

Allen County Fatal Crash Report: 2019

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Introduction

The Lima-Allen County Regional Planning Commission (LACRPC), working collaboratively with other local stakeholders, labors to create a safer roadway environment in Allen County. In order to improve local roadway safety, the LACRPC began, in 1992, the tedious process of developing a local motor vehicle traffic crash records database. This database was predicated upon OH-1 crash reports completed by local law enforcement agencies and warehoused by the Ohio Department of Public Safety (ODPS). The LACRPC came to use the local crash data to prepare annual reports outlining aspects of roadway safety. In 1997, the LACRPC secured ODPS grant monies to support the development of a multi-disciplined coalition of community stakeholders known as the Lima-Allen County Safe Community Coalition. To promote traffic safety, the Coalition was charged with the task of identifying traffic safety problems as well as strategies to mitigate those problems based on analyses of local traffic crash data. Such traffic safety initiatives integrate elements of the 5-E process to identify, address, and evaluate roadway safety problems and associated countermeasures. The 5-E disciplines of engineering, education, enforcement, emergency medical services, and evaluation provide structure to the problem identification and mitigation process.

The ODPS, Ohio Traffic Safety Office (OTSO) requires grantees to establish a committee to review all fatal crashes. Known locally as the Allen County Safety Review Team (SRT), the committee reviews the “who, what, when, where, how, and why” of each fatal crash. The SRT works to identify the problem and offer possible mitigation strategies in a data driven process to determine if trends or patterns can be identified and, when possible, to develop countermeasures in response to those trends. Members of the SRT include local safety advocates from various 5-E disciplines who participate in an open forum designed to facilitate a continuing, cooperative, and communicative process, aimed at making Allen County roadways safer.

This Allen County Fatal Crash Report, published annually, seeks to offer succinct analyses of fatal crashes to help the community identify roadway safety problems – both environmental and behavioral. Each Allen County fatal traffic incident is included in the analyses in terms of potential variables, including restraint use, impairment, time of day, etc. The analyses contained in the **Allen County Fatal Crash Report: 2019** focuses on 2019 fatal crash data collected by the LACRPC. However, to fully examine fatal crash and fatality trends over the long term, the study also analyzes fatal crash data over a ten year period spanning 2010 through 2019.

TABLE 1
2019 FATAL CRASHES BY POLITICAL SUBDIVISION

Political Subdivision Name	Fatal Crashes ¹	Fatalities ²	Injuries ³	Non-Injuries	Total People	Pct Fatalities ⁴	Pct Injuries ⁵
City of Delphos	0	0	0	0	0	0.0%	0.0%
City of Lima	0	0	0	0	0	0.0%	0.0%
Village of Beavertown	0	0	0	0	0	0.0%	0.0%
Village of Bluffton	0	0	0	0	0	0.0%	0.0%
Village of Cairo	0	0	0	0	0	0.0%	0.0%
Village of Elida	0	0	0	0	0	0.0%	0.0%
Village of Harrod	0	0	0	0	0	0.0%	0.0%
Village of LaFayette	0	0	0	0	0	0.0%	0.0%
Village of Spencerville	0	0	0	0	0	0.0%	0.0%
Amanda Township	1	1	1	0	2	11.1%	11.1%
American Township	1	1	3	1	5	11.1%	33.3%
Auglaize Township	0	0	0	0	0	0.0%	0.0%
Bath Township	1	1	2	0	3	11.1%	22.2%
Jackson Township	0	0	0	0	0	0.0%	0.0%
Marion Township	0	0	0	0	0	0.0%	0.0%
Monroe Township	2	3	2	1	6	33.3%	22.2%
Perry Township	0	0	0	0	0	0.0%	0.0%
Richland Township	1	1	1	3	5	11.1%	11.1%
Shawnee Township	0	0	0	0	0	0.0%	0.0%
Spencer Township	0	0	0	0	0	0.0%	0.0%
Sugar Creek Township	1	2	0	0	2	22.2%	0.0%
Allen County	7	9	9	5	23	100.0%	100.0%

¹ Fatal Crash - A traffic crash in which a person(s) died as a result of injuries sustained in the crash.

² Fatalities - Person(s) who died in fatal crashes as a result of injuries sustained in the crash.

³ Injuries - Person(s) injured in fatal crashes.

⁴ Pct Fatalities - Percent of all people who died in 2019 fatal crashes.

⁵ Pct Injuries - Percent of all people injured in 2019 fatal crashes.

During 2019, Allen County experienced seven (7) fatal crashes; five (5) fatal crashes occurred in the more rural areas of the County, while the remaining two (2) occurred within the Lima Urbanized Area. With respect to political subdivisions, two (2) fatal crashes occurred in Monroe Township, while one (1) fatal crash each occurred in Amanda, American, Bath, Richland, and Sugar Creek townships.

MAP 1

2019 Fatal Crash Sites in Allen County by Political Subdivisions

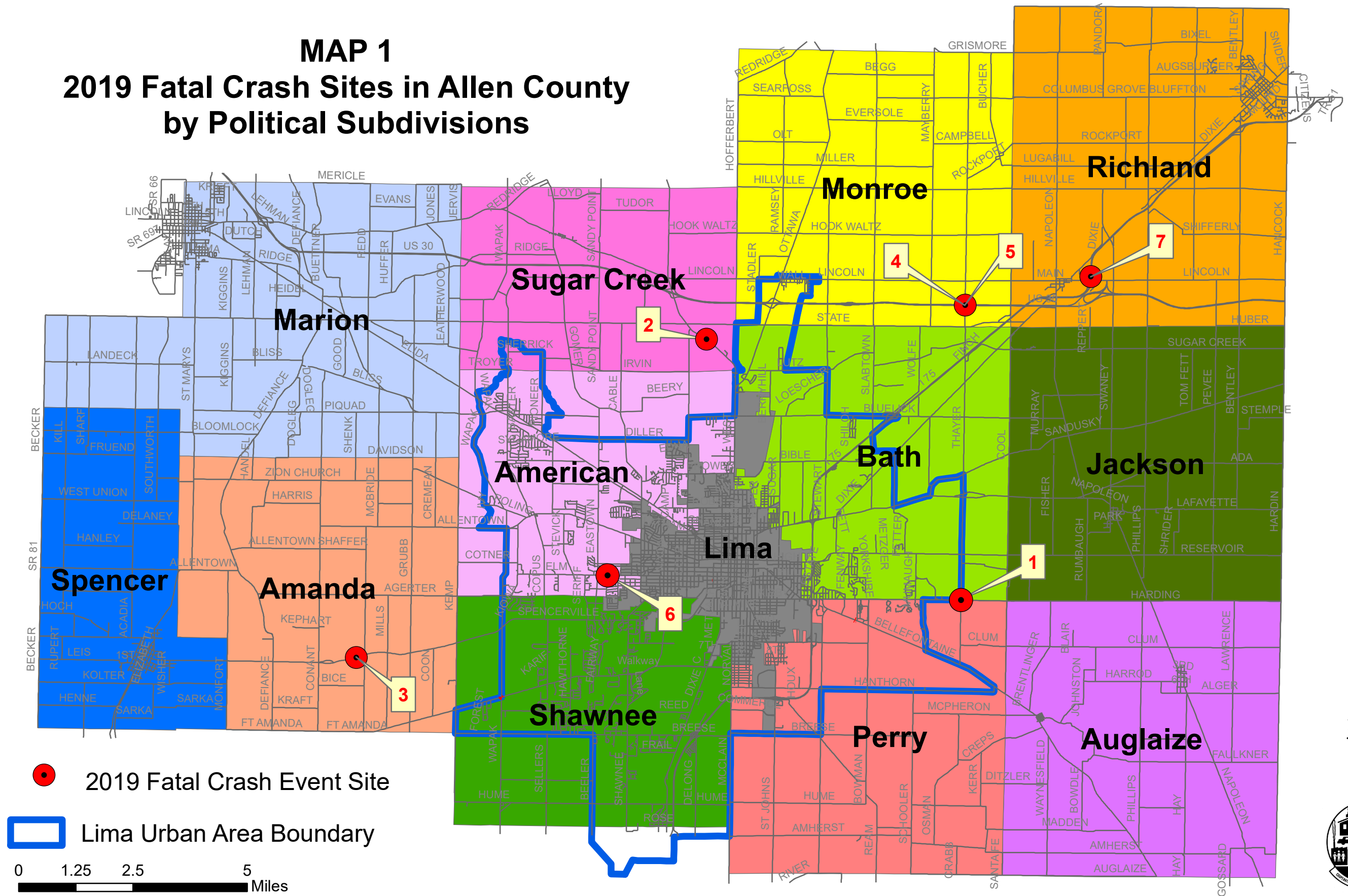


TABLE 2 2019 FATAL CRASH ROADWAY CHARACTERISTICS									
Site #	Date	Jurisdiction	Primary Roadway	Roadway Responsibility	Functional Classification	Posted Speed	# of Lanes	Traffic Control Device of At Fault Vehicle	# of Units
1	1/3/2019	Bath	SR 309	ODOT	Urban Minor Arterial	55	2	Signs	2
2	5/17/2019	Sugar Creek	SR 115	ODOT	Rural Major Collector	55	2	Markings	1
3	7/8/2019	Amanda	SR 117	ODOT	Rural Major Collector	55	2	Markings	2
4	7/10/2019	Monroe	US 30	ODOT	Rural Principia Arterial	70	4	Signs and Markings	2
5	7/31/2019	Monroe	US 30	ODOT	Rural Principia Arterial	70	4	Signs and Markings	2
6	8/6/2019	American	Elm Street	County	Urban Major Collector	35	2	Markings	4
7	10/8/2019	Richland	IR 75	ODOT	Rural Interstate	70	4	Signs and Markings	4

Note: The Appendix includes aerial maps of crash sites identified by corresponding site # as found in the first column of Table 2.

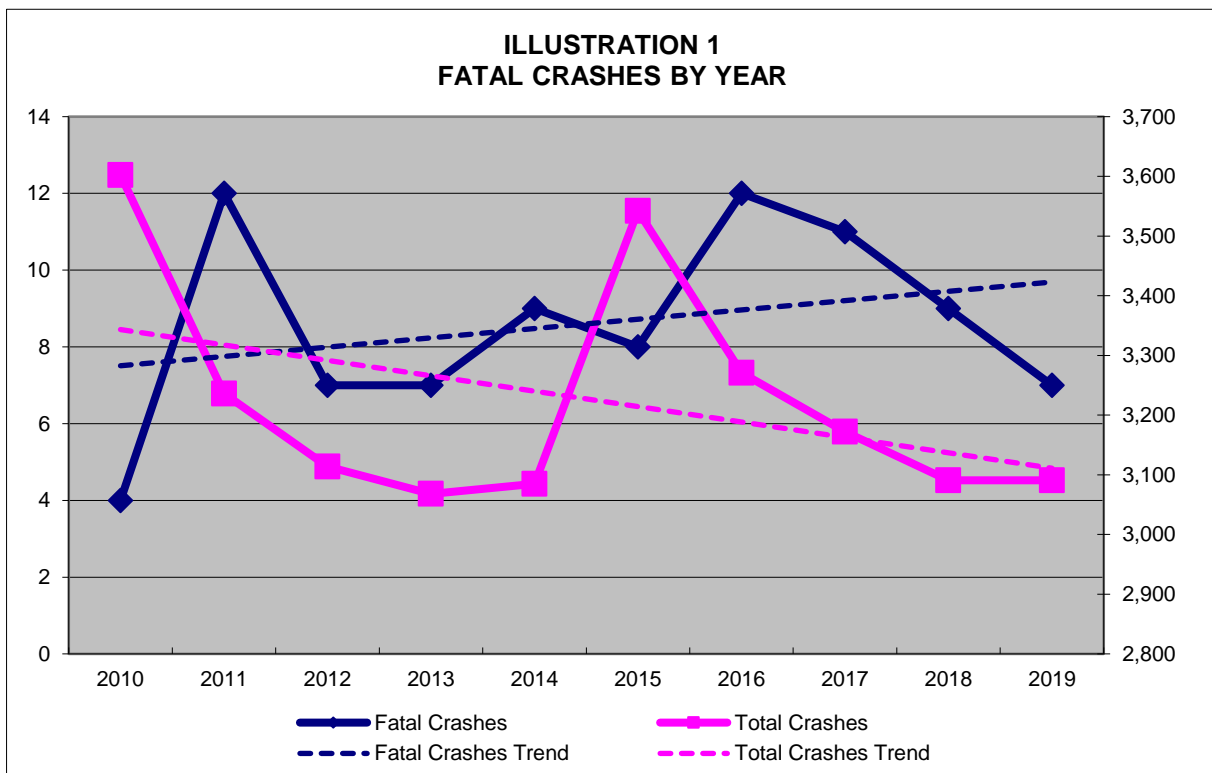
**TABLE 3
FATAL CRASHES & FATALITIES BY YEAR**

Year	MVM ¹ Driven	Total Crashes	Fatal Crashes	% Fatal Crashes	Fatalities	Fatalities per 100 MVM
2010	1,186	3,602	4	0.11%	4	0.34
2011	1,155	3,236	12	0.33%	14	1.21
2012	1,156	3,114	7	0.22%	7	0.61
2013	1,175	3,068	7	0.22%	7	0.60
2014	1,174	3,085	9	0.29%	9	0.77
2015	1,173	3,542	8	0.23%	8	0.68
2016	1,197	3,271	12	0.37%	14	1.17
2017	1,213	3,172	11	0.34%	11	0.91
2018	1,297	3,091	9	0.29%	12	0.93
2019	1,297	3,091	7	0.23%	9	0.69
Total	12,023	32,272	86	0.27%	95	0.79
10 Yr Avg	1,202	3,227	8.6	0.26%	9.5	0.79
				Target	8.33	0.70

