



Mid-Ohio Regional  
Planning Commission

# **REGIONAL CRASH FACT SHEETS 2009 - 2013**

**OCTOBER 2014**

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 and Fairfield 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.

## OVERALL CRASH STATISTICS

Between 2009 and 2013 there were a total of 180,834 crashes reported within MORPC's Transportation Planning Area. Close to 465,000 people were involved in these crashes, of which 488 were fatally injured and 4,525 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, 2009 TO 2013

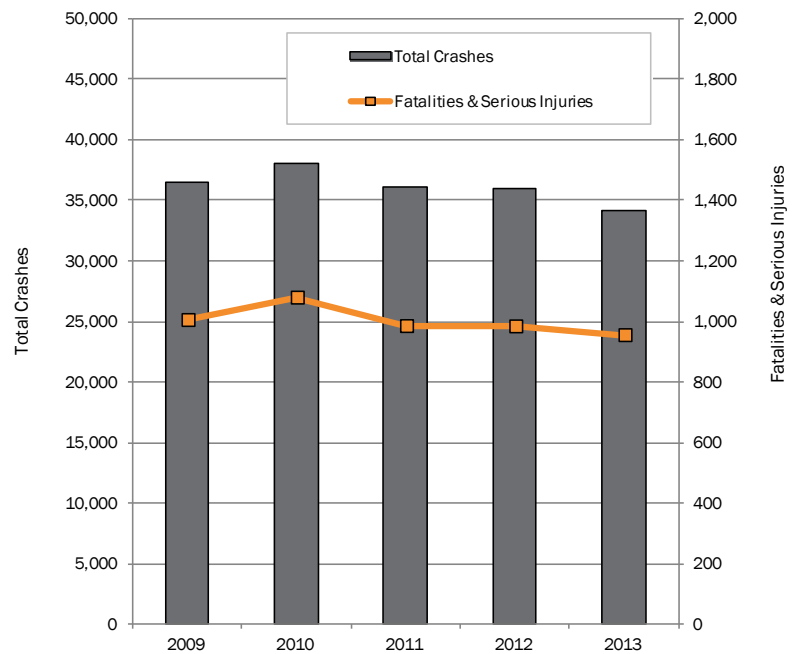
YEAR	CRASH STATISTICS				OCCUPANT STATISTICS					SAFETY METRICS		
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Fatalities	Serious Injuries	Minor Injuries	No Injuries	Total People Involved	Injury Rate	MORPC Severity Index	Fatalities and Serious Injuries per 100,000 population
2009	93	9,217	27,229	36,539	98	908	12,437	80,303	93,746	25.5%	1.53	713
2010	88	9,965	27,992	38,045	92	988	13,456	82,525	97,061	26.4%	1.55	756
2011	97	9,074	26,920	36,091	103	883	12,237	78,520	91,743	25.4%	1.53	688
2012	97	9,020	26,847	35,964	106	879	11,967	79,427	92,379	25.4%	1.53	684
2013	80	8,722	25,393	34,195	89	867	11,621	74,858	87,435	25.7%	1.54	660
5-Year Total	455	45,998	134,381	180,834	488	4,525	61,718	395,633	462,364	25.7%	1.54	3,501
Annual Average	91	9,200	26,876	36,167	98	905	12,344	79,127	92,473	25.7%	1.54	700
Percent Change (2009 to 2013)	-14.0%	-5.4%	-6.7%	-6.4%	-9.2%	-4.5%	-6.6%	-6.8%	-6.7%	1.0%	0.2%	-7.4%

#### Notes

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

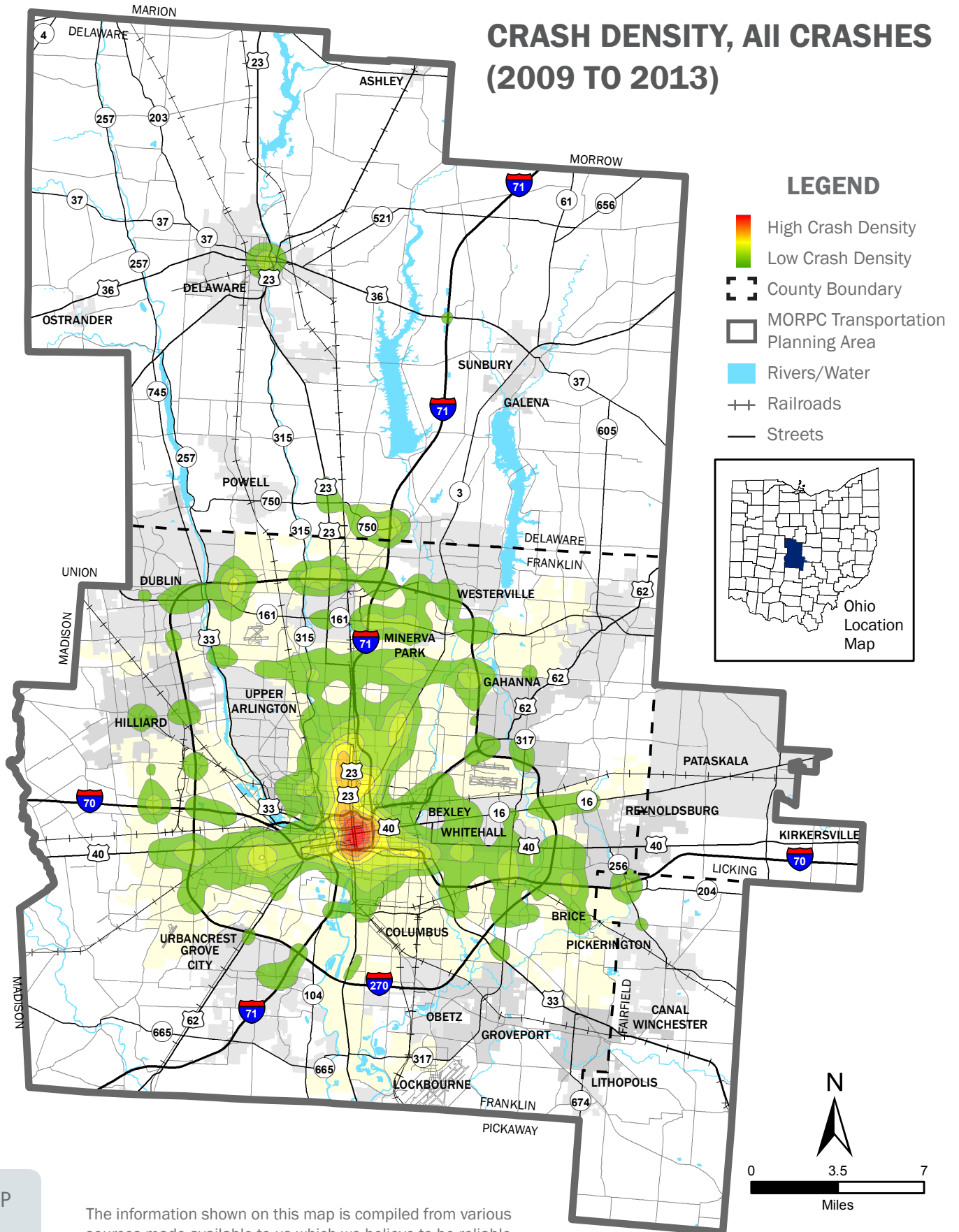
### KEY FACTS:

- The total number of crashes reported in MORPC's Transportation Planning Area was 6.4 percent lower in 2013 compared to 2009.
- On average, around 250 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 fatalities was 9.2 percent lower in 2013 compared to 2009.



