% All Serious Injuries (Alcohol-Related)
Angle	48	7	15%	1%	860	58	7%	1%
Fixed Object	133	68	51%	14%	872	230	26%	5%
Head On	40	17	43%	4%	192	39	20%	1%
Left Turn	29	8	28%	2%	401	3	1%	0%
Pedestrian	90	26	29%	5%	450	72	16%	2%
Rear End	41	13	32%	3%	683	77	11%	2%
Sideswipe - Meeting	35	11	31%	2%	174	33	19%	1%
Sideswipe - Passing	35	1	3%	0%	298	15	5%	0%
Other	25	14	56%	3%	521	92	18%	2%
Total	**476**	**165**	**35%**	**35%**	**4,451**	**619**	**14%**	**14%**

Notes
- The column titled *%All Fatalities/Serious Injuries (Alcohol-Related)* refers to the percent of all fatalities or serious injuries that are attributable to alcohol-related crashes of the particular crash type. For example, alcohol-related fixed-object crashes account for 15% of all fatal crashes and 7% of all serious injury crashes.
- Shaded yellow cells indicate the crash type with the highest value for each respective column. In this case, fixed-object crashes are the most problematic for alcohol-related crashes in all categories.



ALCOHOL-RELATED FATALITIES & SERIOUS INJURIES BY YEAR



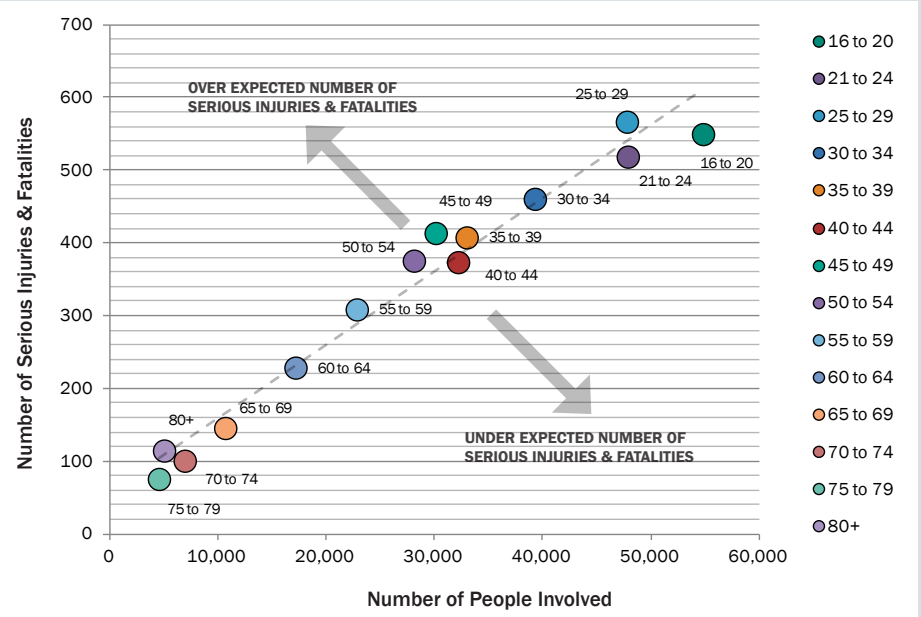
PERCENT OF FATALITIES RESULTING FROM ALCOHOL-RELATED CRASHES, BY CRASH TYPE

OCCUPANT AND VEHICLE CHARACTERISTICS

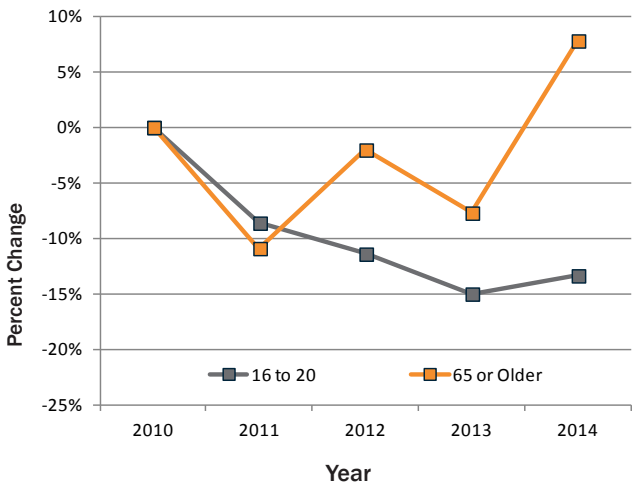
Of the factors that influence whether someone is involved in a crash and the severity of resulting injuries, driver experience and skill are important factors, as well as the safety features of the vehicles involved. Additionally, a person's underlying health may affect the extent of their injuries.