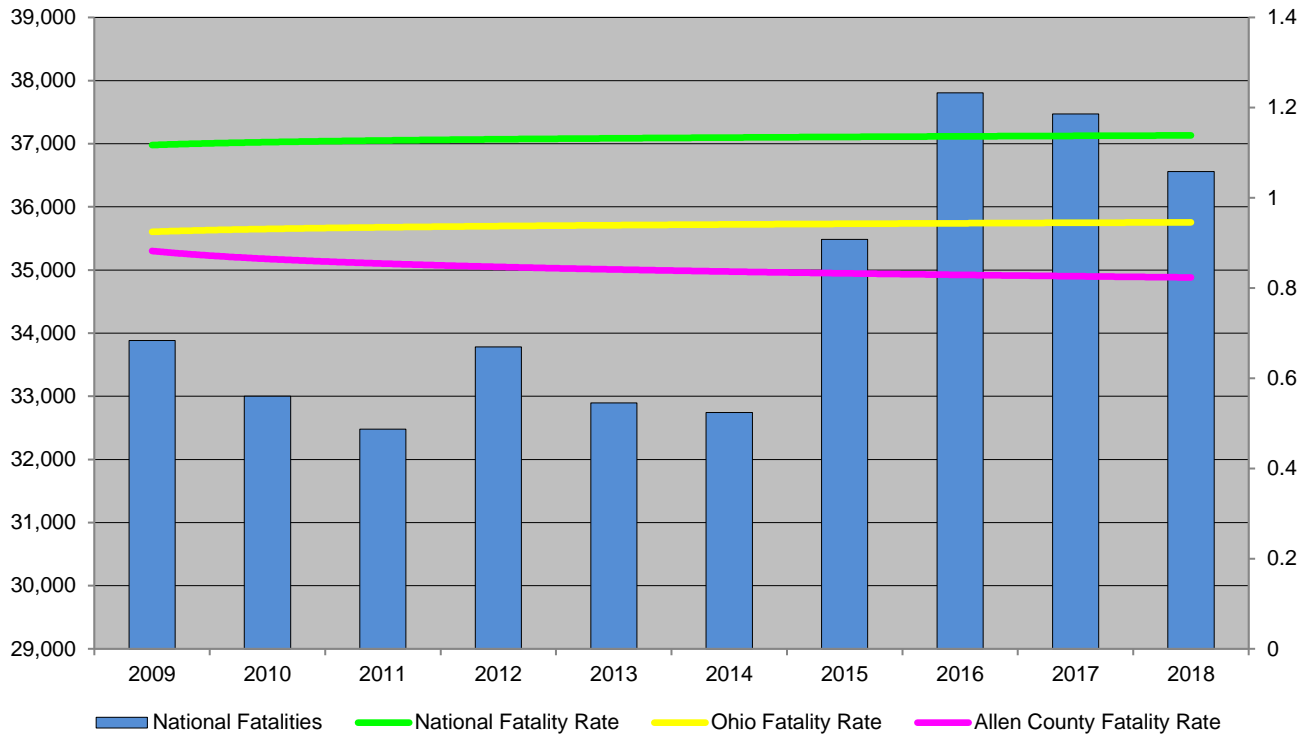
¹ Million Vehicle Miles traveled

Note: In this table, 2019 total crashes (3,091) are estimated based on the number of crashes that occurred in 2018, as 2019 crash data from the Ohio Department of Public Safety is not available at this time. However, all fatal crash data contained in this report is based on local 2018 crash data collected by the LACRPC.

There were seven (7) fatal crashes during 2019 that resulted in nine (9) fatalities. Traffic related fatalities in 2019 decreased compared to 2018; however, the 5-year rolling average is trending upward. Data also suggests the Allen County fatality rate of 0.69 fatalities per 100 MVM is below the state fatality rate of 0.95 and below the national fatality rate of 1.13. The graph below documents the trend line for the 10-year study period which indicates overall crashes are declining, while fatal crashes are on the rise.



**ILLUSTRATION 2
FATALITIES & FATALITY RATE PER 100M VMT**



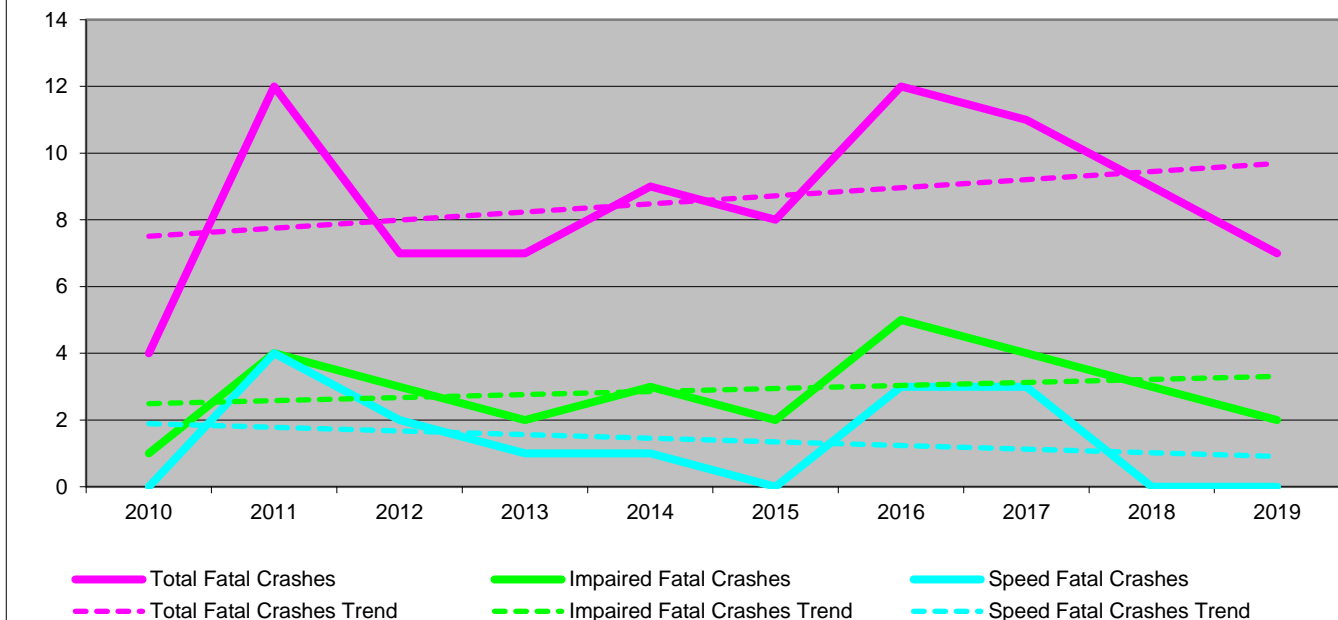
**TABLE 4
IMPAIRED & SPEED RELATED FATAL CRASHES BY YEAR
(2010-2019)**

Year	Total Crashes		Total Fatal Crashes			Impaired Fatal Crashes			Speed Fatal Crashes		
	Total Crashes	% Change	Fatal Crashes	% Change	Deaths	Fatal Crashes	% of Fatal Crashes	Deaths	Fatal Crashes	% of Fatal Crashes	Deaths
2010	3,602	3.5%	4	-66.7%	4	1	25.0%	1	0	0.0%	0
2011	3,236	-10.2%	12	200.0%	14	4	33.3%	5	4	33.3%	5
2012	3,114	-3.8%	7	-41.7%	7	3	42.9%	3	2	28.6%	2
2013	3,068	-1.5%	7	0.0%	7	2	28.6%	2	1	14.3%	1
2014	3,085	0.6%	9	28.6%	9	3	33.3%	3	1	11.1%	1
2015	3,542	14.8%	8	-11.1%	8	2	25.0%	2	0	0.0%	0
2016	3,271	-7.7%	12	50.0%	14	5	41.7%	5	3	25.0%	4
2017	3,172	-3.0%	11	-8.3%	11	4	36.4%	4	3	27.3%	3
2018	3,091	-2.6%	9	-18.2%	12	3	33.3%	3	0	0.0%	0
2019	3,091	0.0%	7	-22.2%	9	2	28.6%	3	0	0.0%	0
Total	32,272		86		95	29	33.7%	31	14	16.3%	16
10 Yr Avg	3,227		8.60		9.50	2.90		3.10	1.40		1.60

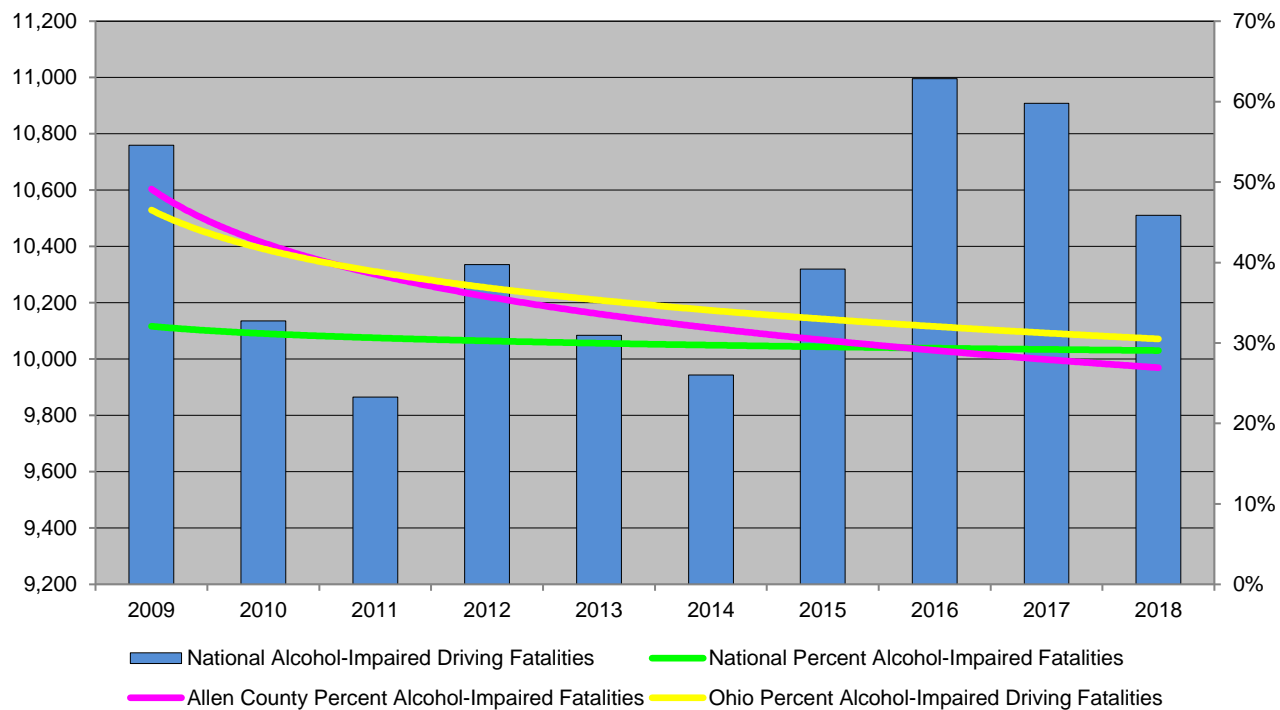
Note: In this table 2019 total crashes are estimated at 3,091 based on the the number of crashes that occurred in 2018, as 2019 crash data from the Ohio Department of Public Safety is not available at the time of publication. However, all fatal crash data contained in this report is based on local 2019 crash data collected by the LACRPC.

In 2019, drug/alcohol impairment was a factor in about 1/3 of the fatal crashes and speed was not a factor in the fatal crashes.

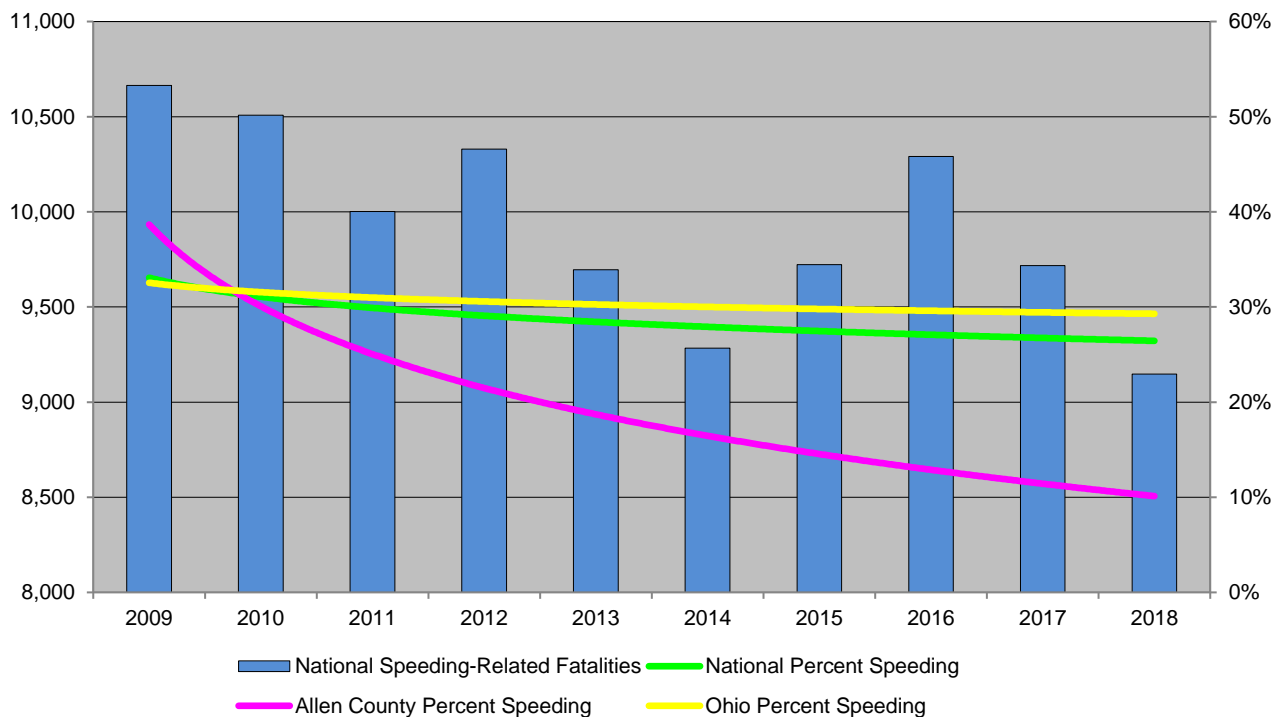
**ILLUSTRATION 3
IMPAIRED & SPEED RELATED FATAL CRASHES BY YEAR
(2010-2019)**