### OVERALL CRASH STATISTICS 2009 - 2013

## LEGEND



## 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:

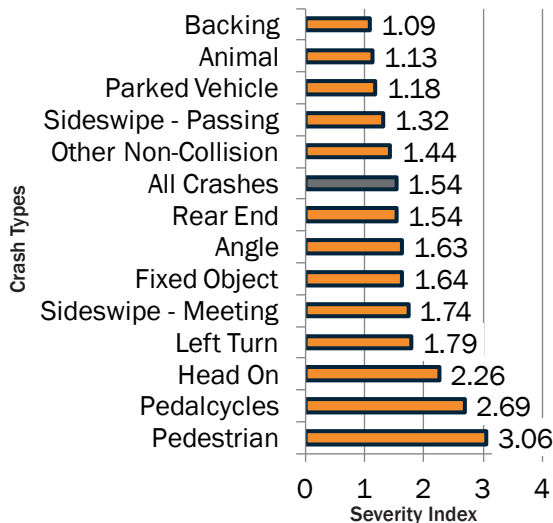
- From 2009 to 2013, there were 59,015 rear-end crashes in Central Ohio, making this the most common crash type. Fortunately, only one percent of rear-end crashes resulted in a fatality or serious injury.
- Although only half as many angle crashes as rear-end crashes occurred, they resulted in many more 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 (23 percent).
- Close to 20 percent of reported pedestrian crashes and 10 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	59,015	30	586	15,208	43,191	1.0%
Angle	28,603	53	645	8,137	19,768	2.4%
Sideswipe - Passing	22,275	12	255	3,245	18,763	1.2%
Fixed Object	21,560	130	821	5,339	15,270	4.4%
Parked Vehicle	15,627	14	114	1,191	14,308	0.8%
Left Turn	9,462	24	326	3,291	5,821	3.7%
Backing	5,885	2	14	233	5,636	0.3%
Animal	4,767	1	23	271	4,472	0.5%
Sideswipe - Meeting	3,544	35	136	974	2,399	4.8%
Pedestrian	2,519	86	382	1,738	313	18.6%
Other Non-Collision	2,492	5	61	459	1,967	2.6%
Pedalcycles	1,373	11	133	966	263	10.5%
Head On	1,303	28	128	537	610	12.0%
Other Object	1,150	2	15	108	1,025	1.5%
Overturning	882	14	100	453	315	12.9%
Unknown	354	8	17	83	246	7.1%
Train	18	-	1	6	11	5.6%
Other Non-Vehicle	5	-	-	2	3	0.0%

#### 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

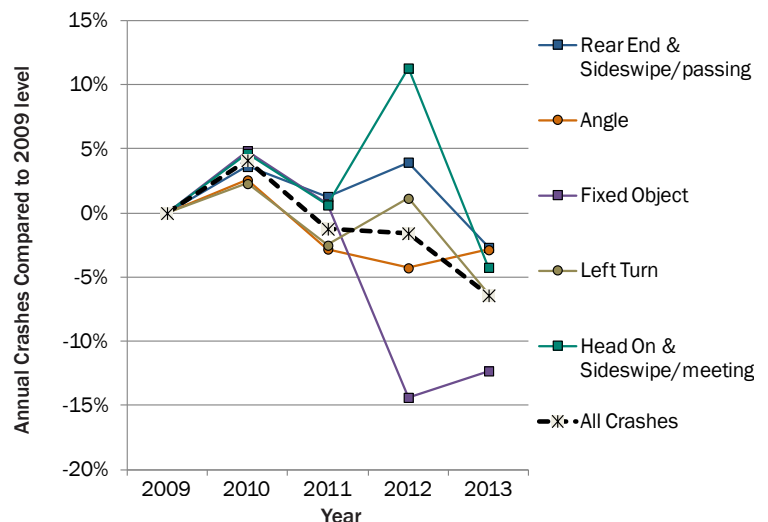


### SEVERITY INDEX FOR SELECT CRASH TYPES

#### Notes

- The Severity Index is calculated by the following formula:  

$$\frac{[(12 \times \text{\#FatalCrashes}) + (3 \times \text{\#InjuryCrashes}) + \text{\#NoInjuryCrashes}]}{\text{\#TotalCrashes}}$$