KEY FACTS:

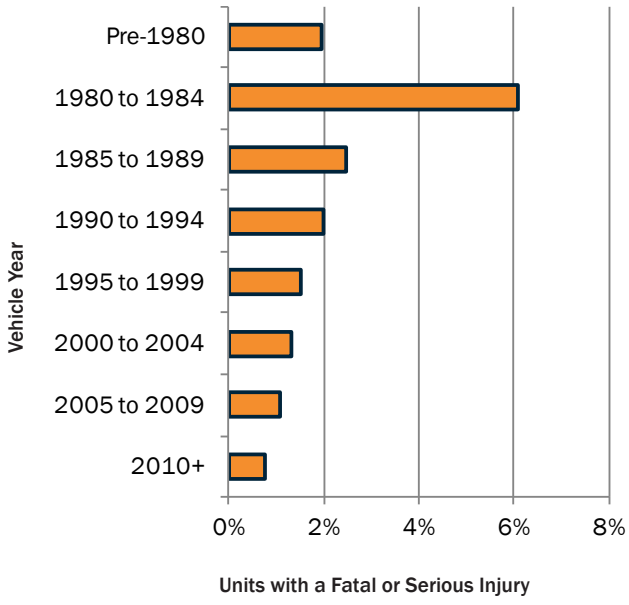
- While individuals between the ages of 16 and 20 accounted for the highest number of serious and fatal injuries, individuals between the ages of 45 and 49 were the most likely to suffer serious or fatal injuries when involved in a crash.
- Crashes attributed to senior drivers has increased by around 8 percent since 2010.
- The number of crashes with a teenager listed as the at-fault driver was around 13 percent lower in 2014, compared to 2010.
- Drivers and occupants of vehicles built prior to 1995 were more than 2.8 times as likely to suffer a fatal or serious injury during a crash compared to vehicles built since 2010.



NUMBER PEOPLE INVOLVED IN CRASHES BY NUMBER OF SERIOUS INJURIES & FATALITIES



CRASH TREND BY AGE OF AT-FAULT DRIVER, SELECT AGE GROUPS



FATAL & SERIOUS INJURY RATE BY VEHICLE YEAR

SPECIAL VEHICLES AND ROADWAY USERS

SECTION 4

UNIT STATISTICS

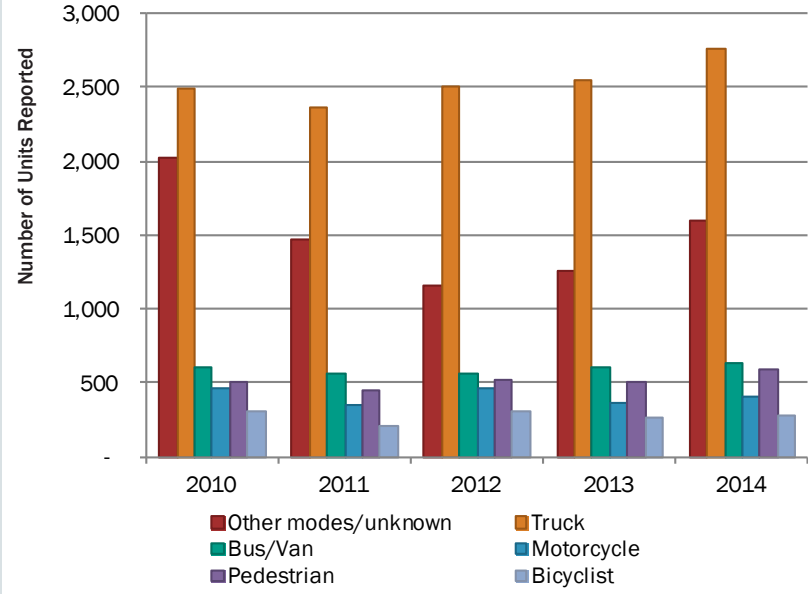
The majority of crashes in MORPC's Transportation Planning Area involved one or more motor vehicles. However, it is also important to understand the frequency and severity of the other types of *units* involved. In this context, the term *unit* refers to the vehicle involved in the crash. For bicycle and pedestrian crashes, the *unit* refers to the person involved.