**ILLUSTRATION 4
ALCOHOL-IMPAIRED DRIVING FATALITIES**



**ILLUSTRATION 5
SPEEDING-RELATED FATALITIES**

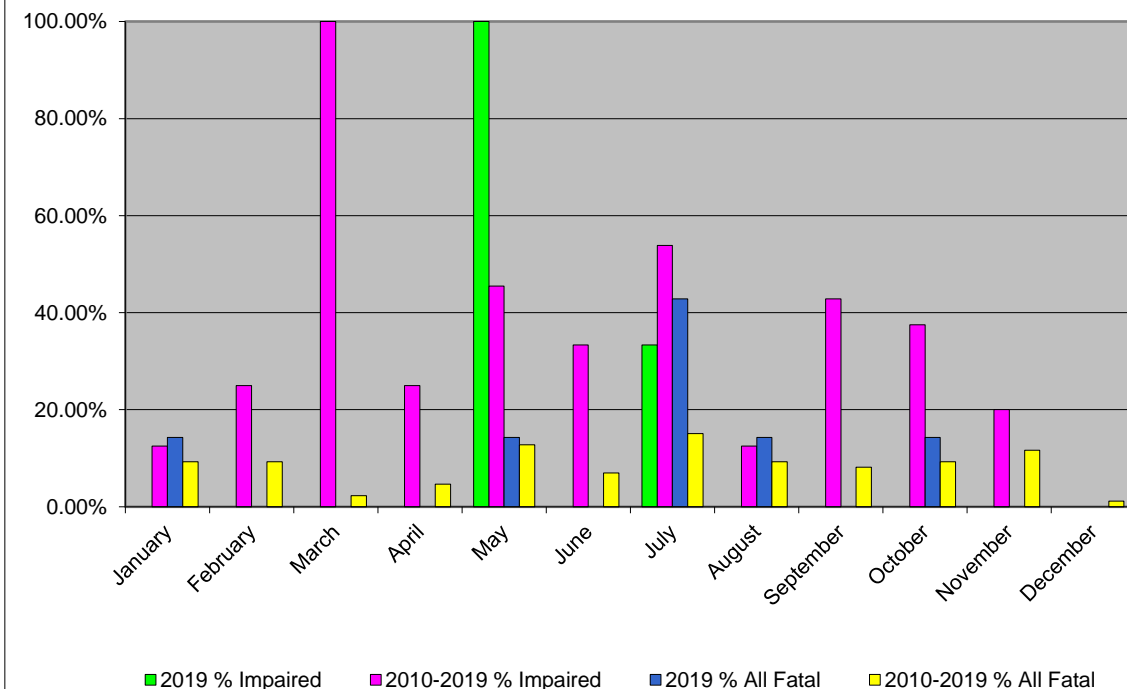


**TABLE 5
FATAL CRASHES BY MONTH**

Month	2019				2010-2019			
	All Fatal Crashes	% Fatal Crashes	Impaired Fatal Crashes	% Impaired	All Fatal Crashes	% Fatal Crashes	Impaired Fatal Crashes	% Impaired
January	1	14.3%	0	0.0%	8	9.3%	1	12.5%
February	0	0.0%	0	0.0%	8	9.3%	2	25.0%
March	0	0.0%	0	0.0%	2	2.3%	2	100.0%
April	0	0.0%	0	0.0%	4	4.7%	1	25.0%
May	1	14.3%	1	100.0%	11	12.8%	5	45.5%
June	0	0.0%	0	0.0%	6	7.0%	2	33.3%
July	3	42.9%	1	33.3%	13	15.1%	7	53.8%
August	1	14.3%	0	0.0%	8	9.3%	1	12.5%
September	0	0.0%	0	0.0%	7	8.1%	3	42.9%
October	1	14.3%	0	0.0%	8	9.3%	3	37.5%
November	0	0.0%	0	0.0%	10	11.6%	2	20.0%
December	0	0.0%	0	0.0%	1	1.2%	0	0.0%
Total	7	100.0%	2	28.6%	86	100.0%	29	33.7%

With respect to fatal crashes by month, July was the worst month with three (3) fatal crashes, which was consistent with the recent past.

**ILLUSTRATION 6
FATAL CRASHES BY MONTH**



**TABLE 6
FATAL CRASHES BY DAY OF WEEK**

Month	2019				2010-2019			
	All Fatal Crashes	% Fatal Crashes	Impaired Fatal Crashes	% Impaired	All Fatal Crashes	% Fatal Crashes	Impaired Fatal Crashes	% Impaired
Sunday	0	0.0%	0	0.0%	13	15.1%	7	53.8%
Monday	1	14.3%	1	100.0%	9	10.5%	4	44.4%
Tuesday	2	28.6%	0	0.0%	16	18.6%	2	12.5%
Wednesday	2	28.6%	0	0.0%	12	14.0%	4	33.3%
Thursday	1	14.3%	0	0.0%	11	12.8%	3	27.3%
Friday	1	14.3%	1	100.0%	15	17.4%	6	40.0%
Saturday	0	0.0%	0	0.0%	10	11.6%	3	30.0%
Total	7	100.0%	2	28.6%	86	100.0%	29	33.7%

In 2019, two (2) fatal crashes each occurred on Tuesdays and Wednesdays. Current data is consistent with historical 10-year data. Illustration 7 depicts two trend lines; all fatal crashes depicted are in blue, while impaired fatal crashes are depicted in green. The trend lines follow a similar trajectory, generally depicting fewer crashes early in the work week; but by Thursday, the number of fatal crashes peak remaining high over the rest of the weekend. The impaired fatal crash trend indicates fewer impaired fatal crashes in the middle of the week.

**ILLUSTRATION 7
FATAL CRASHES BY DAY OF WEEK**

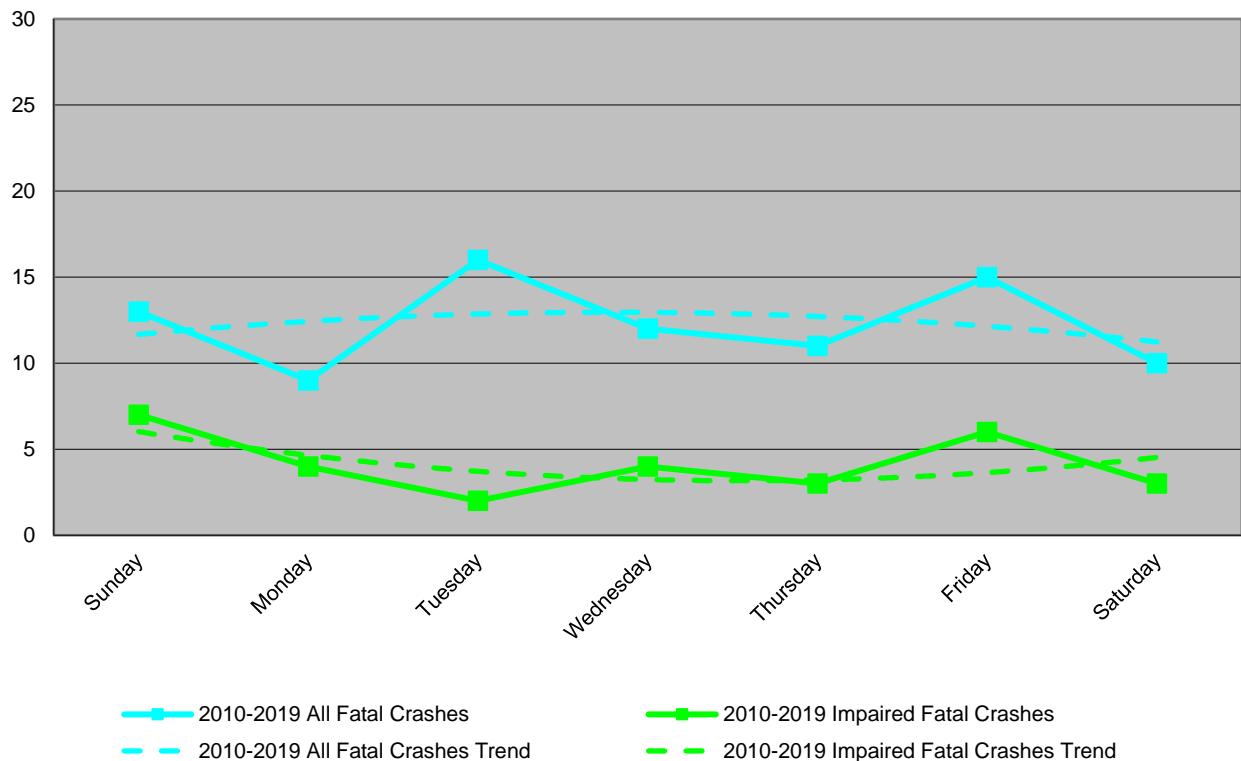


TABLE 7
IMPAIRED FATAL CRASHES AS PERCENT OF ALL FATAL CRASHES BY TIME OF DAY
2019 & 10-YEAR STUDY PERIOD (2010-2019)

Begin Hour	2019			2010-2019		
	Fatal Crashes	Impaired Fatal	% Impaired Fatal	Fatal Crashes	Impaired Fatal	% Impaired Fatal
1:00	0	0	0.0%	2	2	100.0%
2:00	0	0	0.0%	2	0	0.0%
3:00	0	0	0.0%	3	3	100.0%
4:00	0	0	0.0%	1	1	100.0%
5:00	1	0	0.0%	3	1	33.3%
6:00	0	0	0.0%	2	0	0.0%
7:00	0	0	0.0%	2	0	0.0%
8:00	0	0	0.0%	6	0	0.0%
9:00	0	0	0.0%	3	0	0.0%
10:00	0	0	0.0%	0	0	0.0%
11:00	0	0	0.0%	0	0	0.0%
12:00	0	0	0.0%	2	0	0.0%
13:00	0	0	0.0%	3	0	0.0%
14:00	0	0	0.0%	4	1	25.0%
15:00	1	0	0.0%	4	1	25.0%
16:00	2	0	0.0%	4	0	0.0%
17:00	1	0	0.0%	5	0	0.0%
18:00	1	1	100.0%	7	4	57.1%
19:00	0	0	0.0%	8	2	25.0%
20:00	0	0	0.0%	2	0	0.0%
21:00	0	0	0.0%	6	3	50.0%
22:00	1	1	100.0%	3	2	66.7%
23:00	0	0	0.0%	5	4	80.0%
24:00	0	0	0.0%	9	5	55.6%
Total	7	2	28.6%	86	29	33.7%

ILLUSTRATION 8
IMPAIRED FATAL CRASHES AS PERCENT OF ALL FATAL CRASHES
BY TIME OF DAY

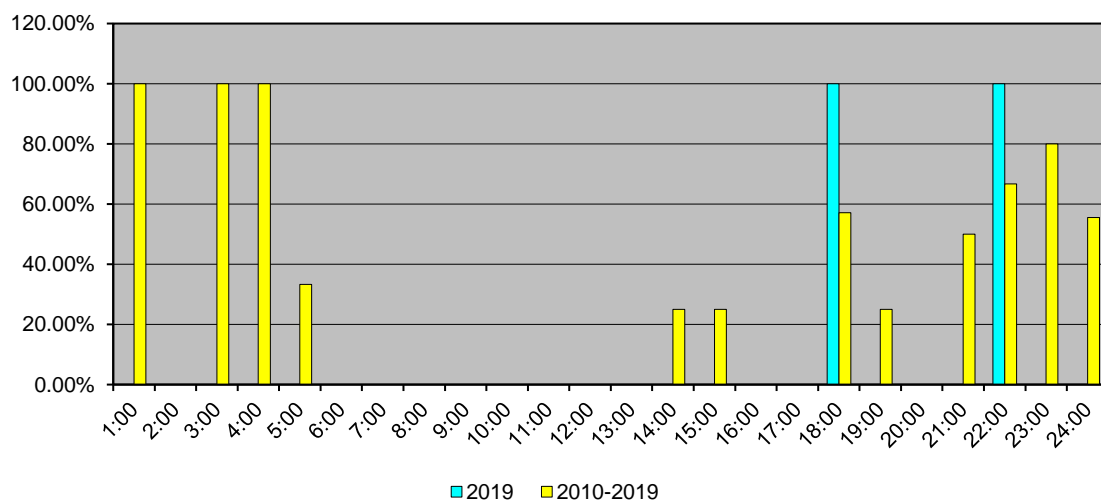
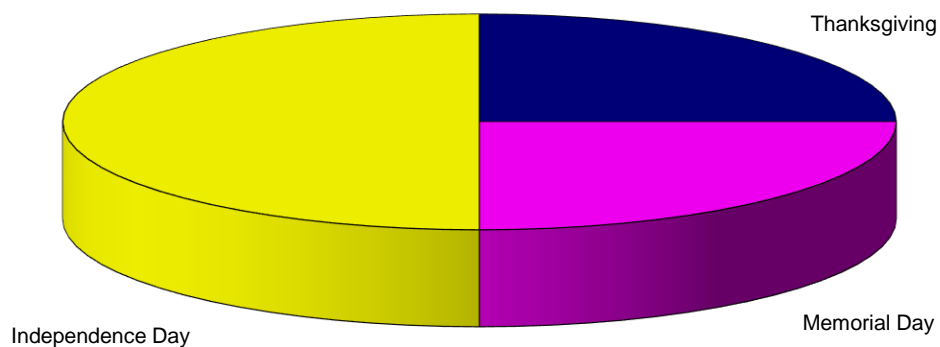


TABLE 8 FATAL CRASHES BY HOLIDAY			
Holiday	2019 Fatal Crashes	2010-2019 Fatal Crashes	2010-2019 % Fatal Crashes
Thanksgiving	0	1	25.0%
Memorial Day	0	1	25.0%
Independence Day	0	2	50.0%
Labor Day	0	0	0.0%
Christmas	0	0	0.0%
New Year's Day	0	0	0.0%
Total	0	4	100.0%

In 2019, there were no fatal crashes during a holiday period, as defined by the Ohio Department of Public Safety. However, in Allen County, over the 10-year study period, four (4) fatal crashes occurred within those identified holiday periods, accounting for 4.7% of all fatal crashes.