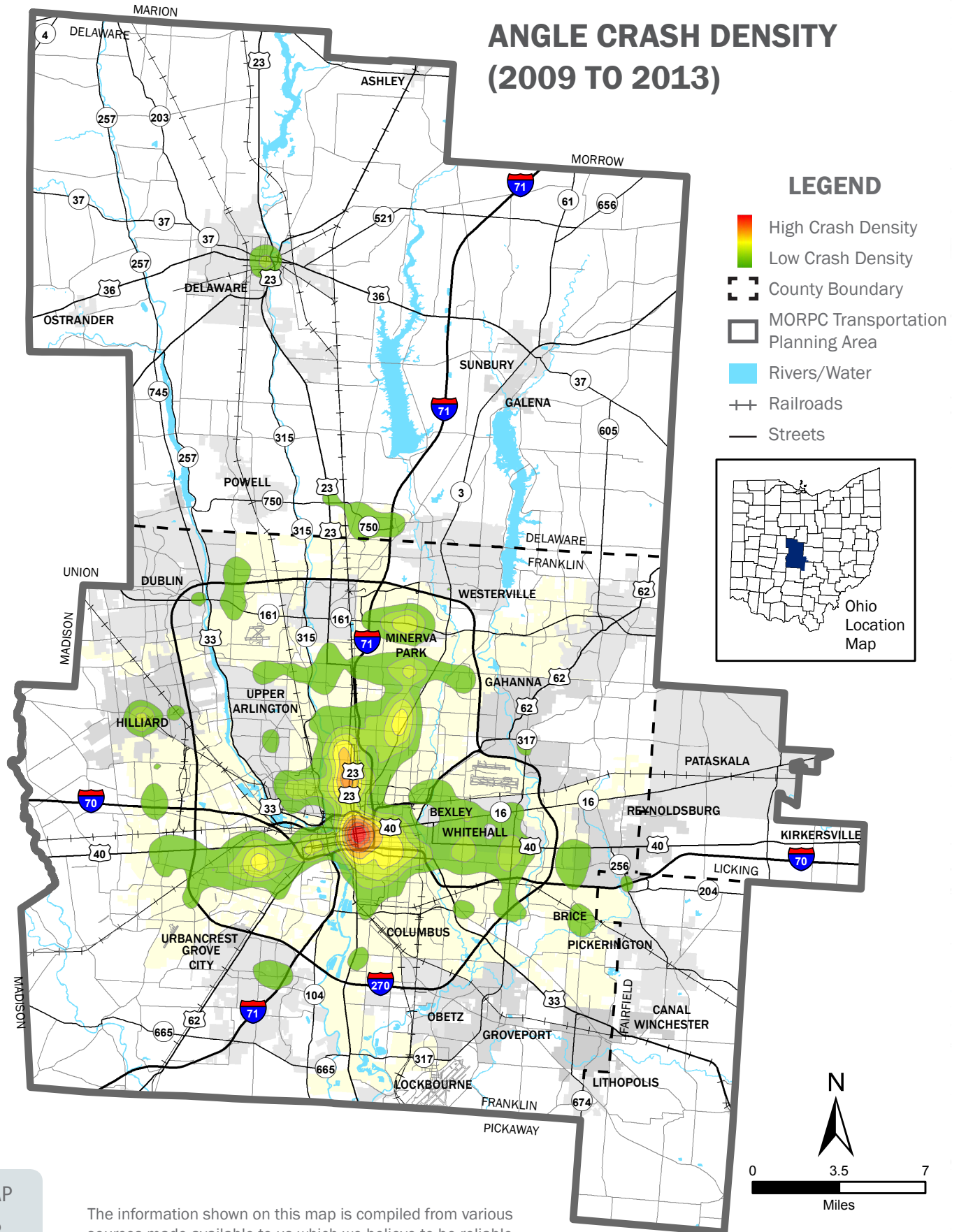


### SELECT CRASH TYPE TRENDS, 2009 - 2013

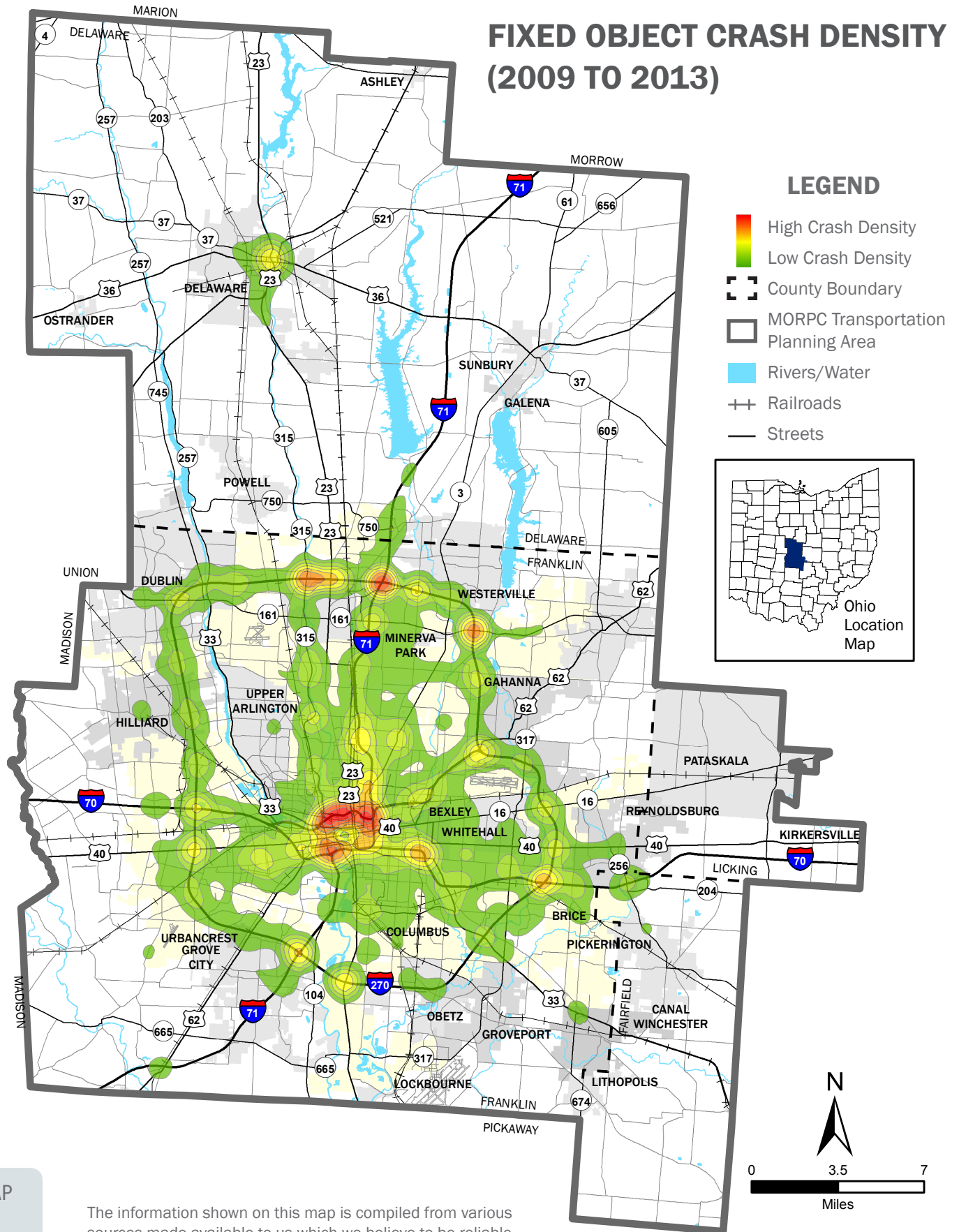




## ANGLE CRASH DENSITY (2009 TO 2013)



## FIXED OBJECT CRASH DENSITY (2009 TO 2013)





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





## UNIT STATISTICS

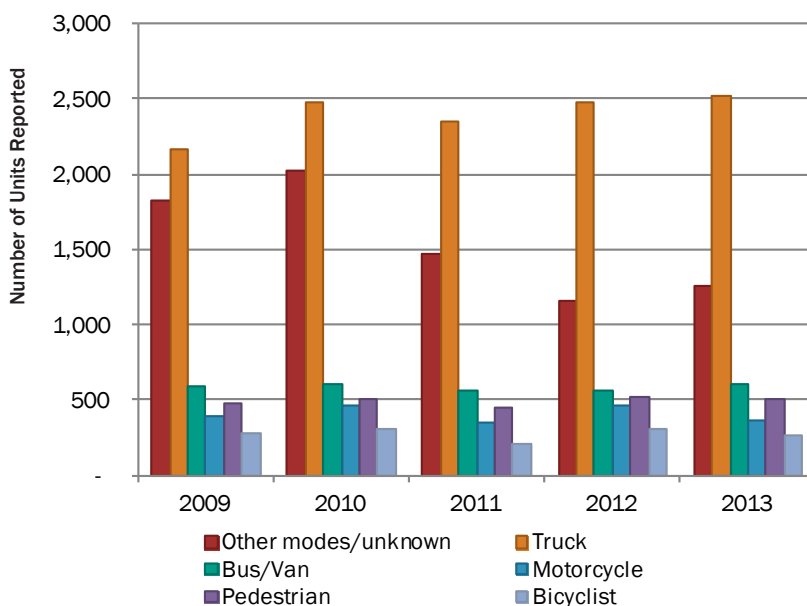
The majority of crashes in MORPC's Transportation Planning Area occurred among one or more passenger vehicles. However, it is also important to understand the frequency and severity of the other types of *units* involved. In this context, the term *unit* refers to the vehicle involved in the crash. For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

### KEY FACTS:

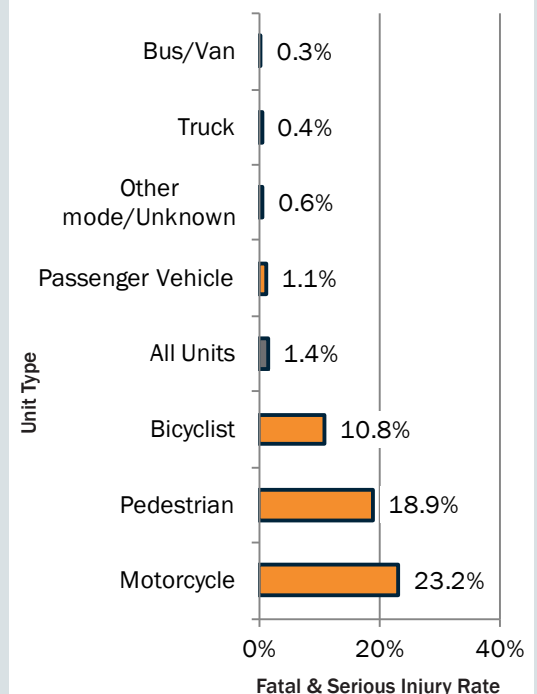
- From 2009 through 2013, there were 328,364 units involved in reported crashes. Of these, nearly 300,000 (91 percent) were passenger vehicles. Trucks were the next most common type, accounting for nearly 12,000 units (3.7 percent).
- Occupants of buses and vans were the least likely to suffer a fatal or serious injury during a crash, while motorcyclists, pedestrians, and bicyclists were the most vulnerable.
- Motorcyclists and their passengers were 21 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 17 and 10, respectively.
- The number of units reported has declined since 2009 for each mode, except for pedestrians, trucks, and buses/vans.