KEY FACTS:

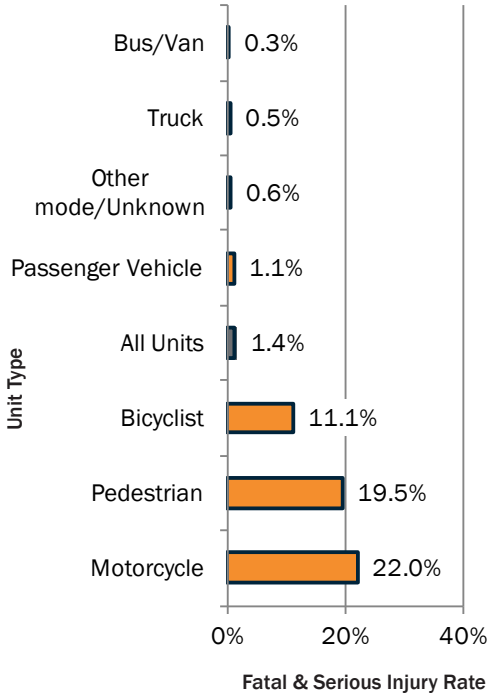
- From 2010 through 2014, there were 332,728 units involved in reported crashes. Of these, over 300,000 (91 percent) were passenger vehicles. Trucks were the next most common type, accounting for over 12,000 units (3.8 percent).
- Occupants of buses and vans were the least likely to suffer a fatal or serious injury during a crash, while motorcyclists, pedestrians, and bicyclists were the most vulnerable.
- Motorcyclists and their passengers were 22 times more likely to be killed or seriously injured in a crash during a collision than the occupants of a passenger vehicle. The comparable figures for pedestrians and bicyclists are 19.5 and 11, respectively.
- The number of units reported has declined since 2010 for each mode, except for pedestrians, trucks, and buses/vans.

UNIT STATISTICS, 2010 TO 2014

UNIT TYPE	MOST SEVERE INJURY				TOTAL UNITS	UNITS IN ERROR
	Fatal Injury	Serious Injury	Minor Injury	No Injury		
Bicyclist	14	138	903	212	1,368	47%
Bus/Van	0	9	296	2,632	2,982	37%
Motorcycle	65	387	1,112	444	2,054	50%
Other modes	2	18	196	816	1,049	40%
Passenger Vehicle	276	3,009	46,610	243,685	303,565	49%
Pedestrian	86	417	1,783	217	2,579	38%
Truck	11	49	580	11,631	12,661	55%
Unknown	0	22	180	3,232	6,470	90%



NUMBER OF UNITS REPORTED BY YEAR



FATAL & SERIOUS INJURY RATE BY UNIT TYPE

MOTORCYCLE CRASHES

Motorcycle crashes tend to be particularly severe due to the speed and vulnerability of the motorcyclist. Educational programs that seek to improve the motorcyclist's skill can reduce the number and severity of crashes; however, behavioral issues, such as speeding, also need to be addressed.

KEY FACTS:

- Motorcyclists had the highest rate of fatal and serious injuries reported among all types of roadway users: 22 percent of motorcyclists suffered a serious injury or fatality when involved in a collision.
- 24.6 percent of fatal motorcycle crashes were reported as being *speed-related*.
- Motorcyclist errors accounted for 55 percent of all motorcycle crashes. They accounted for 77 percent of fatal crashes.

MOTORCYCLE CRASH SEVERITY BY CONTRIBUTING FACTOR

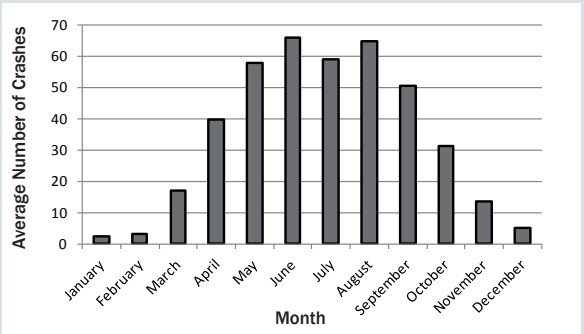
CONTRIBUTING FACTOR		CRASH SEVERITY				TOTAL CRASHES
		Fatal	Serious Injury	Minor Injury	No Injury	
MOTORCYCLIST ERROR	Failure To Control	31%	36%	29%	16%	27%
	Followed Too Closely/ACDA	8%	5%	8%	17%	10%
	Improper Lane Change/ Passing/Offroad	6%	4%	3%	4%	3%
	Operating Vehicle In Negligent Manner	2%	3%	2%	1%	2%
	Unsafe Speed or Exceeded Speed Limit	16%	3%	1%	0%	2%
	Other Factors	15%	8%	12%	11%	11%
	Total	77%	59%	55%	48%	55%
OTHER UNIT IN ERROR	Failure To Yield	13%	27%	23%	15%	21%
	Followed To Closely/ACDA	2%	4%	8%	22%	10%
	Improper Lane Change/ Passing/Offroad	2%	3%	5%	4%	4%
	Improper Turn	0%	2%	3%	1%	3%
	Ran Red Light	2%	2%	1%	1%	1%
	Other Factors	5%	3%	4%	9%	5%
	Total	23%	41%	45%	52%	45%
TOTAL CRASHES		3%	20%	54%	23%	100%

Notes
- Percentages shown are based only on crashes with an *at-fault* vehicle reported.
- Percentages shown refer to the portion of total crashes attributable to the contributing factor, for each severity level. For instance, *Failure to Control* accounts for 29% of all fatal motorcycle crashes.
- Shaded yellow cells indicate the contributing factor with the highest value for each respective column, excluding grouped categories (*Other Factors*).