ILLUSTRATION 9
2010-2019 FATAL CRASHES BY HOLIDAY

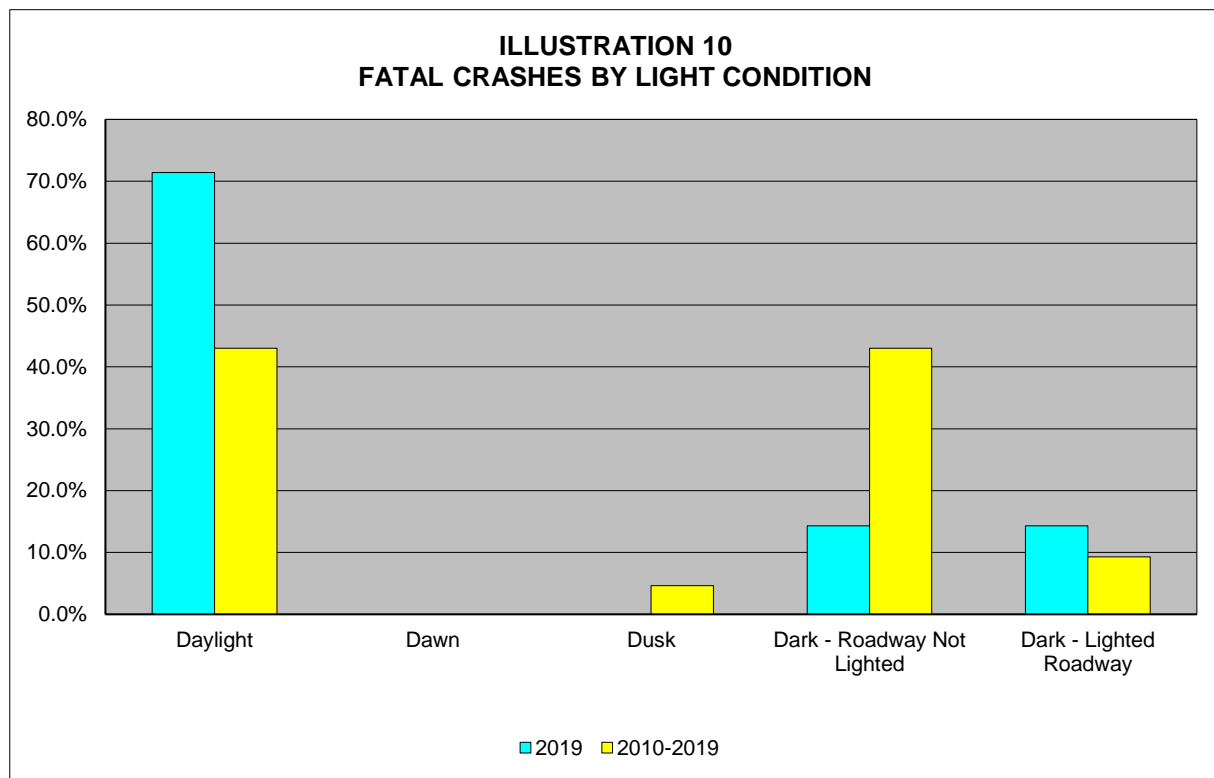


Note:

New Year's Day: Dec. 30 - Jan. 2; Memorial Day: May 25 - May 29; Independence Day: July 2 - July 5; Labor Day: Aug 31 - Sep. 4; Thanksgiving: Nov. 21 - Nov. 26; Christmas: Dec. 21 - Dec. 27.

TABLE 9 FATAL CRASHES BY LIGHT CONDITION				
Light Condition	2019		2010-2019	
	Fatal Crashes	% Fatal	Fatal Crashes	% Fatal
Daylight	5	71.4%	37	43.0%
Dawn	0	0.0%	0	0.0%
Dusk	0	0.0%	4	4.7%
Dark - Roadway Not Lighted	1	14.3%	37	43.0%
Dark - Lighted Roadway	1	14.3%	8	9.3%
Total	7	100.0%	86	100.0%

Examining light conditions at the time of 2019 fatal crashes, 28.6% occurred during dark hours; while, 71.4% occurred during the daylight hours. This is not consistent with the previous 10 year data which suggests fatal crashes are evenly split between daylight and dark conditions.



**TABLE 10
FATAL CRASHES BY WEATHER CONDITION**

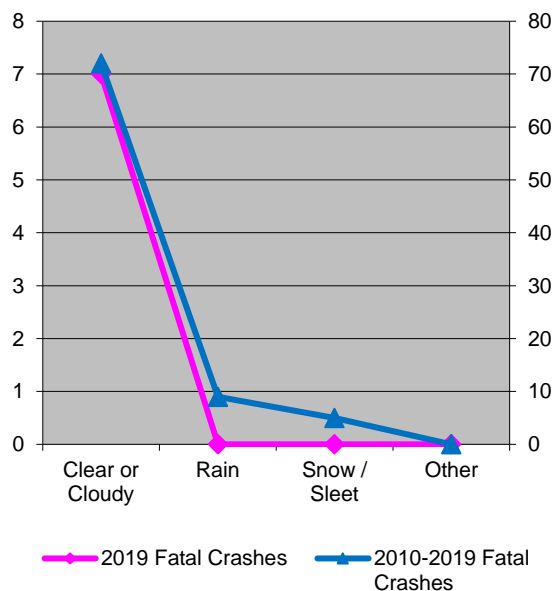
Weather Condition	2019		2010-2019	
	Fatal Crashes	% Fatal Crashes	Fatal Crashes	% Fatal Crashes
Clear or Cloudy	7	100.0%	72	83.7%
Rain	0	0.0%	9	10.5%
Snow / Sleet	0	0.0%	5	5.8%
Other	0	0.0%	0	0.0%
Total	7	100.0%	86	100.0%

**TABLE 11
FATAL CRASHES BY ROAD CONDITION**

Road Condition	2019		2010-2019	
	Fatal Crashes	% Fatal Crashes	Fatal Crashes	% Fatal Crashes
Dry	7	100.0%	62	72.1%
Wet	0	0.0%	17	19.8%
Snow / Ice	0	0.0%	7	8.1%
Other	0	0.0%	0	0.0%
Total	7	100.0%	86	100.0%

In 2019, 100% of fatal crashes occurred on dry pavement and 100% occurred in clear or cloudy weather conditions.

**ILLUSTRATION 11
FATAL CRASHES BY WEATHER CONDITION**



**ILLUSTRATION 12
FATAL CRASHES BY ROAD CONDITION**

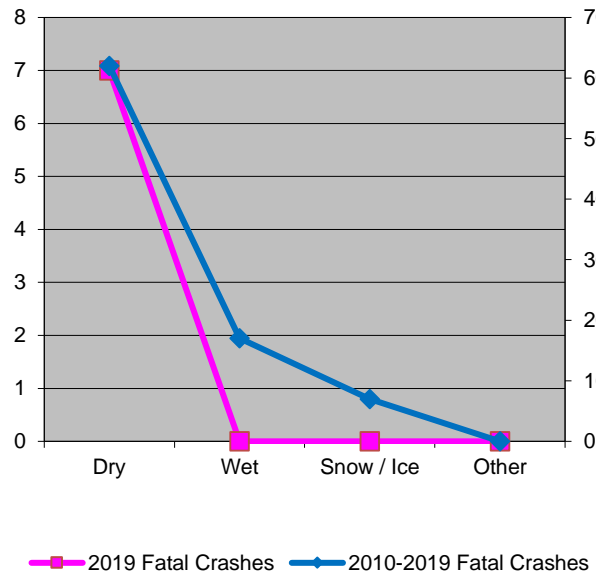


TABLE 12 2019 FATAL CRASHES BY TYPE		
Crash Type	Fatal Crashes	Percentage
Angle	3	42.9%
Animal	0	0.0%
Backing	0	0.0%
Fixed Object	1	14.3%
Head-On / Wrong Way	0	0.0%
Left-Turn	0	0.0%
Not Stated/UNK/Other	0	0.0%
Other Non-collision	0	0.0%
Other non-moving vehicle	0	0.0%
Other Object	0	0.0%
Overturning	0	0.0%
Rear-End	3	42.9%
Pedestrian / Cycle / Scooter	0	0.0%
Sideswipe meeting	0	0.0%
Sideswipe passing	0	0.0%
Train	0	0.0%
Total	7	100.0%

Examining 2019 fatal crashes, three (3) crashes each were either an angle crash or a rear-end. One (1) crash was a motorcycle that left the roadway and hit a fixed object.

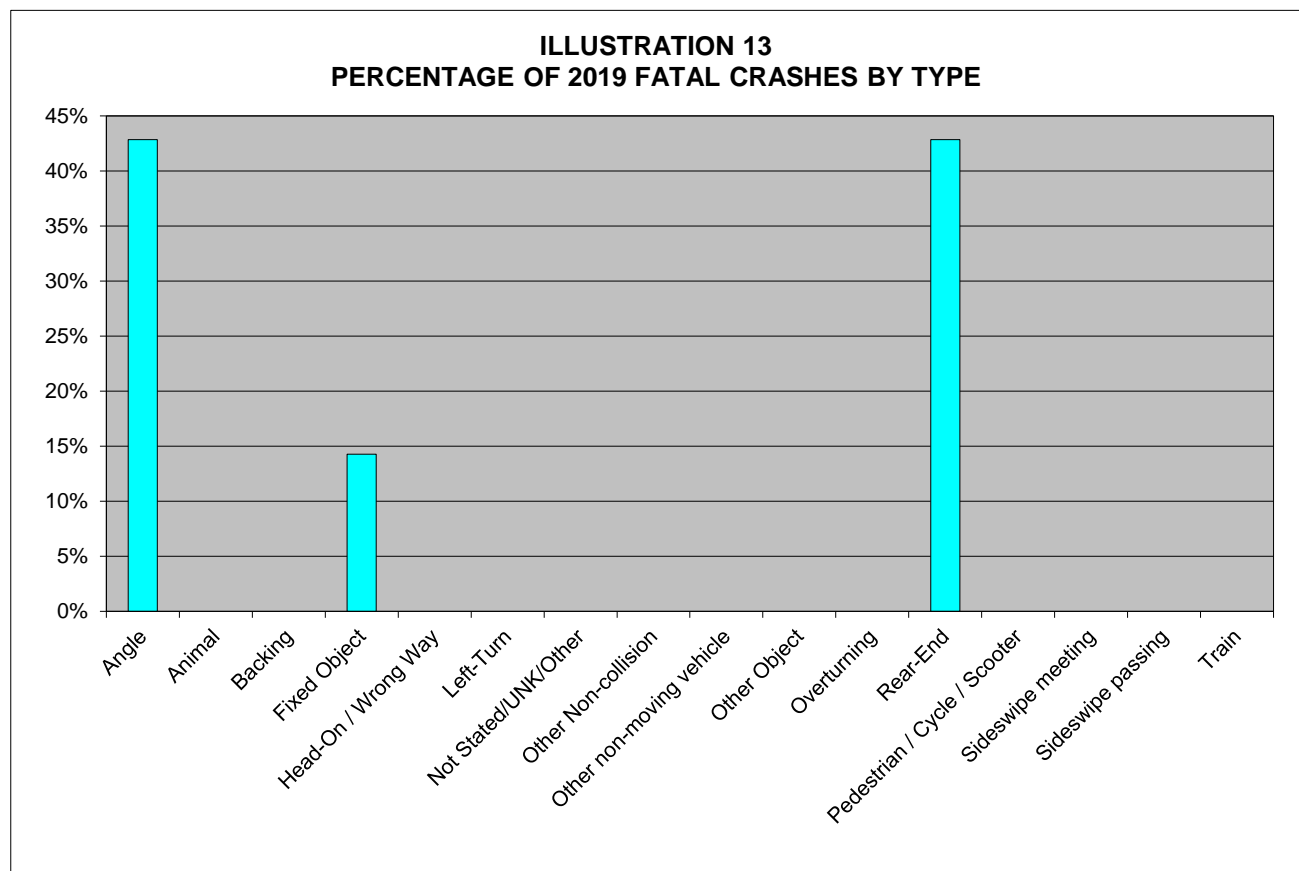


TABLE 13 CONTRIBUTING FACTORS IN FATAL CRASHES				
Contributing Factor	2019		2010-2019	
	Total Fatal Crashes	Percent	Total Fatal Crashes	Percent
Failure to Yield	2	28.6%	18	20.9%
Unsafe Speed	0	0.0%	4	4.7%
Failure to Control	0	0.0%	9	10.5%
Improper Lane Change/Drove Off Road	2	28.6%	15	17.4%
Ran Red Light or Stop Sign	0	0.0%	5	5.8%
Followed Too Closely	3	42.9%	5	5.8%
Reckless Operation	0	0.0%	9	10.5%
Fatigue/Asleep	0	0.0%	0	0.0%
Wrong Side / Wrong Way	0	0.0%	6	7.0%
Operating Defective Equipment	0	0.0%	0	0.0%
Inattention	0	0.0%	0	0.0%
Improper Turn	0	0.0%	0	0.0%
Swerving to Avoid	0	0.0%	4	4.7%
Pedestrian Error	0	0.0%	3	3.5%
Stopped/Parked	0	0.0%	1	1.2%
Not Visible	0	0.0%	4	4.7%
Other	0	0.0%	3	3.5%
Total	7	100.0%	86	100.0%

Of the seven (7) fatal crashes in 2019, Following Too Closely was identified as the contributing factor in three (3) crashes. Failure to Yield and Drove Off Road was noted in two (2) crashes each. Over the 10-year study period (2010-2019), the four (4) factors most frequently attributed to fatal crashes are Failure to Yield, Failure to Control, Improper Lane Change/Drove Off Road, and Reckless Operation, which account for nearly 60% of all fatal crashes.