### UNIT STATISTICS, 2009 TO 2013

UNIT TYPE	MOST SEVERE INJURY				TOTAL UNITS	UNITS IN ERROR
	Fatal Injury	Serious Injury	Minor Injury	No Injury		
Bicyclist	13	136	910	209	1,374	47%
Bus/Van	-	10	294	2,582	2,947	38%
Motorcycle	69	404	1,083	427	2,041	50%
Other modes	2	19	235	972	1,251	38%
Passenger Vehicle	287	3,102	46,362	236,610	299,830	49%
Pedestrian	82	382	1,694	196	2,457	38%
Truck	10	40	546	10,888	11,988	55%
Unknown	-	25	224	2,150	6,476	89%



NUMBER OF UNITS REPORTED BY YEAR



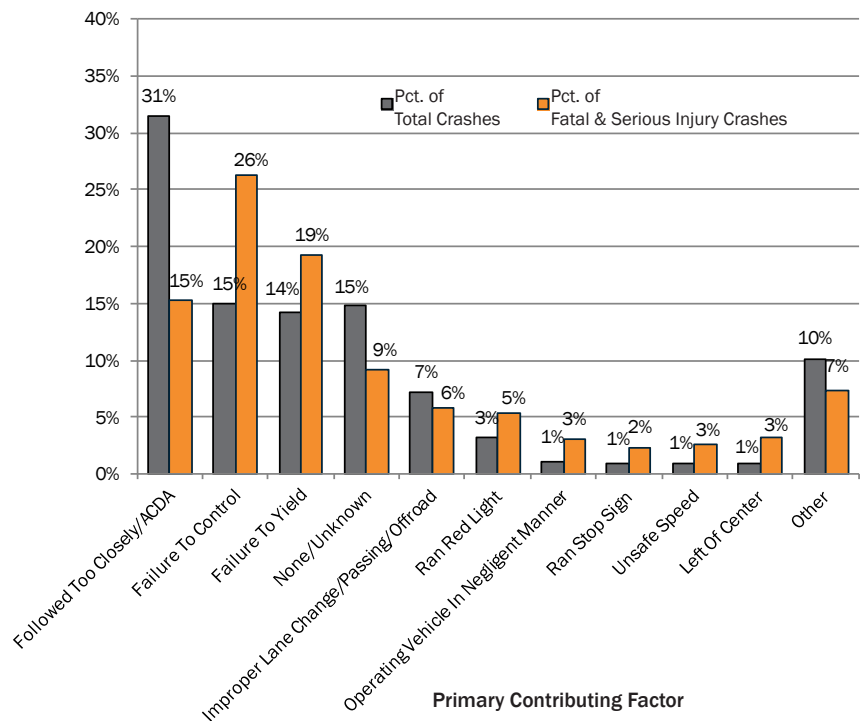
FATAL & SERIOUS INJURY RATE BY UNIT TYPE

## CONTRIBUTING FACTORS & ROADWAY CONDITIONS

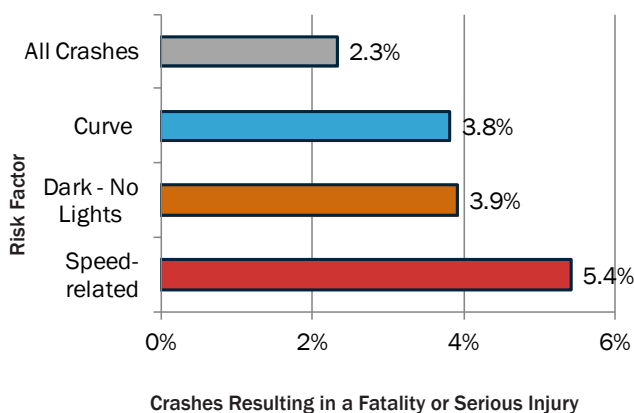
The factors leading up to a crash provide engineers and law enforcement officials with valuable information needed to reduce the severity and frequency of future crashes. In this regard, behavioral aspects, along with infrastructure and environmental conditions, must be considered. The statistics shown 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 31 percent of all crashes.
- *Failure to control* accounted for only 15 percent of all crashes, but 26 percent of fatal & serious injury crashes.
- Around 3.9 percent of crashes occurring under dark, unlit conditions resulted in a fatality or serious injury, compared to 2.3 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 four percent of single-car crashes resulted in a fatality or serious injury compared to less than two 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	23,793	127,993	14,657	166,443
	FSI Crashes	805	2,186	532	3,523
	FSI Rate	3.4%	1.7%	3.6%	2.1%
Speed-Related	Total Crashes	4,592	6,911	1,176	12,679
	FSI Crashes	300	297	89	686
	FSI Rate	6.5%	4.3%	7.6%	5.4%
All Crashes	Total Crashes	28,385	134,904	15,833	179,122
	FSI Crashes	1,105	2,483	622	4,210
	FSI Rate	3.89%	1.8%	3.93%	2.4%

#### 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 2009 and 2013, an average of 35 people died in alcohol-related crashes each year and close to 130 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:

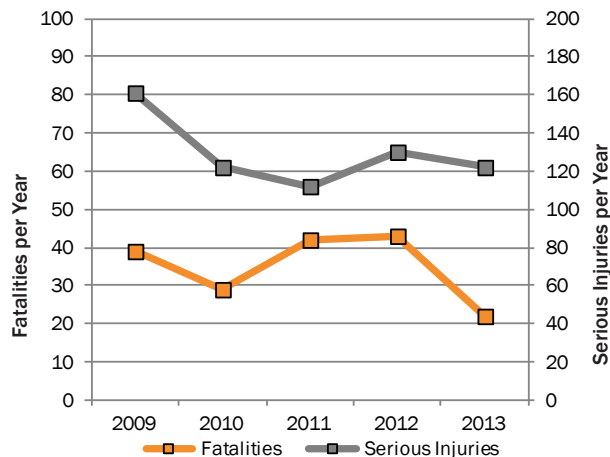
- From 2009 to 2013, alcohol was suspected in 36 percent of all fatalities and 14 percent of serious injuries.
- Alcohol was suspected in around 60 percent all fatalities resulting from fixed-object crashes.
- Alcohol-related serious injuries declined by 24 percent between 2009 and 2013.
- Although alcohol-related fatalities decreased from 2009 to 2013, the trend in that direction is not uniform.