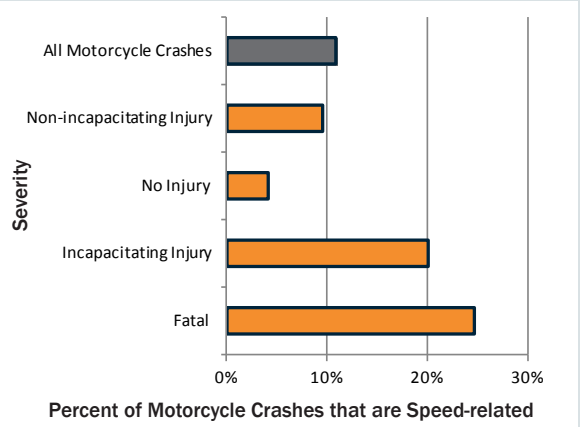
MOTORCYCLE CRASHES BY SEVERITY, 2010 TO 2014

YEAR	CRASH SEVERITY		TOTAL CRASHES	FSI RATE
	Fatal	Serious Injury		
2010	12	88	465	22%
2011	11	77	347	25%
2012	16	91	470	23%
2013	13	66	368	21%
2014	13	65	404	19%
Total	65	387	2,054	22%

Notes
- FSI Rate = the percent of crashes that resulted in a fatal or serious injury.