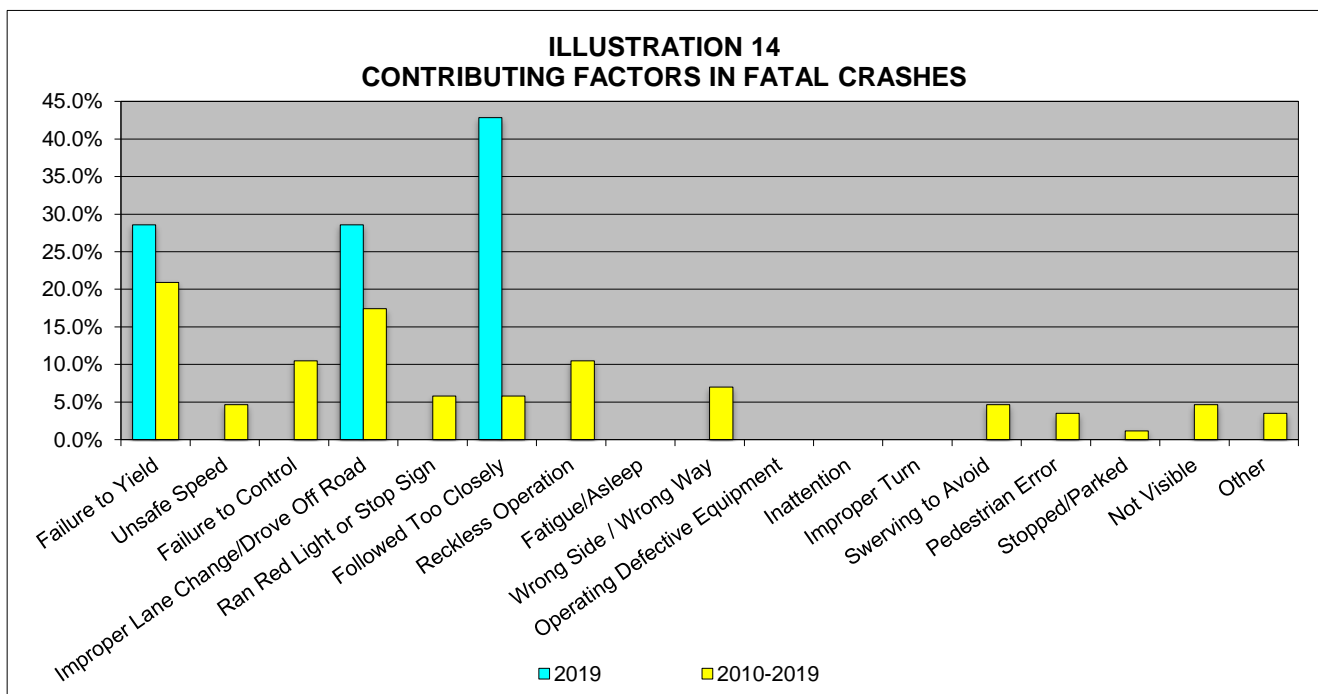


TABLE 14 FATAL CRASHES BY UNITS INVOLVED				
Type of Unit	2019		2010-2019	
	# Units in Fatal Incidents	Percent	# Units in Fatal Incidents	Percent
Passenger Vehicle	3	17.6%	56	36.8%
Passenger Van (minivan)	0	0.0%	9	5.9%
SUV	5	29.4%	23	15.1%
Pickup	4	23.5%	16	10.5%
Van	0	0.0%	4	2.6%
Single Unit Truck 3-axes	1	5.9%	2	1.3%
Tractor/Semi Trailer	3	17.6%	15	9.9%
Emergency	0	0.0%	0	0.0%
Train	0	0.0%	0	0.0%
Motorcycle	1	5.9%	17	11.2%
Bicycle	0	0.0%	0	0.0%
Pedestrian/Skater	0	0.0%	5	3.3%
Others or Unknown (ATV)	0	0.0%	5	3.3%
Total	17	100.0%	152	100.0%

In 2019, seventeen (17) units were involved in seven (7) fatal crashes which included five (5) SUVs, four (4) pick-up trucks, four (4) large trucks, three (3) passenger vehicles, and one (1) motorcycle.

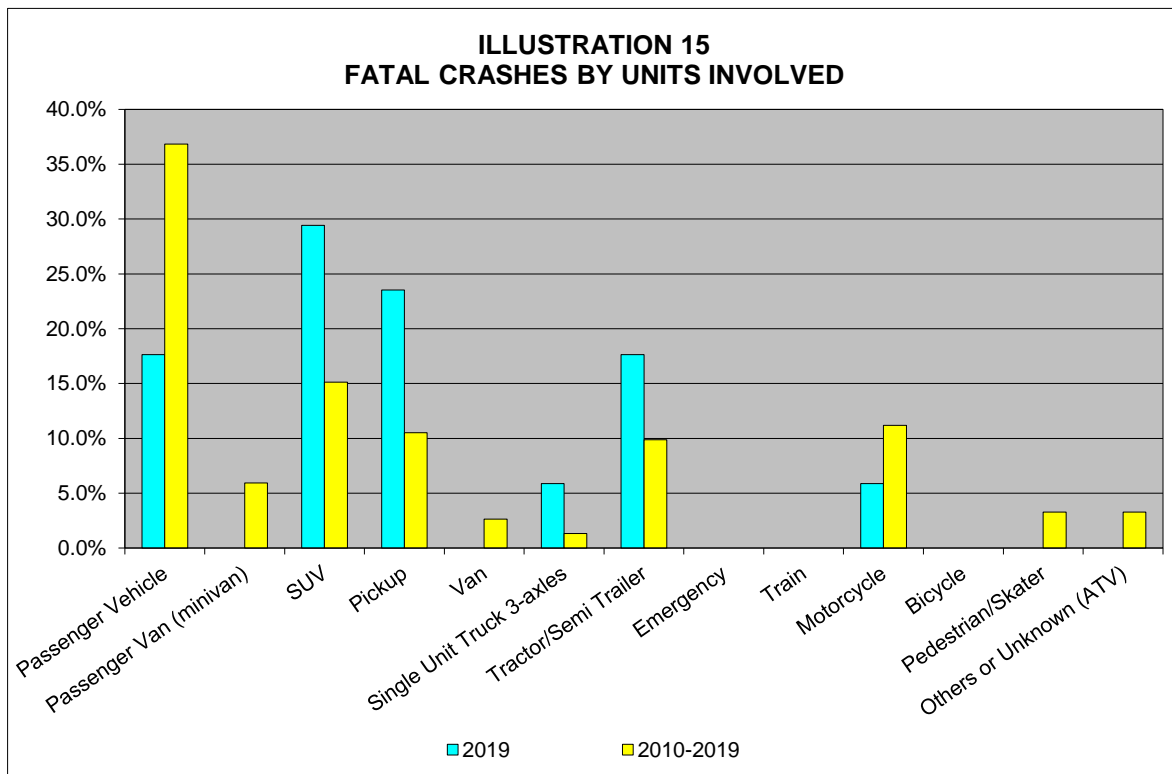
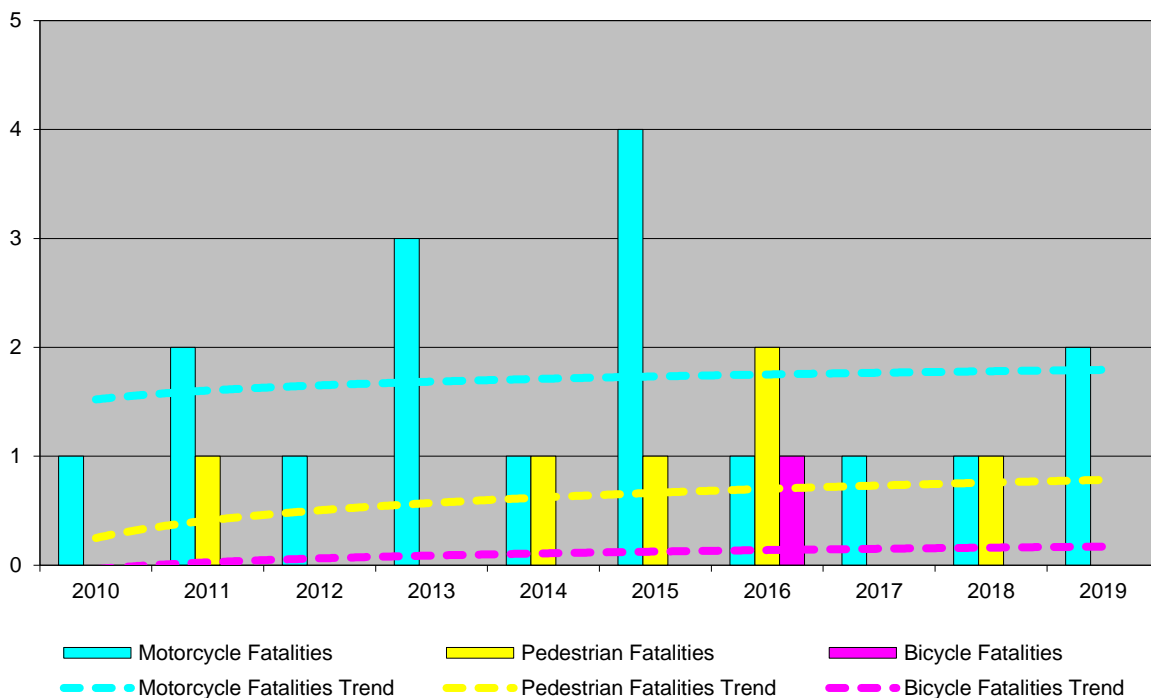


TABLE 15
PEDESTRIAN, BICYCLE & MOTORCYCLE FATALITIES BY YEAR

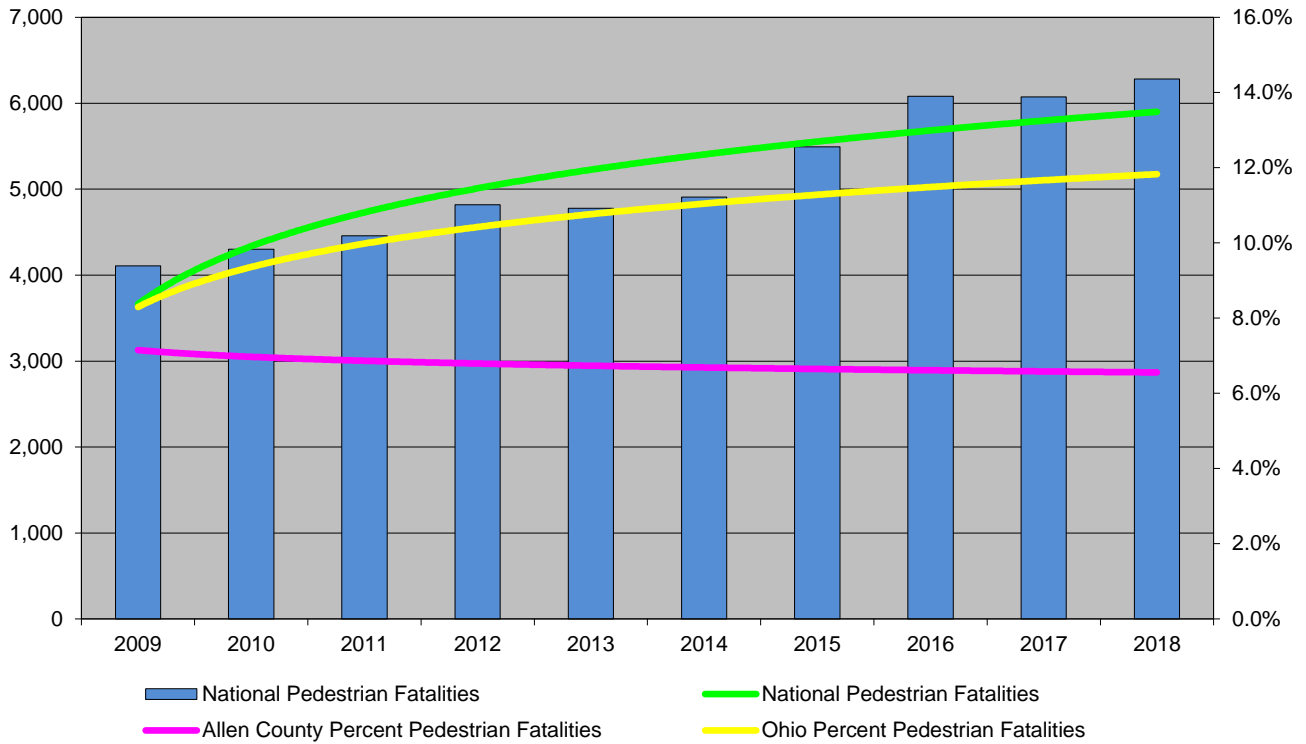
Year	Total Fatalities	Pedestrian Fatalities	% Pedestrians	Bicycle Fatalities	% Bicycles	Motorcycle Fatalities	% Motorcycles
2010	4	0	0.0%	0	0.0%	1	25.0%
2011	14	1	7.1%	0	0.0%	2	14.3%
2012	7	0	0.0%	0	0.0%	1	14.3%
2013	7	0	0.0%	0	0.0%	3	42.9%
2014	9	1	11.1%	0	0.0%	1	11.1%
2015	8	1	12.5%	0	0.0%	4	50.0%
2016	14	2	14.3%	1	7.1%	1	7.1%
2017	11	0	0.0%	0	0.0%	1	9.1%
2018	12	1	8.3%	0	0.0%	1	8.3%
2019	9	0	0.0%	0	0.0%	2	22.2%
Total	95	6	6.3%	1	1.1%	17	17.9%
10 Yr Avg	9.50	0.60		0.10		1.70	

The data depicted represents fatalities resulting from crashes involving pedestrians, bicycles, and motorcycles. In 2019, there were (2) motorcycle fatalities in a single vehicle (motorcycle) crash. Examining the 10-year study period (2010-2019), there were six (6) pedestrian, and seventeen (17) motorcycle fatalities. Over the past decade, the trend line reveals motorcycle, pedestrian, and cyclist fatalities are basically trending flat.