### ALCOHOL-RELATED FATALITIES & SERIOUS INJURIES BY CRASH TYPE

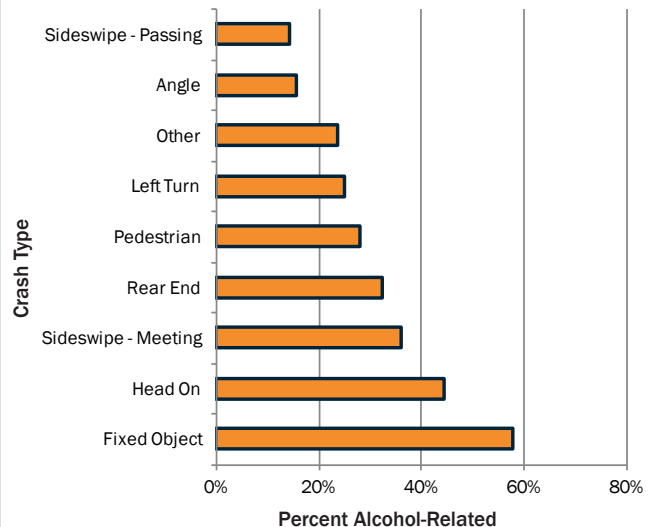
CRASH TYPE	FATALITIES				SERIOUS INJURIES			
	Total Fatalities	Alcohol-Related Fatalities	% Alcohol-Related	% All Fatalities (Alcohol-Related)	Total Serious Injuries	Alcohol-Related Serious Injuries	% Alcohol-Related	% All Serious Injuries (Alcohol-Related)
Angle	58	9	16%	2%	843	53	6%	1%
Fixed Object	137	79	58%	16%	923	257	28%	6%
Head On	36	16	44%	3%	207	51	25%	1%
Left Turn	28	7	25%	1%	416	9	2%	0%
Pedestrian	86	24	28%	5%	417	67	16%	1%
Rear End	31	10	32%	2%	696	71	10%	2%
Sideswipe - Meeting	39	14	36%	3%	195	35	18%	1%
Sideswipe - Passing	14	2	14%	0%	306	14	5%	0%
Other	59	14	24%	3%	522	90	17%	2%
<b>Total</b>	<b>488</b>	<b>175</b>	<b>36%</b>	<b>36%</b>	<b>4,525</b>	<b>647</b>	<b>14%</b>	<b>14%</b>

#### 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 18% 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



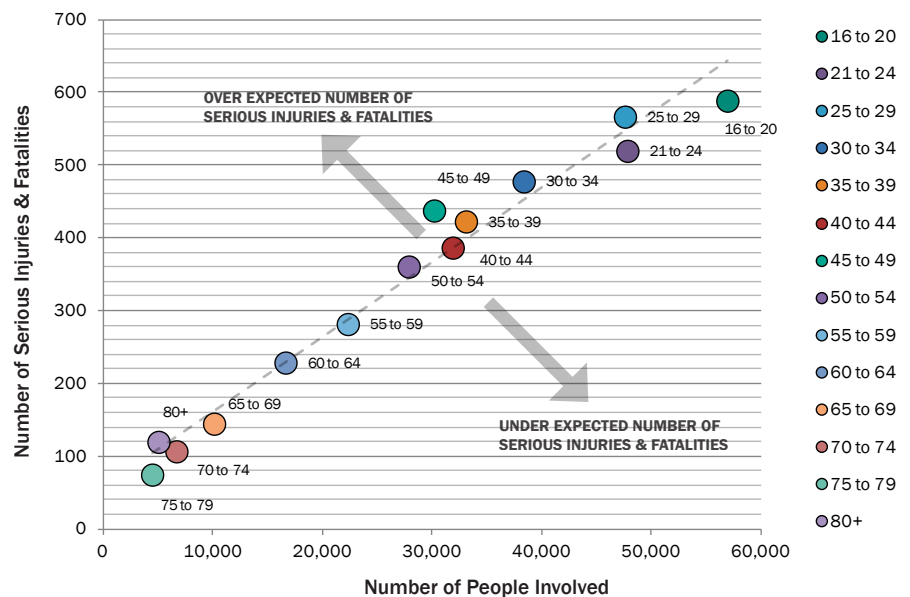
### PERCENT OF FATALITIES RESULTING FROM ALCOHOL-RELATED CRASHES, BY CRASH TYPE

## OCCUPANT AND VEHICLE CHARACTERISTICS

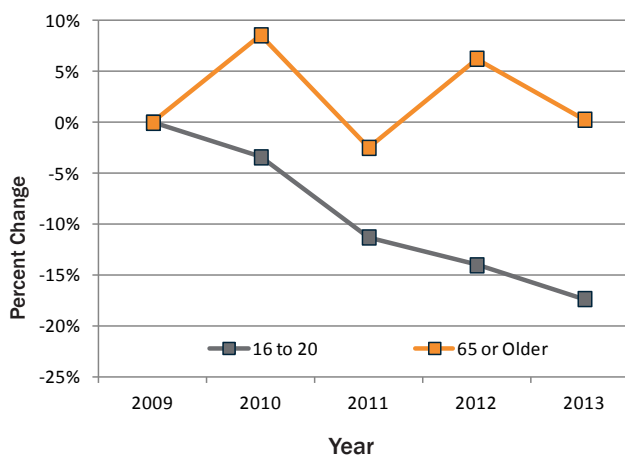
Of the factors that influence whether someone is involved in a crash and the severity of resulting injuries, driver experience and skill are important factors, as well as the safety features of the vehicles involved. Additionally, a person's underlying health may affect the extent of their injuries.

### KEY FACTS:

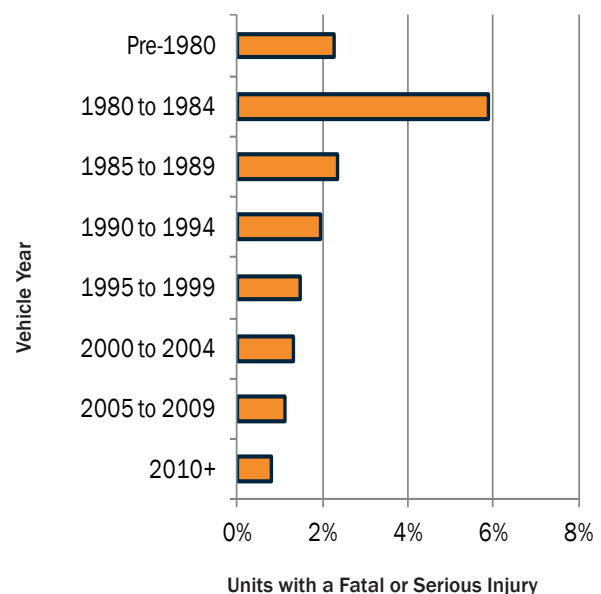
- While individuals between the ages of 16 and 20 account for the highest number of serious and fatal injuries, individuals between the ages of 45 and 49 are most likely to suffer serious or fatal injuries when involved in a crash.
- Crashes attributed to senior drivers has slightly increased since 2009.
- The number of crashes with a teenager listed as the at-fault driver was around 17 percent lower in 2013, compared to 2009.
- Drivers and occupants of vehicles built prior to 1995 were more than 2.5 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**