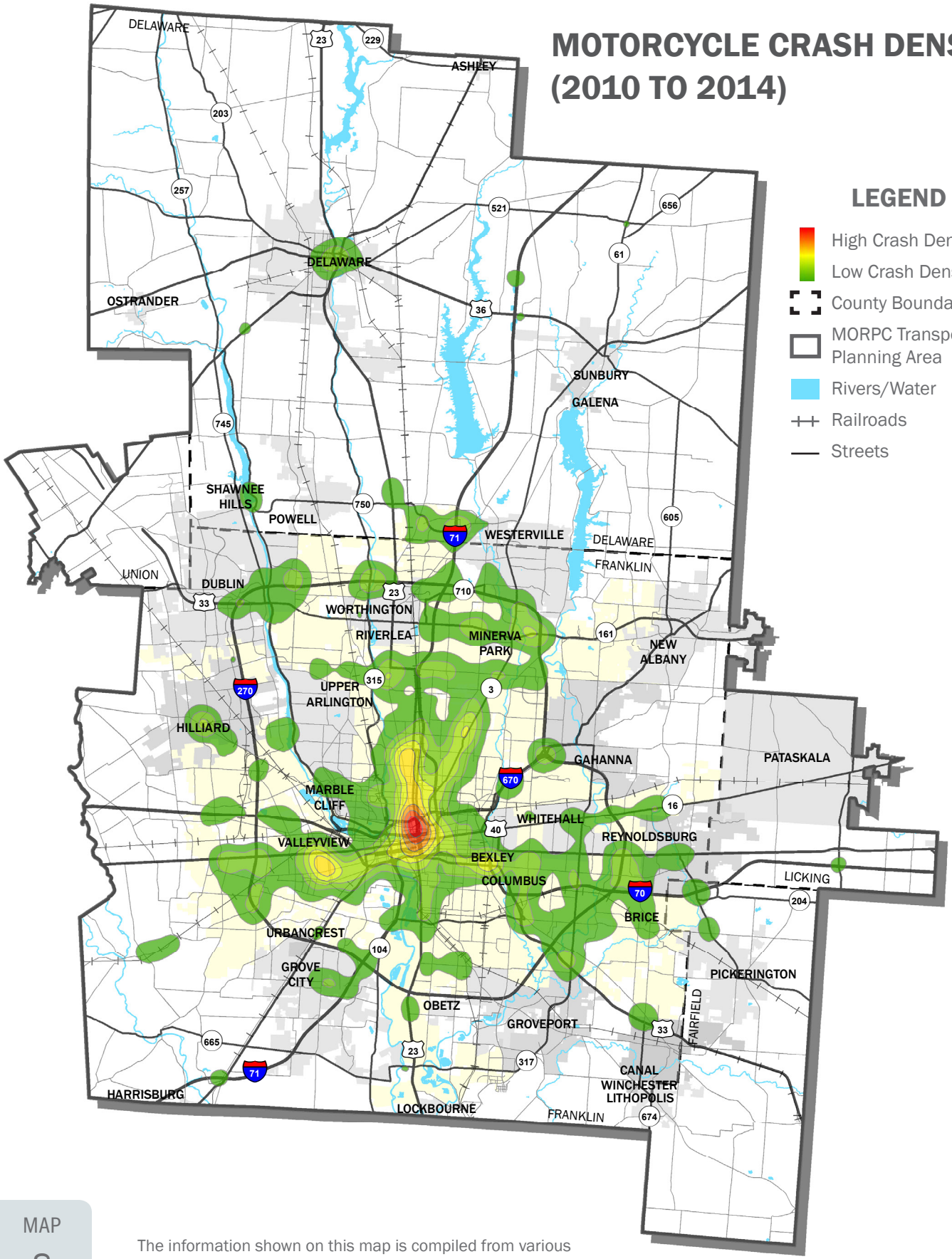


AVERAGE MOTORCYCLE CRASHES BY MONTH



MOTORCYCLE CRASH SPEED & SEVERITY

MOTORCYCLE CRASH DENSITY (2010 TO 2014)



MAP
8

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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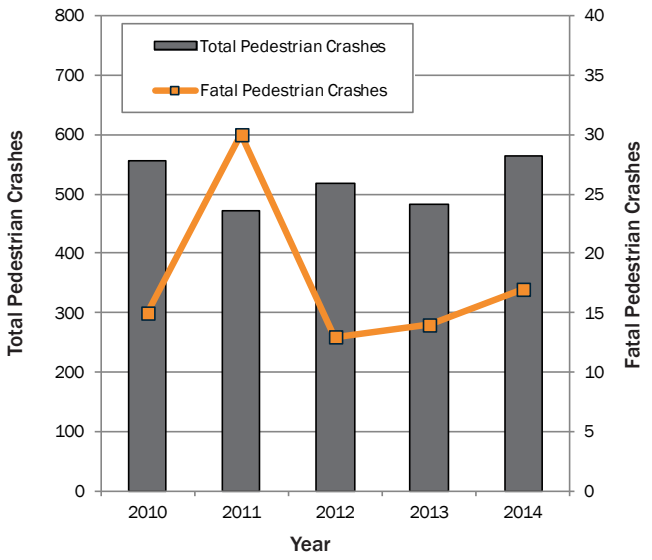
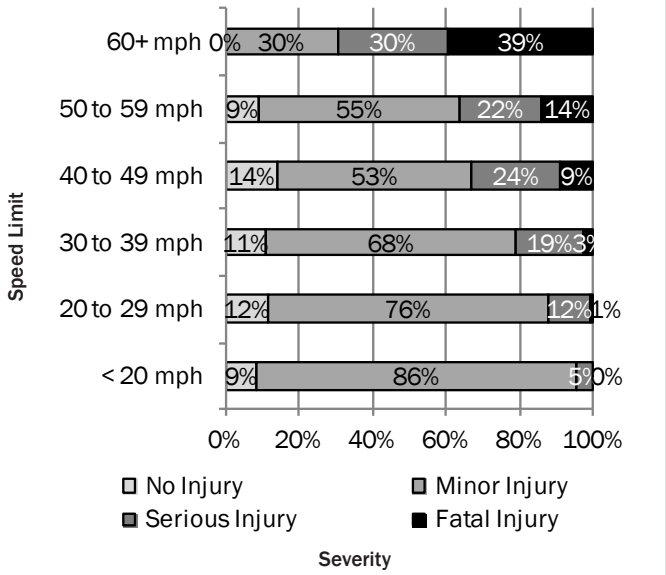
PEDESTRIAN CRASHES

Although the number of pedestrian crashes in central Ohio is relatively low compared to other crash types, they tend to be much more severe, and therefore are an important area of concern. From 2010 to 2014, pedestrian crashes accounted for almost 20 percent of all fatal crashes.



PEDESTRIAN CRASH TREND, 2010 TO 2014



PEDESTRIAN CRASH SEVERITY BY SPEED LIMIT

KEY FACTS:

