

CHAPTER 2

CRASH ANALYSIS SUMMARY

The crash analysis process focused on identifying locations with elevated risk of crashes either through their crash histories or their similarities to other locations that have more active crash patterns. A detailed analysis and results section is included in Appendix A, and includes the sources used to analyze historical crash data, rankings of intersections and segments within the City based on historic crash data, as well as a variety of detailed maps showing the location of crashes based on certain characteristics (e.g. crashes involving pedestrians).

In addition to this historic data analysis, a Critical Crash Rate was developed for each location using systemic analysis processes laid out in the *Highway Safety Manual*. The Critical Crash Rate indicates if there is an overrepresentation of crashes, compared to other

similar locations throughout the City. An overview of the systemic analysis process, as well as the results, can also be found in Appendix A.

Within the dataset provided by the City, 9,742 crashes occurred within public property during the study period. Figure 2 – Crashes by Type indicates that broadside is consistently the most common crash type within the City between 2013 and 2017. Over the period observed, there was a total of 79 fatal crashes and 146 crashes resulting in severe injury. The majority of fatal crashes occurred on major east-west arterials. Additionally, over this span, there were 269 pedestrian-involved crashes and 211 bicycle-involved crashes. Figure 3 – All Crashes displays all crash activity occurring in the City during the study period from January 1, 2013 through December 31, 2017.

FIGURE 2 CRASHES BY TYPE (JANUARY 2013 - DECEMBER 2017)

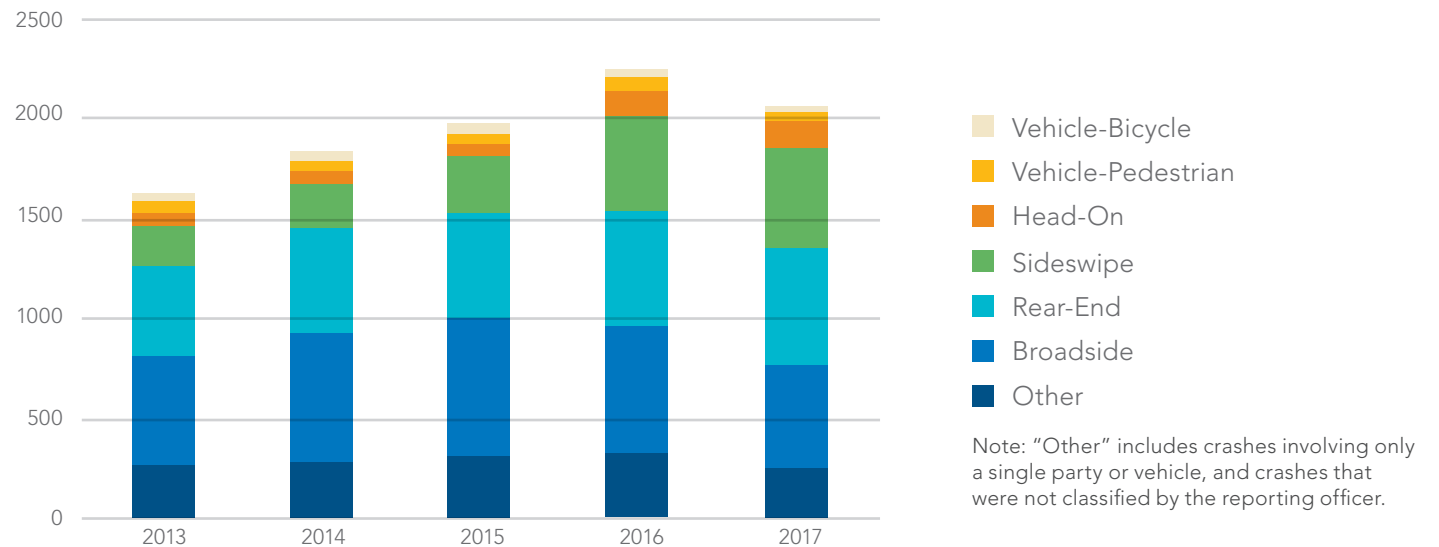


FIGURE 3 ALL CRASHES (JANUARY 2013 - DECEMBER 2017)