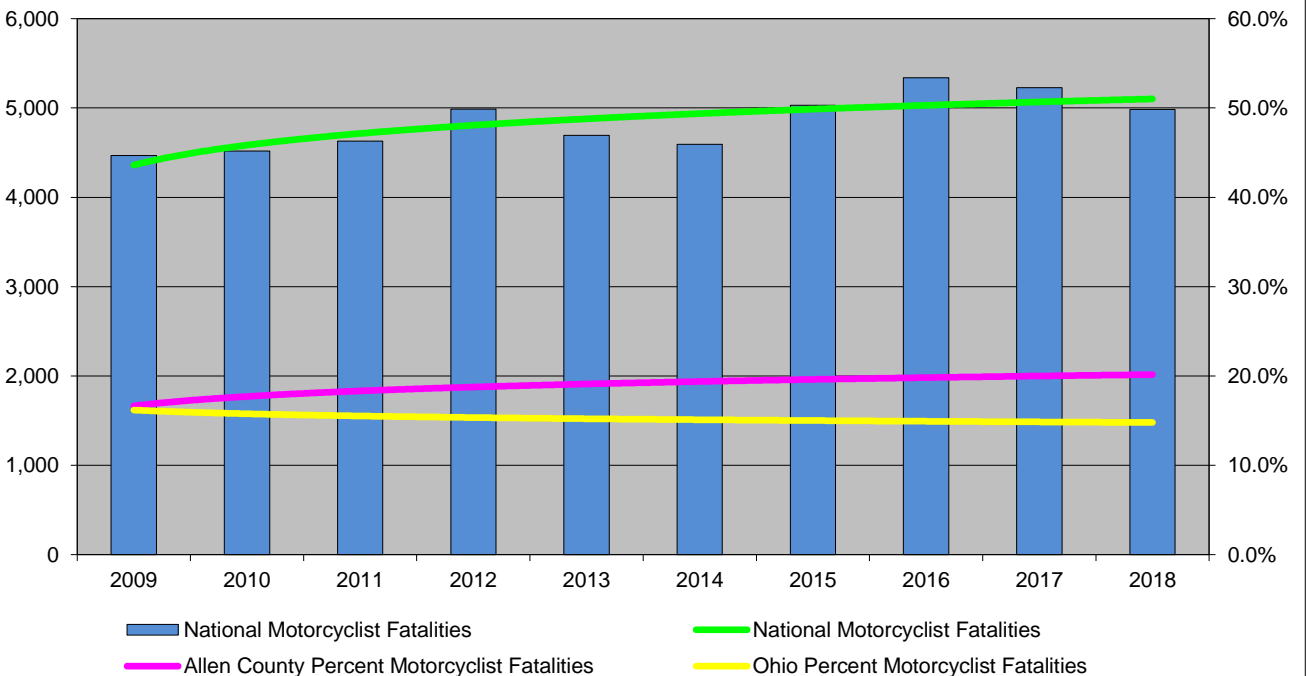
ILLUSTRATION 16
PEDESTRIAN, BICYCLE & MOTORCYCLE FATALITIES BY YEAR



**ILLUSTRATION 17
PEDESTRIAN FATALITIES**



**ILLUSTRATION 18
MOTORCYCLIST FATALITIES**

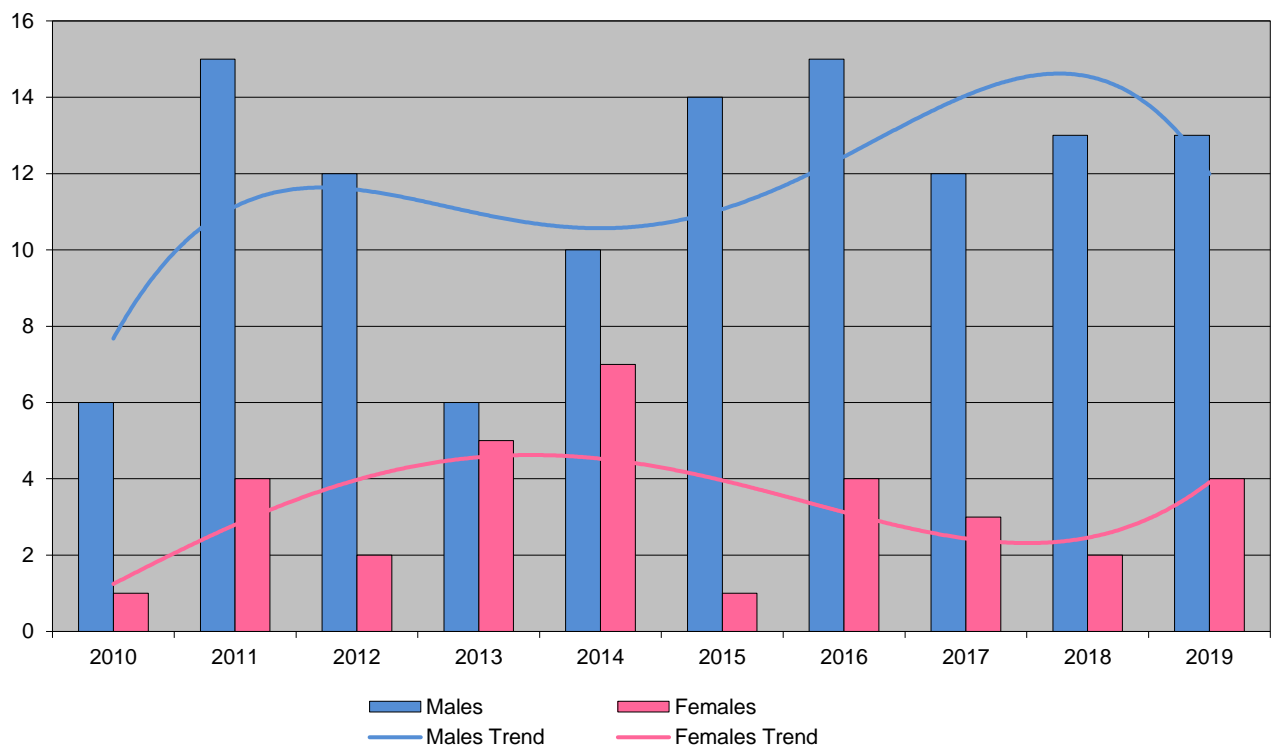


**TABLE 16
DRIVERS BY GENDER & YEAR INVOLVED IN FATAL
CRASHES**

Year	Male	Pct Male	Female	Pct Female
2010	6	85.7%	1	14.3%
2011	15	78.9%	4	21.1%
2012	12	85.7%	2	14.3%
2013	6	54.5%	5	45.5%
2014	10	58.8%	7	41.2%
2015	14	93.3%	1	6.7%
2016	15	78.9%	4	21.1%
2017	12	80.0%	3	20.0%
2018	13	86.7%	2	13.3%
2019	13	76.5%	4	23.5%
Total	116	77.9%	33	22.1%

Examining the 10-year study period (2010-2019), male drivers were over-represented in fatal crashes by a factor of more than 3.5:1. In 2019, the split slightly less (3.25:1) than the 10-year average.

**ILLUSTRATION 19
DRIVERS BY GENDER & YEAR INVOLVED IN FATAL CRASHES**

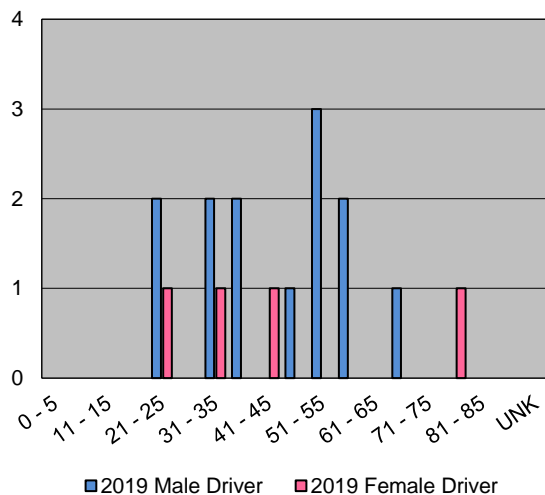


**TABLE 17
ALL PEOPLE IN 2019 FATAL CRASHES BY AGE GROUP**

Age Group	Male				Female			
	2019 Driver	2010-2019 Driver	2019 Fatalities	2019 Non-Fatal	2019 Driver	2010-2019 Driver	2019 Fatalities	2019 Non-Fatal
0 - 5	0	0	0	1	0	0	0	0
6 - 10	0	0	0	0	0	0	0	0
11 - 15	0	0	0	0	0	0	0	1
16 - 20	0	17	0	0	0	4	0	0
21 - 25	2	21	1	2	1	6	1	0
26 - 30	0	10	0	0	0	4	1	0
31 - 35	2	10	1	1	1	1	0	1
36 - 40	2	5	1	1	0	2	0	0
41 - 45	0	11	0	0	1	2	0	1
46 - 50	1	5	0	1	0	0	0	0
51 - 55	3	4	1	2	0	5	0	0
56 - 60	2	11	1	1	0	4	0	0
61 - 65	0	7	0	0	0	1	0	0
66 - 70	1	5	0	1	0	1	0	1
71 - 75	0	1	0	0	0	0	0	0
76 - 80	0	5	1	0	1	2	1	0
81 - 85	0	2	0	0	0	0	0	0
> 85	0	3	0	0	0	1	0	0
UNK	0	2	0	0	0	0	0	0
Total	13	119	6	10	4	33	3	4
%	76.5%	78.3%			23.5%	21.7%		

Including all drivers and passengers, twenty-three (23) people were involved in fatal crashes. During 2019, drivers between the ages of 45 and 60 years of age accounted for 35% of all drivers in all fatal crashes.

**ILLUSTRATION 20
GENDER IN 2019 FATAL CRASHES
BY AGE GROUP**



**ILLUSTRATION 21
GENDER IN 2010-2019 FATAL
CRASHES BY AGE GROUP**

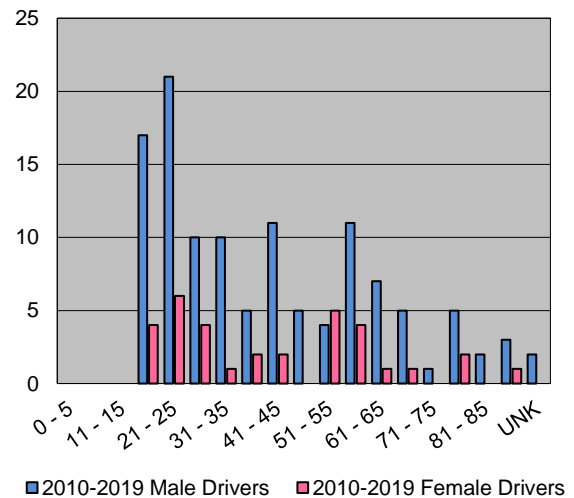


TABLE 18
DRIVERS IN 2019 FATAL CRASHES BY AGE COHORT & YEAR

Year	Total Fatal Crashes	Total Drivers	Age < 21	% Age < 21	Age 21-35	% Age 21-35	Age 36-50	% Age 36-50	Age 51-65	% Age 51-65	Age > 65	% Age > 65
2010	4	7	1	14.3%	2	28.6%	1	14.3%	2	28.6%	1	14.3%
2011	12	19	2	10.5%	4	21.1%	3	15.8%	6	31.6%	4	21.1%
2012	7	14	1	7.1%	4	28.6%	3	21.4%	3	21.4%	3	21.4%
2013	7	11	1	9.1%	4	36.4%	2	18.2%	4	36.4%	0	0.0%
2014	9	17	6	35.3%	4	23.5%	3	17.6%	2	11.8%	2	11.8%
2015	8	15	1	6.7%	6	40.0%	3	20.0%	1	6.7%	3	20.0%
2016	12	19	5	26.3%	4	21.1%	3	15.8%	6	31.6%	1	5.3%
2017	11	15	2	13.3%	8	53.3%	3	20.0%	2	13.3%	0	0.0%
2018	9	15	1	6.7%	4	26.7%	2	13.3%	5	33.3%	3	20.0%
2019	7	17	0	0.0%	6	35.3%	4	23.5%	5	29.4%	2	11.8%
Total	86	149	20	13.4%	46	30.9%	27	18.1%	36	24.2%	19	12.8%
10 Yr Avg	8.60	14.90	2.00	14.6%	4.60	31.8%	2.70	19.2%	3.60	19.9%	1.90	13.9%