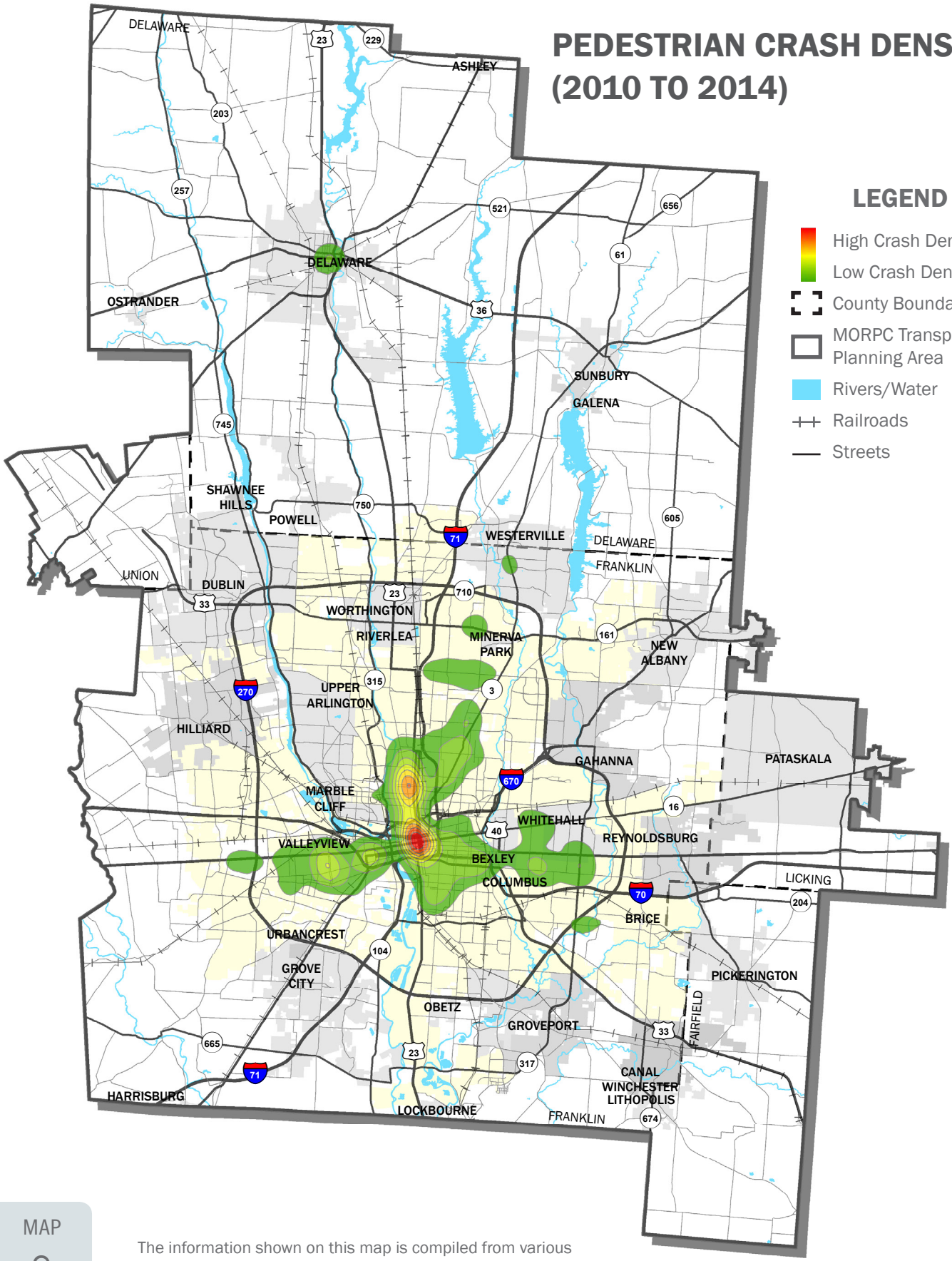
- In contrast to other crash types, pedestrian crashes have remained roughly constant over the 5-year period.
- Pedestrian fatalities increased around 13 percent from 2010 to 2014.
- Pedestrian crashes on roads with a posted speed limit less than 30 miles per hour (mph) rarely lead to a fatality. The fatality rate increased sharply beyond 30 mph, rising to over 39 percent where the speed limit is 60 mph or greater.
- Pedestrians were reported to be at fault in 43 percent of all pedestrian crashes, but 67 percent of fatal crashes.

PEDESTRIAN CRASH SEVERITY BY CONTRIBUTING FACTOR

CONTRIBUTING FACTOR		CRASH SEVERITY				TOTAL CRASHES
		Fatal	Serious Injury	Minor Injury	No Injury	
PEDESTRIAN ERROR	Improper Crossing	32%	27%	15%	17%	18%
	Darting	5%	10%	8%	6%	8%
	Lying And/Or Illegally In Roadway	16%	6%	3%	6%	4%
	Other Pedestrian Factors	14%	14%	12%	14%	13%
	Total (Pedestrian in Error)	67%	58%	39%	42%	43%
OTHER UNIT IN ERROR	Failure To Yield	8%	17%	26%	22%	24%
	Failure To Control	10%	4%	5%	7%	6%
	Operating Vehicle In Negligent Manner	3%	1%	2%	3%	2%
	Other Driver-related factors	12%	20%	28%	26%	26%
	Total (Driver in Error)	33%	42%	61%	58%	57%
TOTAL CRASHES		3%	16%	69%	12%	100%

Notes
- Percentages shown are based only on crashes with an *at-fault* vehicle reported.
- Percentages shown refer to the portion of total crashes attributable to the contributing factor, for each severity level. For instance, *darting* accounts for 10% of all fatal pedestrian crashes.
- Shaded yellow cells indicate the contributing factor with the highest value for each respective column, excluding grouped categories (other driver and pedestrian-related factors).