## 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: 23 percent of motorcyclists suffered a serious injury or fatality when involved in a collision.
- 22.5 percent of fatal motorcycle crashes were reported as being *speed-related*.
- Motorcyclist errors accounted for 56 percent of all motorcycle crashes. They accounted for 79 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	29%	58%	54%	36%	50%
	Followed Too Closely/ACDA	10%	10%	15%	31%	17%
	Improper Lane Change/ Passing/Offroad	7%	8%	5%	9%	6%
	Operating Vehicle In Negligent Manner	5%	7%	4%	4%	5%
	Unsafe Speed or Exceeded Speed Limit	17%	4%	3%	1%	3%
	Other Factors	32%	13%	20%	20%	19%
	Total (Motorcyclist Error)	79%	58%	56%	51%	56%
OTHER UNIT IN ERROR	Failure To Yield	55%	68%	52%	27%	49%
	Followed Too Closely/ACDA	18%	6%	14%	35%	17%
	Improper Lane Change/ Passing/Offroad	0%	6%	8%	9%	8%
	Improper Turn	0%	6%	6%	3%	5%
	Ran Red Light	9%	2%	3%	1%	2%
	Other Factors	18%	12%	18%	26%	19%
	Total (Other Unit in Error)	21%	42%	44%	49%	44%
Total Crashes		3%	21%	54%	22%	100%

#### Notes

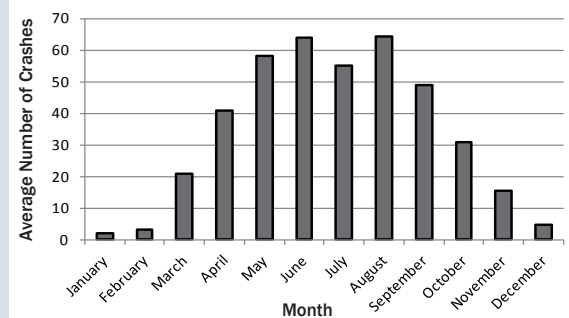
- Percentages shown are based only on crashes with an *at-fault* vehicle reported.
- Percentages shown refer to the portion of total crashes attributable to the contributing factor, for each severity level. For instance, *Failure to Control* accounts for 29% of all fatal motorcycle crashes.
- Shaded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

### MOTORCYCLE CRASHES BY SEVERITY, 2009 TO 2013

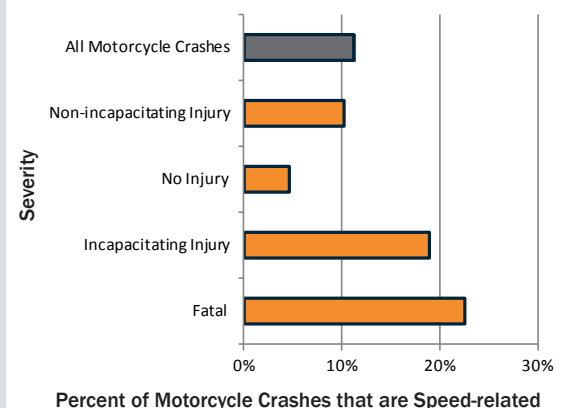
YEAR	CRASH SEVERITY		TOTAL CRASHES	FSI RATE
	Fatal	Serious Injury		
2009	16	83	399	25%
2010	12	88	463	22%
2011	12	76	347	25%
2012	16	91	466	23%
2013	13	66	366	22%
Total	69	404	2,041	23%