ILLUSTRATION 22
DRIVERS IN 2019 FATAL CRASHES BY AGE COHORT & YEAR

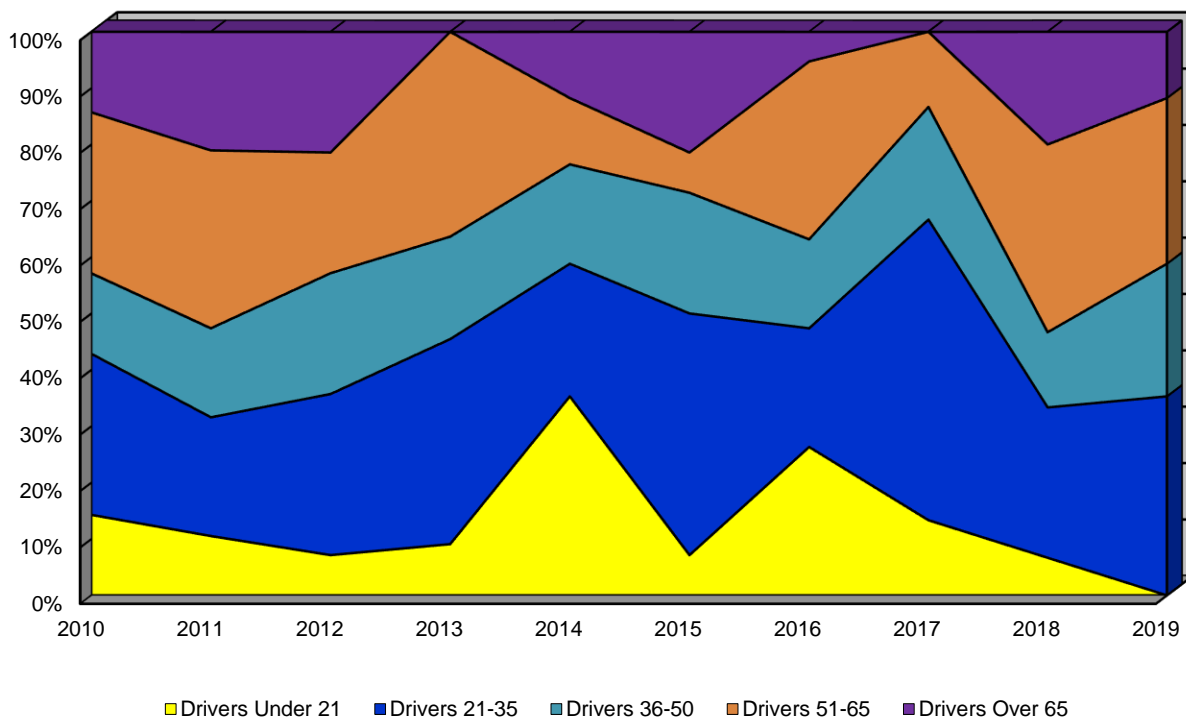
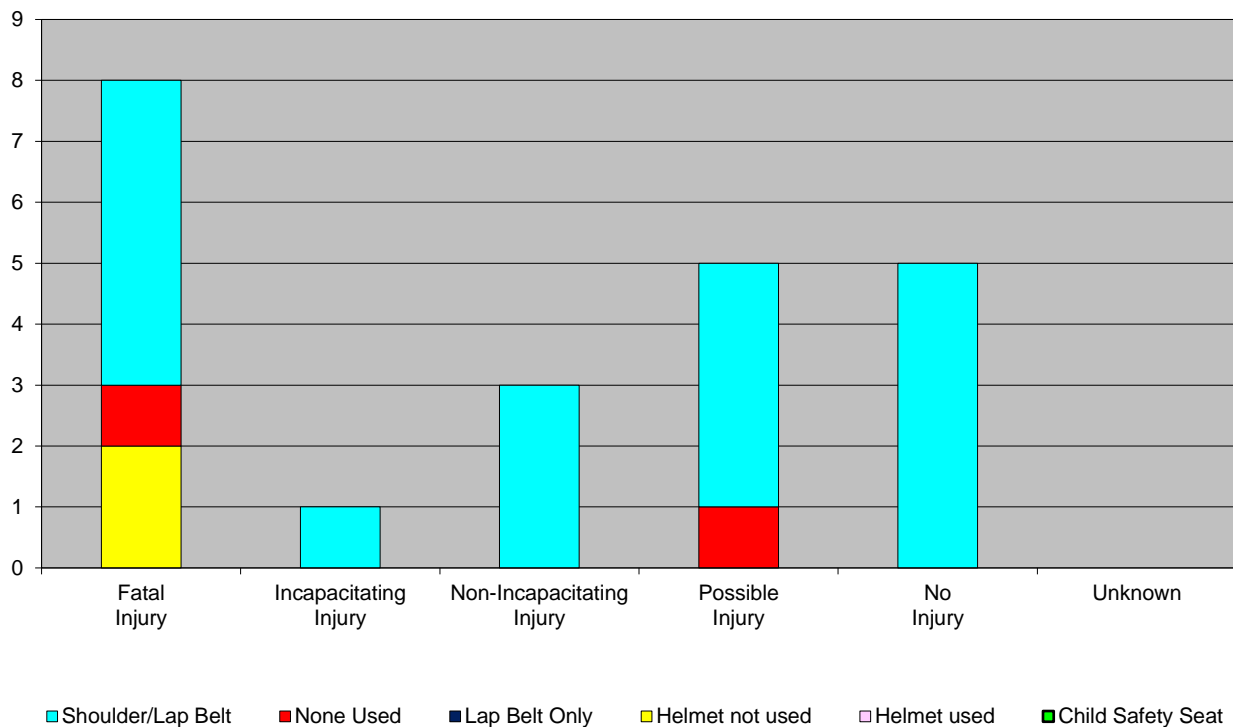


TABLE 19
2019 SAFETY EQUIPMENT USE BY INJURY SEVERITY IN FATAL CRASHES

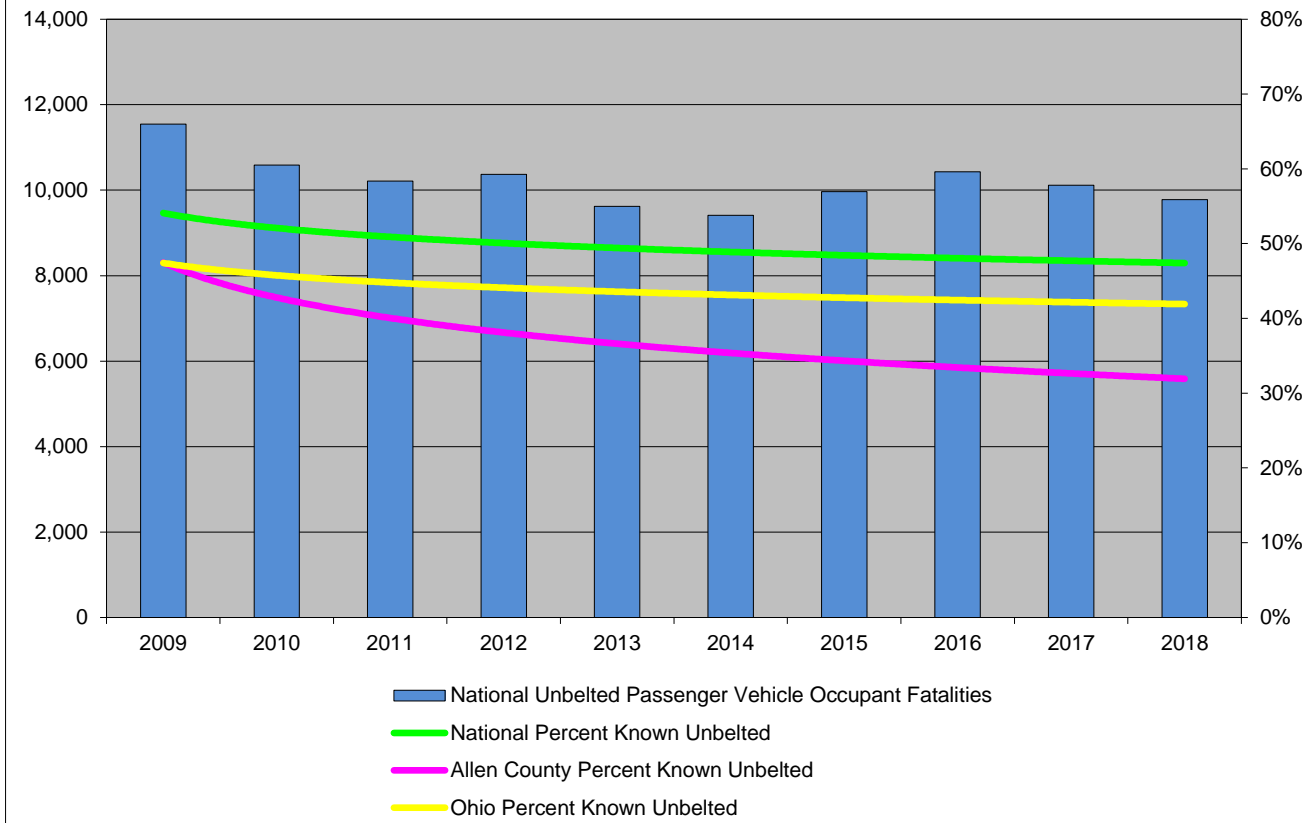
Restraint Use	Injury Severity of all Vehicle Occupants						Total
	Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	No Injury	Unknown	
Child Safety Seat	0	0	0	0	0	0	0
Helmet used	0	0	0	0	0	0	0
Helmet not used	2	0	0	0	0	0	2
Lap Belt Only	0	0	0	0	0	0	0
None Used	1	0	0	1	0	0	2
Shoulder/Lap Belt	5	1	3	4	5	0	18
Unknown	1	0	0	0	0	0	1
Pedestrian	0	0	0	0	0	0	0
Total	9	1	3	5	5	0	23

With respect to safety equipment used by all persons involved in fatal crashes that occurred during 2019, of the twenty-three (23) persons involved, eighteen (18) were verified as utilizing the appropriate safety devices while one (1) was not determined. Three (3) of the four (4) people that did not utilize safety equipment sustained fatal injuries. There were two (2) motorcyclist fatalities, neither was wearing a helmet. More than 39% of the people in fatal crashes were killed; 33% of those did not utilize safety equipment.

ILLUSTRATION 23
2019 SAFETY EQUIPMENT USE BY INJURY SEVERITY

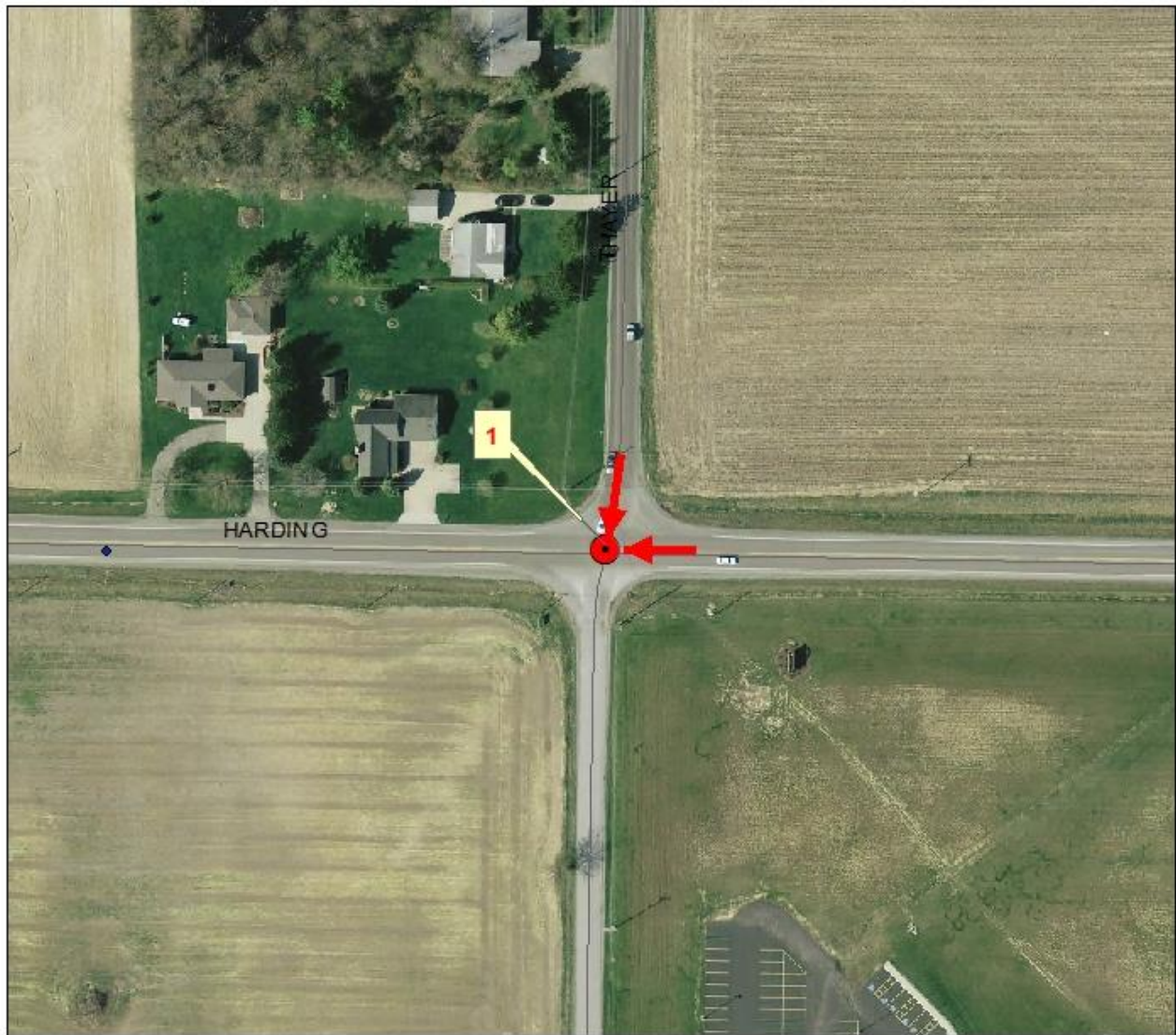


**ILLUSTRATION 24
UNBELTED PASSENGER VEHICLE OCCUPANT FATALITIES**



APPENDIX

Map 2
2019 Fatal Crash #1:
SR 309 (Harding Highway) & Thayer Road;
Bath Township



Crash Facts:

0 70 140 280
Feet

01/03/2019 @ 05:24

Dry Pavement & Dark (Lighted)