PEDESTRIAN CRASH DENSITY (2010 TO 2014)



LEGEND

- High Crash Density
- Low Crash Density
- County Boundary
- MORPC Transportation Planning Area
- Rivers/Water
- Railroads
- Streets

MAP
9

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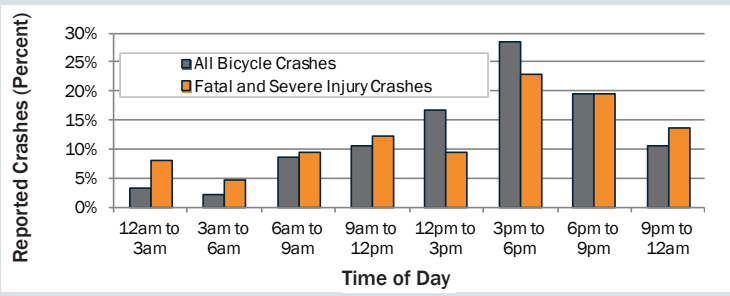
BICYCLE CRASHES

Similar to pedestrians and motorcyclists, bicyclists are especially vulnerable in collisions with motor vehicles. Around 11 percent of all reported crashes involving a bicyclist resulted in either a fatal or serious injury in 2014, a slight decrease from 2013. The total number of crashes has remained relatively constant over the last 5 years, with a 10 percent decrease in 2014 compared to 2010.

KEY FACTS:

- Around 11 percent of bicycle crashes resulted in a fatality or serious injury, compared to 2.3 percent of all crashes.
- Bicyclists 10 to 20 years old comprised the most common age range, accounting for over 30 percent of all bicyclists involved in a crash.
- Crashes that occured between 9pm and 6am accounted for nearly 26 percent of all fatal and serious injury crashes.

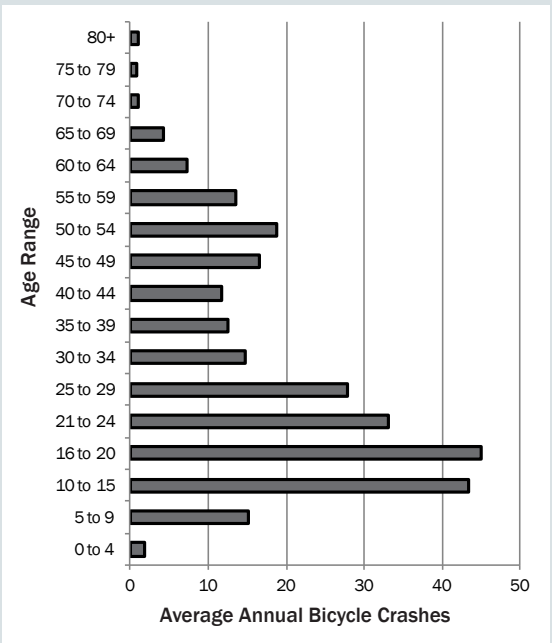


REPORTED BICYCLE CRASHES BY TIME OF DAY & SEVERITY

BICYCLE CRASHES BY SEVERITY, 2010 TO 2014

YEAR	CRASH SEVERITY		TOTAL CRASHES	FSI RATE
	Fatal	Serious Injury		
2010	2	21	306	8%
2011	1	24	214	12%
2012	3	35	298	13%
2013	3	30	267	12%
2014	3	26	275	11%
Total	12	136	1,360	10.88%

Notes
- FSI Rate = the percent of crashes that resulted in a fatal or serious injury.