#### Notes

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

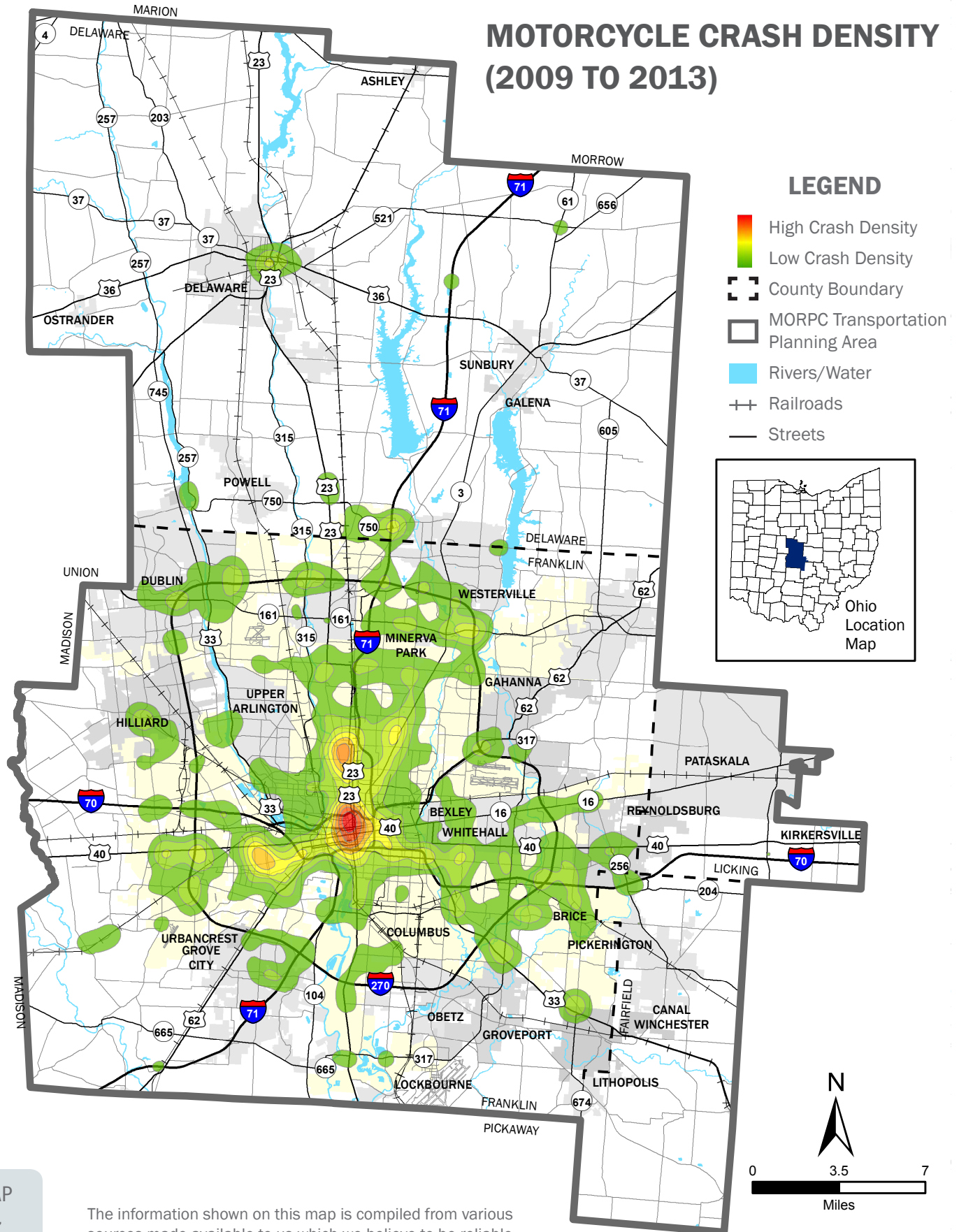


### AVERAGE MOTORCYCLE CRASHES BY MONTH



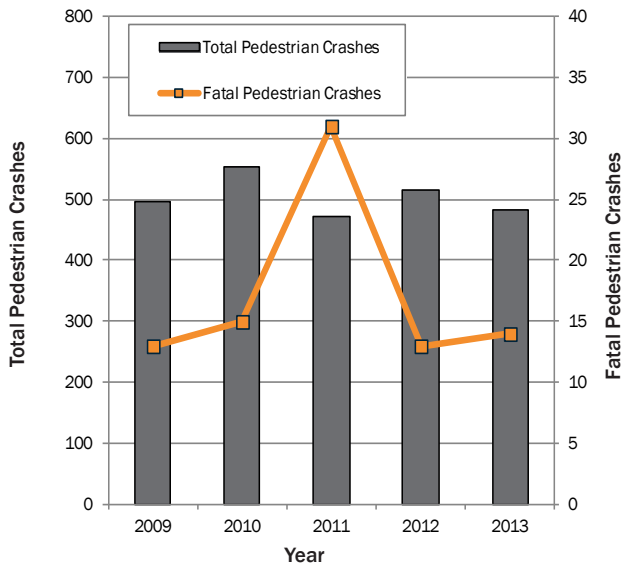
### MOTORCYCLE CRASH SPEED & SEVERITY

## LEGEND

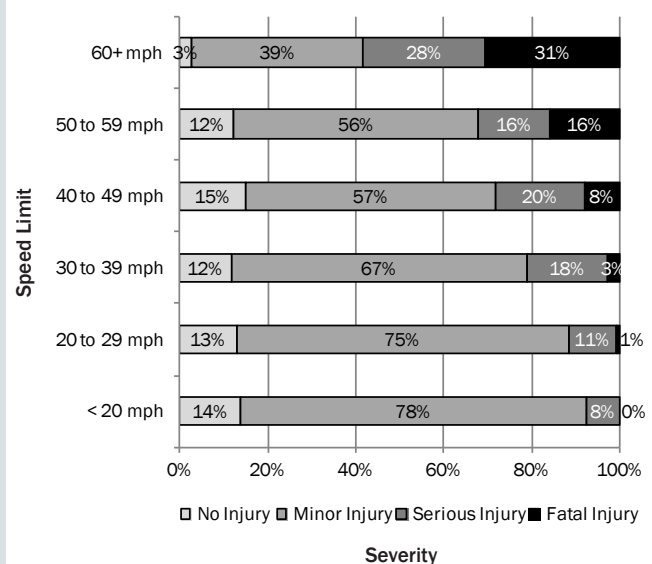


## PEDESTRIAN CRASHES

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 2009 to 2013, pedestrian crashes accounted for 19 percent of all fatal crashes.



**PEDESTRIAN CRASH TREND, 2009 TO 2013**



**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 7 percent from 2009 to 2013
- Pedestrian crashes on roads with a posted speed limit less than 30 miles per hour (mph) rarely lead to a fatality. The fatality rate increases sharply beyond 30 mph, rising to over 26 percent where the speed limit is 60 mph or greater.
- Pedestrians were reported to be at fault in 42 percent of all pedestrian crashes, but 70 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	28%	26%	16%	15%	18%
	Darting	9%	9%	9%	6%	9%
	Illegally In Roadway	21%	9%	8%	16%	11%
	Other Pedestrian Factors	12%	14%	10%	12%	11%
	Total (Pedestrian in Error)	70%	54%	38%	40%	42%
OTHER UNIT IN ERROR	Failure To Yield	4%	18%	27%	22%	24%
	Failure To Control	9%	5%	4%	8%	5%
	Negligent Vehicle Operation	2%	2%	2%	4%	2%
	Other Motorist Factors	16%	21%	29%	27%	27%
	Total (Driver in Error)	30%	46%	62%	60%	58%
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 (2009 TO 2013)

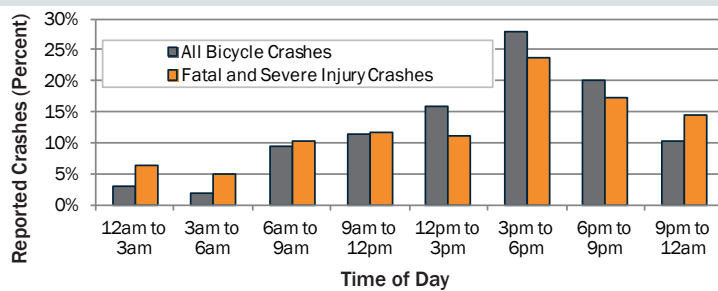


## BICYCLE CRASHES

Similar to pedestrians and motorcyclists, bicyclists are especially vulnerable in collisions with motor vehicles. Around 12 percent of all reported crashes involving a bicyclist resulted in either a fatal or severe injury in 2013 a slight decrease from 2012. The total number of crashes has remained relatively constant over the last 5 years, with a 9.6 percent decrease in 2013 compared to 2009.

## KEY FACTS:

- Around 11 percent of bicycle crashes result in a fatality or serious injury, compared to 2.3 percent of all crashes.
- Bicyclists 10 to 15 years old comprise the most common age range, accounting for close to 16 percent of all bicyclists involved in a crash.
- Bicycle crashes that occur between 9pm and 6am account for nearly 30 percent of all fatal and serious injury crashes.



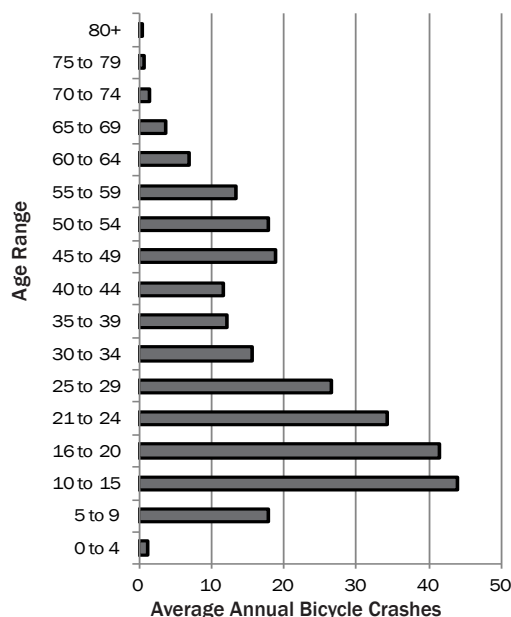
## REPORTED BICYCLE CRASHES BY TIME OF DAY &amp; SEVERITY

## BICYCLE CRASHES BY SEVERITY, 2009 TO 2013

YEAR	CRASH SEVERITY		TOTAL CRASHES	FSI RATE
	Fatal	Serious Injury		
2009	2	25	292	9%
2010	2	21	305	8%
2011	1	24	214	12%
2012	3	35	298	13%
2013	3	28	264	12%
Total	11	133	1,373	10.49%