Two Vehicles: Sport Utility Vehicle & Pickup

Angle Crash: Failure to Yield after stop

3 Persons Involved; 1 Fatality

Safety Equipment Utilized by 2 including the deceased



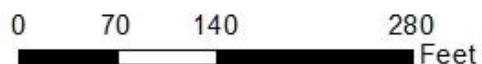
Map 3

2019 Fatal Crash #2:

SR 115 0.40 Miles South of Milepost 1; Sugar Creek Township



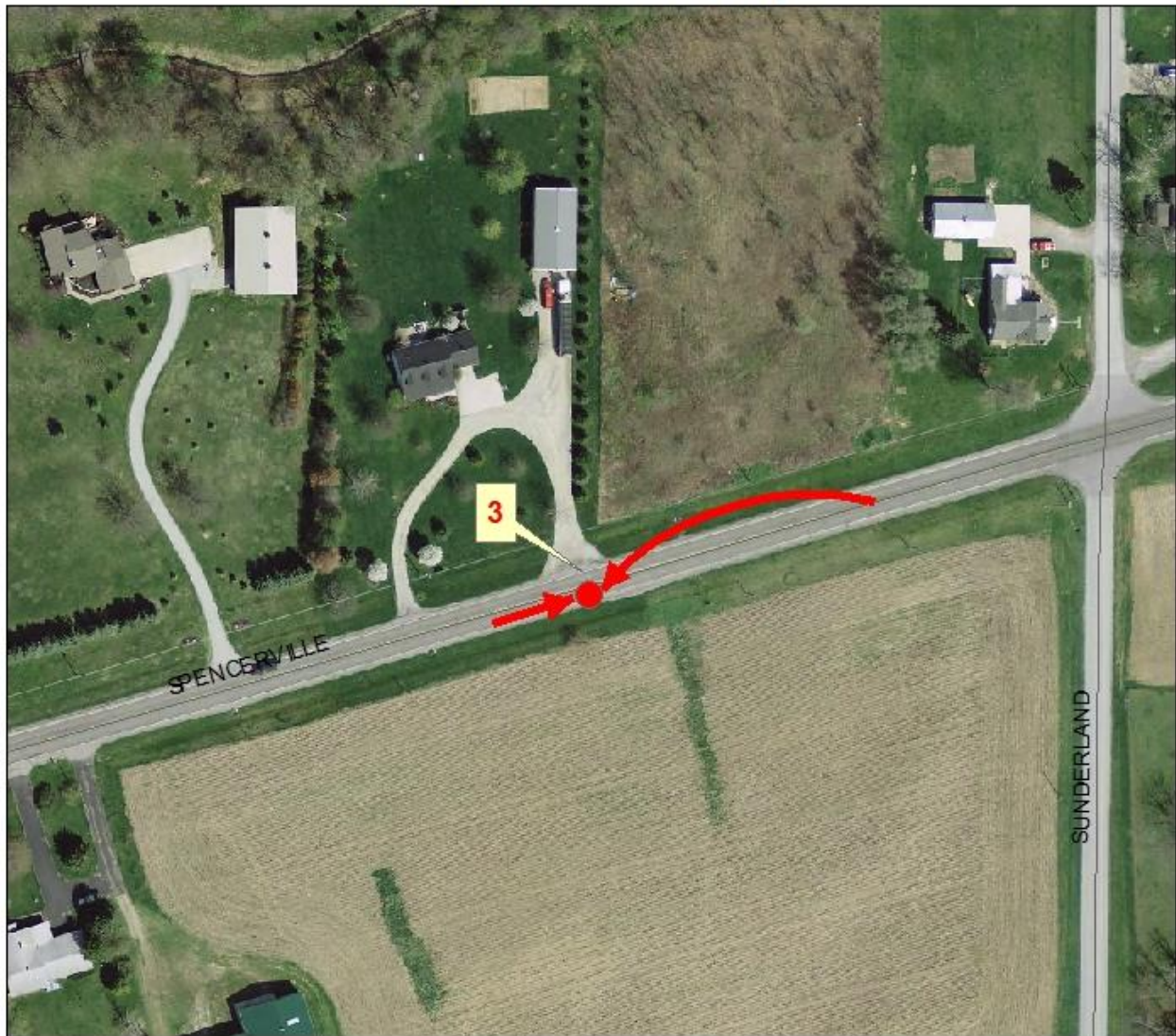
Crash Facts:



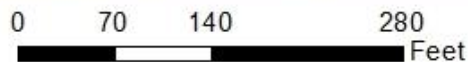
05/17/2019 @ 22:45
Dry Pavement & Dark (Not-Lighted)
Single Vehicle: Motorcycle
Drove Off Road: Hit Fixed Objects (Culvert & Tree)
2 Persons Involved; 2 Fatalities (33M & 30F)
No Safety Equipment Utilized
Alcohol 0.151 BAC



Map 4
2019 Fatal Crash #3:
SR 117 (Spencerville Road)
0.40 Miles West of Milepost 8;
Amanda Township



Crash Facts:

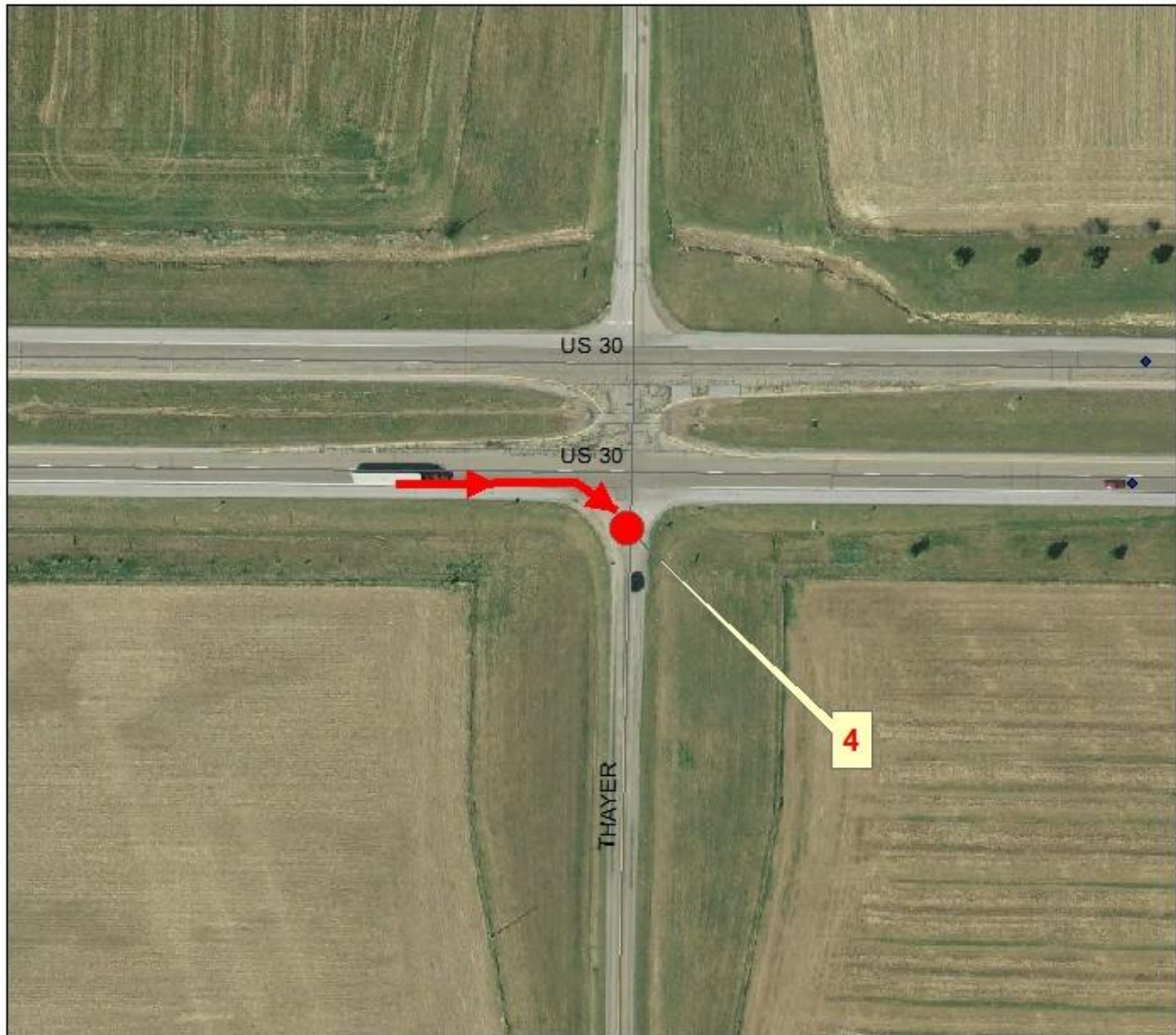


07/08/2019 @ 18:03
Dry Pavement & Daylight
Two Vehicles: Passenger Car & SUV
Angle Crash: Off Roadway and Over-Corrected
2 Persons Involved; 1 Fatality
Safety Equipment Utilized by 1; Deceased did not utilize
Drug Involved

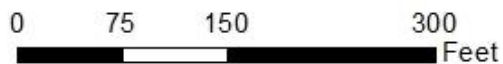


Map 5

2019 Fatal Crash #4: US 30 & Thayer Road; Monroe Township



Crash Facts:



07/10/2019 @ 16:25

Dry Pavement & Daylight

Two Vehicles: Single Unit Truck & Semi Tractor Trailer

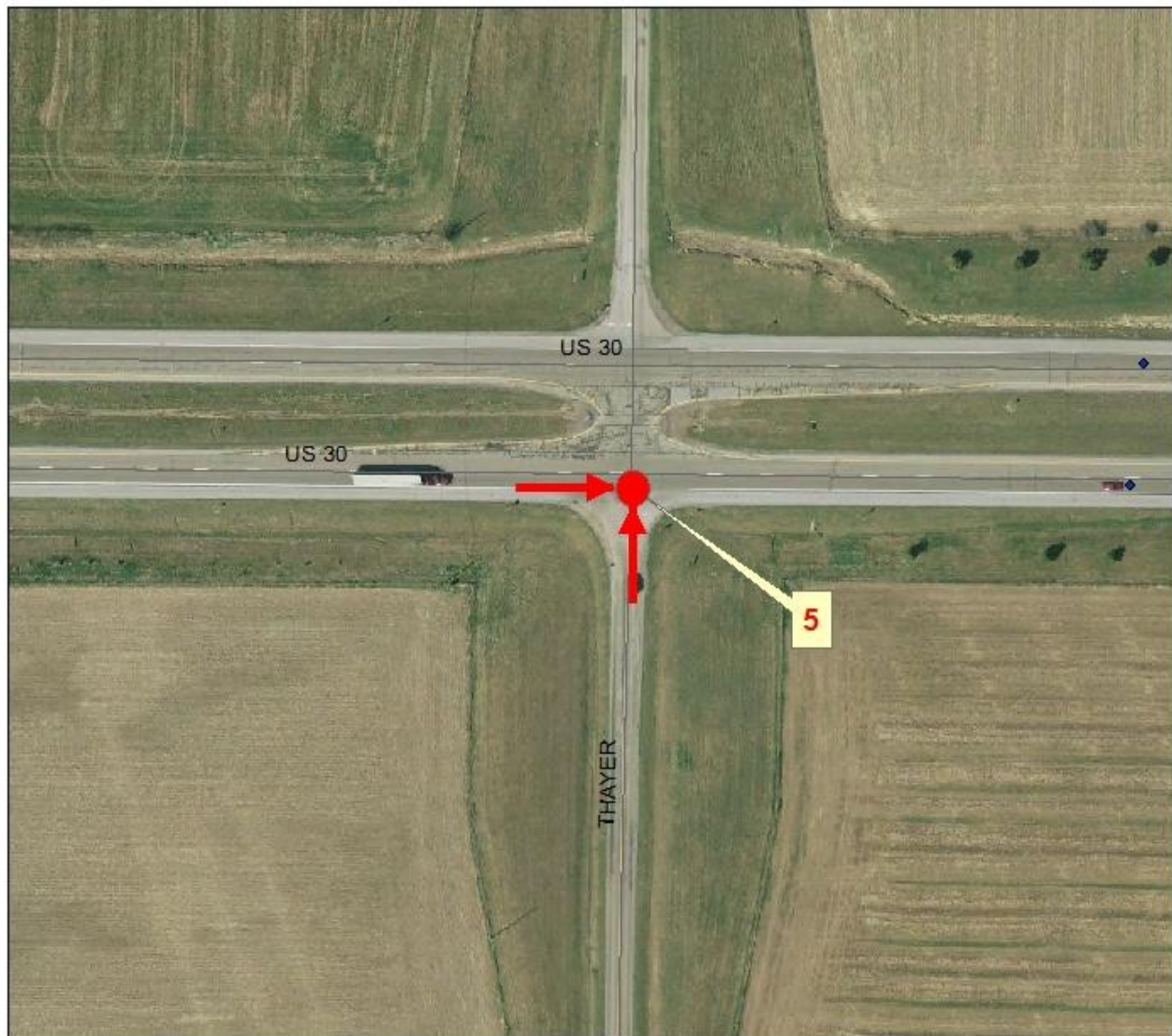
Rear End: Vehicle Making Right Turn off US 30 Struck from behind

2 Persons Involved; 1 Fatality

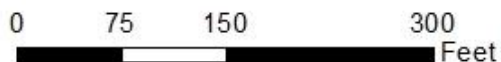
Safety Equipment Utilized by all



Map 6
2019 Fatal Crash #5:
US 30 & Thayer Road;
Monroe Township



Crash Facts:



07/31/2019 @ 15:57
Dry Pavement & Daylight
Two Vehicles: Passenger Car & Pick Up w/Trailer
Angle: Failure to Yield
4 Persons Involved; 2 Fatalities
Safety Equipment Utilized by all



Map 7
2019 Fatal Crash #6:
Elm Street 0.20 Miles East of Eastown Road;
American Township



Crash Facts:

0 75 150 300
Feet

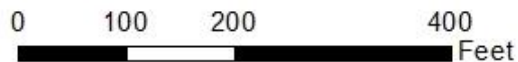
08/06/2019 @ 16:44
Dry Pavement & Daylight
Four Vehicles: (3) SUVs & Pick Up
Rear End: Victim was in first vehicle struck
5 Persons Involved; 1 Fatality
Safety Equipment Utilized by all



Map 8
2019 Fatal Crash #7:
IR 75 0.30 miles South of Milepost 136;
Richland Township



Crash Facts:



10/08/2019 @ 17:46
Dry Pavement & Daylight
Four Vehicles: Passenger Car, Pick Up, (2) Semi-Tractor
Rear End: Victim was in first striking vehicle
5 Persons Involved; 1 Fatality
Safety Equipment Utilized by (4); victim unknown