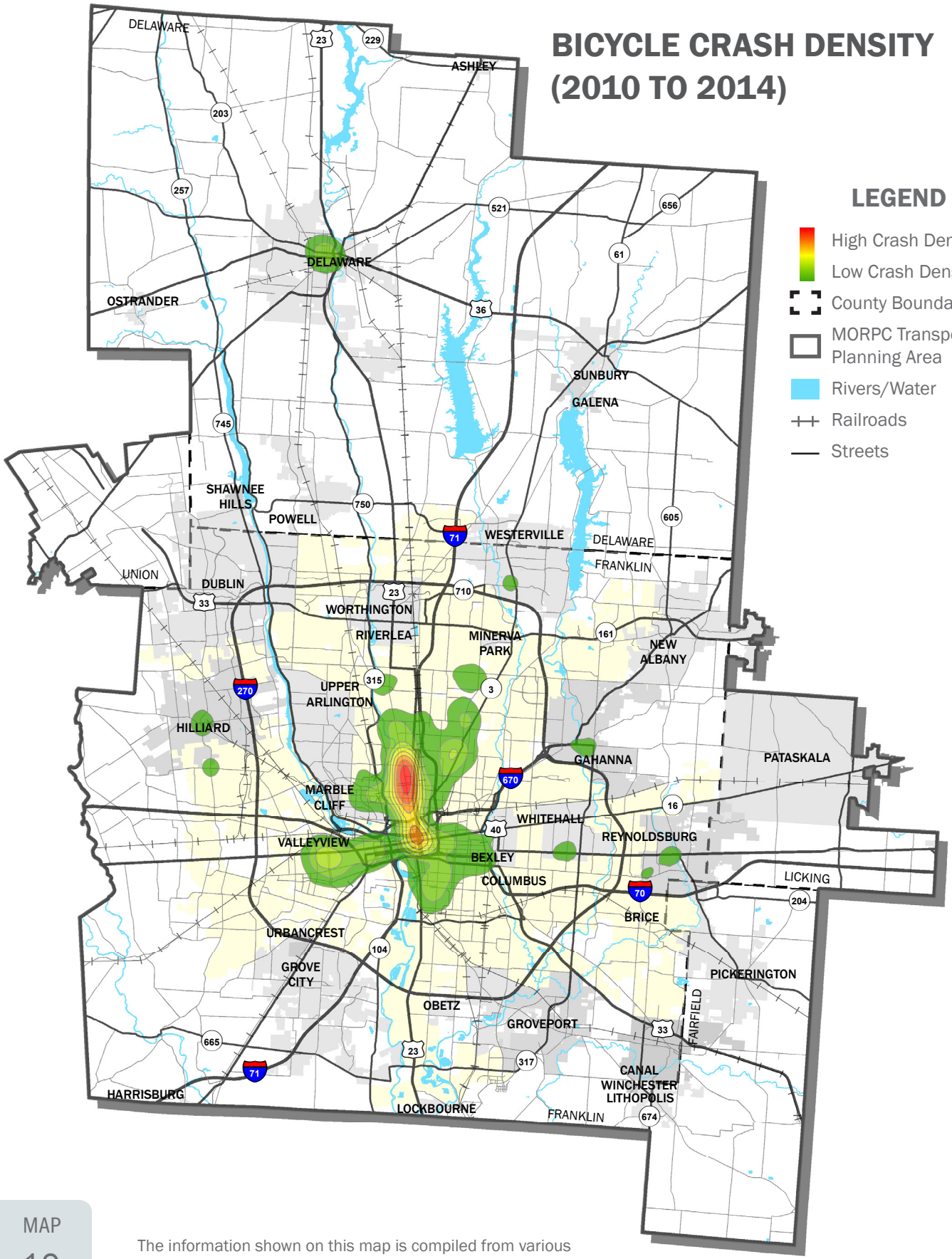
AVERAGE ANNUAL BICYCLE CRASHES BY BICYCLISTS' AGE RANGE, 2010 TO 2014

BICYCLE CRASH SEVERITY BY CONTRIBUTING FACTOR

CONTRIBUTING FACTOR		CRASH SEVERITY				TOTAL CRASHES
		Fatal Injury	Serious Injury	Minor Injury	No Injury	
BICYCLIST ERROR	Improper Crossing	0%	10%	10%	11%	10%
	Failure To Yield Right Of Way	0%	7%	8%	11%	8%
	Failure To Obey Signs/Signals/ Officer	0%	14%	6%	6%	7%
	Other Factors	43%	23%	27%	29%	27%
	Total (Bicyclist in Error)	43%	53%	51%	56%	52%
OTHER UNIT IN ERROR	Failure To Yield	0%	24%	30%	20%	27%
	Followed To Closely/ACDA	43%	8%	3%	8%	5%
	Improper Lane Change/Passing/ Offroad	0%	4%	3%	2%	3%
	Other Factor (Driver Factors)	14%	11%	13%	14%	13%
	Total (Other Unit in Error)	57%	47%	49%	44%	48%
TOTAL CRASHES		0.7%	10.9%	70.8%	17.6%	100%

Notes
- Percentages shown refer to the portion of total crashes attributable to the contributing factor for each severity level.
- Shaded cells indicate the contributing factor with the highest value for each respective column, excluding grouped categories (other driver and pedestrian-related factors).

BICYCLE CRASH DENSITY (2010 TO 2014)



MAP
10

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