## Notes

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



## AVERAGE ANNUAL BICYCLE CRASHES BY BICYCLISTS' AGE RANGE, 2009 TO 2013

## BICYCLE CRASH SEVERITY BY CONTRIBUTING FACTOR

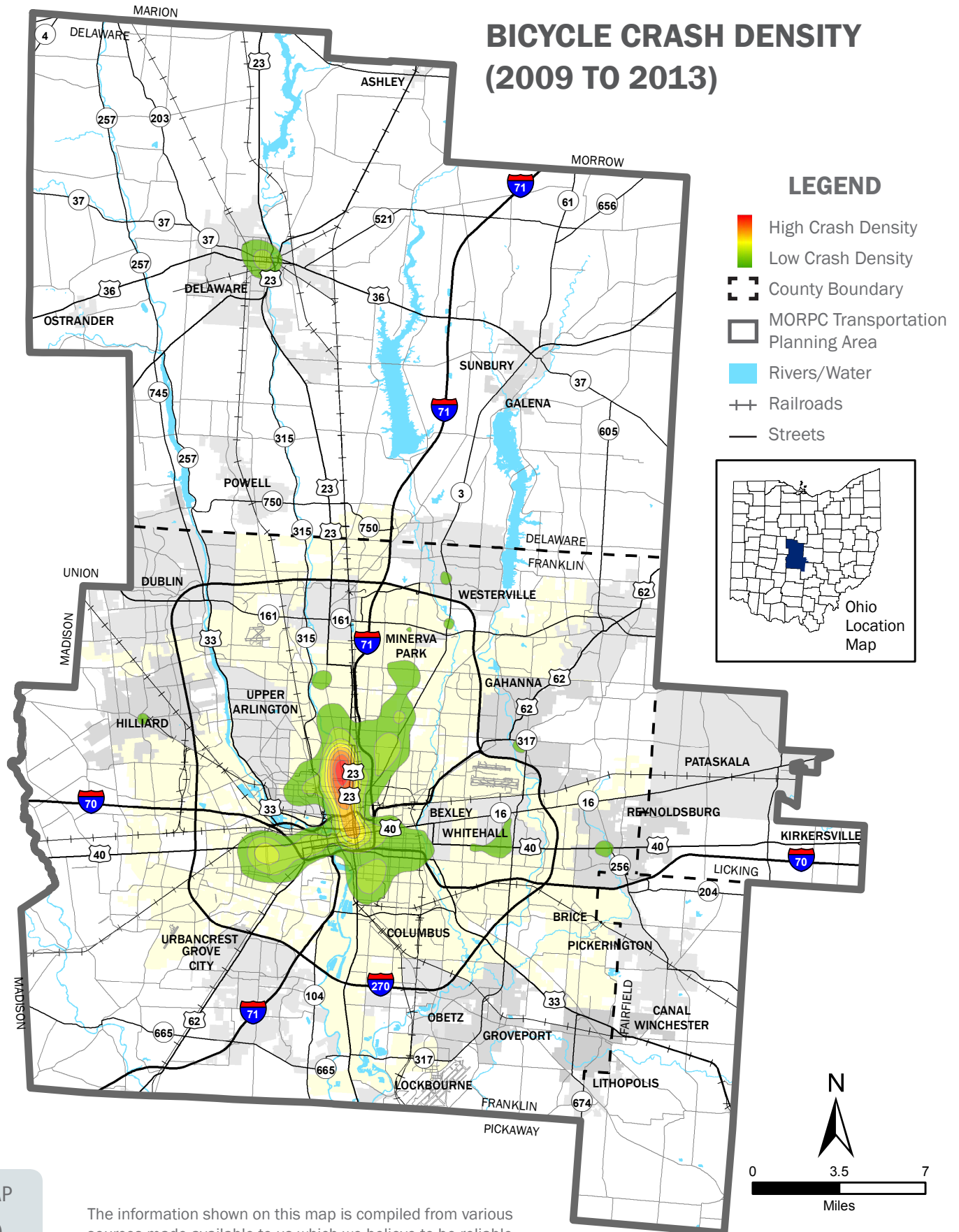
CONTRIBUTING FACTOR		CRASH SEVERITY				TOTAL CRASHES
		Fatal Injury	Serious Injury	Minor Injury	No Injury	
BICYCLIST ERROR	Improper Crossing	17%	8%	11%	17%	11%
	Failure To Yield Right Of Way	0%	10%	11%	12%	11%
	Failure To Obey Signs/Signals/ Officer	0%	15%	6%	4%	7%
	Other Factors	17%	21%	18%	21%	19%
	Total (Bicyclist in Error)	33%	55%	46%	53%	48%
OTHER UNIT IN ERROR	Failure To Yield	0%	24%	33%	24%	30%
	Improper Turn	0%	1%	4%	1%	3%
	Followed To Closely/ACDA	17%	2%	2%	5%	3%
	Other Factor (Driver Factors)	50%	18%	15%	16%	16%
	Total (Other Unit in Error)	67%	45%	54%	47%	52%
TOTAL CRASHES		1%	10%	74%	16%	100%

## Notes

- Percentages shown refer to the portion of total crashes attributable to the contributing factor for each severity level.
- Shaded yellow 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 (2009 TO 2013)



## 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:

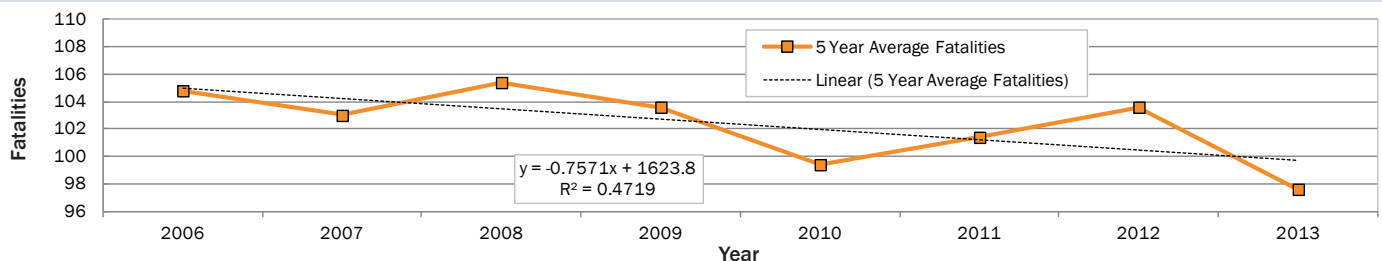
- Even with an increase in MVMT, there has been a decrease in the number of fatalities and serious injuries over the past five years.
- The number of fatalities decreased 9.2 percent in 2013 compared to 2009. Looking at five year averages this decrease was 5.8 percent.
- The number of serious injuries decreased 3.6 percent in 2013 compared to 2009. Looking at five year averages this decrease was 6.4 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

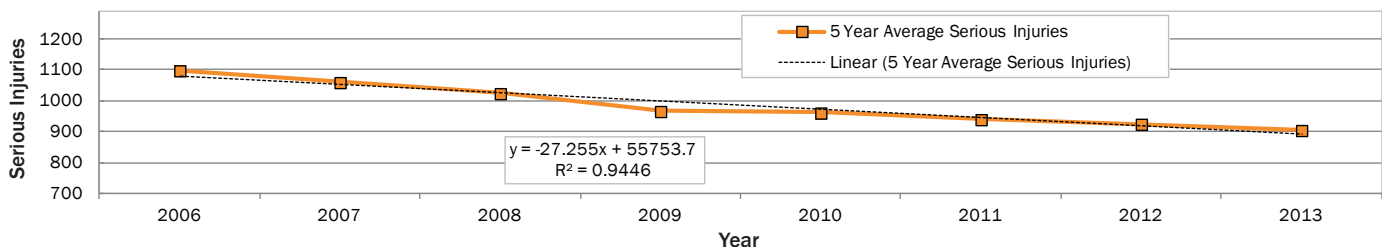
Year	Fatalities	Serious Injuries	5 yr. Avg Fatalities	5 yr. Avg Serious Injuries	5 yr. Avg Fatalities/MVMT	5 yr. Avg Serious Inj/MVMT
2002	104	1145				
2003	107	1147				
2004	107	1198				
2005	113	1013				
2006	93	990	105	1099	0.84	8.75
2007	95	954	103	1060	0.80	8.28
2008	119	968	105	1025	0.82	7.97
2009	98	908	104	967	0.81	7.52
2010	92	988	99	962	0.77	7.45
2011	103	883	101	940	0.78	7.27
2012	106	879	104	925	0.80	7.13
2013	89	867	98	905	0.74	6.87

#### Notes

- A green shaded cell indicates a 5 year average (ex. for 2002-2006  $(104+107+107+113+93)/5=105$ )
- Shaded orange cells indicate the highest value for each respective column



### 5 YEAR AVERAGE FATALITIES



### 5 YEAR AVERAGE SERIOUS INJURIES



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