Lima/Allen County
REGIONAL PLANNING
COMMISSION

Allen County Fatal Crash Report 2020

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Introduction

One of the primary purposes of government is to protect and provide for the safety of its citizens. It is for this reason the Lima-Allen County Regional Planning Commission (LACRPC) continually tracks traffic crashes on an annual basis. This data is used to better understand traffic patterns and driver habits, as well as, to examine potentially problematic road conditions. These analyses allow LACRPC to address problems as they occur and to focus efforts on targeted areas rather than more broad solutions. This report strives to do just that; examine each of the fatal crashes that occurred within the LACRPC's planning area throughout calendar year 2020. Additionally, it will provide the critical data needed to examine each of the incidents and provide a list of viable mitigation strategies. This is accomplished through a series of maps, figures, and statistical analysis of factors surrounding each of these crashes. While the data is open to individual interpretation, this agency will attempt to explain dangerous trends and seek logical solutions.

Rationale

There are various reasons planning organizations keep detailed accounts of motor vehicle crash records and incident locations. First and foremost, such data is useful in planning, prioritizing, monitoring, and analyzing transportation improvement programming. Secondly, this information is useful in providing the means to efficiently utilize the limited resources available for capital improvement projects at the local level. Finally, the data establishes linkages and informational exchanges between the various government and private sector agencies who influence and promote transportation planning, engineering, and safety.

Overview

This report is heavily dependent upon traffic crash data contained in the Integrated Traffic Records System (ITRS), maintained by the Ohio Department of Public Safety (ODPS).

It reflects descriptive statistics about fatal traffic crashes. However, the only state-approved traffic incident reports submitted to and processed by ODPS are included within the database. Generally, unless there is an injury, traffic incidents involving damage less than $1,000 are not required to be reported to the state by local law enforcement agencies, and as such some crashes may not be considered in this report. This becomes important when talking about total crashes within the county. Incident statistics are presented with respect to the incident occurrence, incident involvement, and incident severity. Incident occurrence is generally described in terms of the types and numbers of incidents that occur, incident involvement categorizes incidents by the types of vehicles and drivers that were involved. Statistics on incident severity are revealed by the number of deaths/injuries.

The statistical report is simplified through the use of tables, illustrations, and maps. In some cases, data is displayed in both tabular and chart formats. Data related to incident occurrence precedes that information related to incident involvement. Incident severity is interspersed throughout the tables of the report in order to allow the reader easy reference with respect to degree. High incident intersection locations are defined by frequency, crash rates, and severity. As impairment-related incidents are of particular concern, information is a topic of comparison throughout the report.

Objectives

The specific objectives of this traffic crash summary report are: (1) to assess overall characteristics of motor vehicle incidents which occur in Allen County; (2) to provide a basis for major improvements that offer effective incident reduction/prevention; (3) to identify specific time periods for selective law enforcement surveillance; (4) to provide a benchmark for assessing the success or failure of previous roadway improvements, as well as the community's traffic safety programming, and (5) to provide further data for the County's ongoing effort to meet or exceeded the safety based performance measure established by the FAST Act .

Background

Since 1992 LACRPC has worked in collaboration with other local agencies to improve roadway safety in Allen County. A large part of this effort involved the creation and the on-going maintenance of a local traffic crash database. This is accomplished primarily with the use of OH-1 reports completed by law enforcement officers at the time of the crash. These OH-1 reports are archived 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, 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: 2020 focuses on 2020 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 2011 through 2020.

Methodology

This report utilizes archived crash record data made available from ODPS. The data reflects a number of variables over a period of years that differ based on the information gleaned from crash reports that solicited specific information. The report attempts to summarize such data in order to allow local elected officials, area law enforcement agencies, roadway maintenance, and traffic engineering concerns as well as safety advocates a single mechanism to better identify and assess crash data. This report was constructed knowing that the document could be consider unwieldy to some, but the information contained within will reflect the data needs of the vast majority of area stakeholders. That being said, the interests of traffic engineering and traffic safety experts were considered as the primary driving force behind the document compilation.

Limitations

The source of the data from this report is derived from the OH-1 (see Appendix E) crash reports that are completed by the reporting law enforcement officer that responded to the crash. Each of the crash reports completed in 2020 have as many as 147 applicable fields of data. While this does introduce some opportunity for inconsistencies law enforcement officers as well as members of the planning commission staff review the data to the best of our ability to help minimize any potential for error. The following report represents the most current data and information available from ODPS. ODOT has worked with ODPS to improve the quality of the data; however, there are still a large number of "not stated" values in various data fields including, for example, occupant ages, person-level injury severity, etc. Several tables and illustrations are affected by such data limitations.

The contents of this report represent the work of the LACRPC. The report does not represent a standard or policy of FHWA, ODOT, ODPS, or the NHTSA. Questions or concerns should be forwarded to the LACRPC at 130 W. North Street, Lima, Ohio 45801 (www.LACRPC.com).

Performance Measures Focused

The focus of this report is to highlight Allen County crash data in respect to the performance measures defined in the FAST Act, specifically those pertaining to fatal crashes (i.e. total number of fatal crashes, fatal crash rate, and non-motorist related fatal crashes). Per the the FAST Act, and statewide goals set by ODOT, this MPO committed to a goal of a 2% reduction in CY 2020, using a 5-year rolling average (2015-2019) as a baseline. The MPO uses the performance measures as criteria in prioritizing future improvements and recommendations to governmental agencies. Please note that other performance measures were established by the FAST Act, however, these are not applicable to the scope of this report. Overall the county only met one of the three fatal crash-related goals set for the year. Please see the table below for a more detailed summary of these performance measures.

FATAL CRASH BASED SAFETY PERFORMANCE MEASURES			
	Total Fatalities	Fatality Rate	Non-Motorized Fatalities and Non-Motorized Serious Injuries
2020 Goal	9	0.81	8
2020 Achieved	10	0.83	8

Conclusion

Overall Allen County realized an increase in total fatal crashes and fatalities, 10 and 10 respectively. Given the quantifiable decrease in roadway usage due to the Covid-19 pandemic, this result seems to be in sharp contrast to the surrounding environment. It would follow that fewer cars on the road would result in fewer crashes, however, fatal incidents seem to be quite the contrary. With that in mind, there are some prominent differences in fatalities this year as compared to past years. The most striking of which is the 400% increase in pedestrian-related fatalities in 2020 as compared to those of 2019. These types of fatalities rose from zero (0) to four (4). While there are other contributing factors surrounding a number of these incidents, it is assumed more pedestrians were active on roadways in 2020 due to the pandemic thus leading to an increase in conflicts between vehicles and pedestrians. Additionally, for the first time in over a decade, there were no motorcycle related fatalities. This again reinforces this agency's theory that citizens are utilizing active transportation as a means of recreational transportation as opposed to motorized vehicles. This is an important finding in terms of planning, as it necessitates a completely different set of infrastructure improvements when compared with those required for passive transportation. A few additional statistics this agency found interesting:

- There were no animal related fatalities in 2020;
- 70% of all fatal crashes occurred within the Lima Urban Area;
- The road with the highest number of fatal incidents was SR 117.

While an increased number of lives lost is always a tragedy, this agency believes a number of the crashes were unavoidable and had non-traffic-related factors that contributed to the incident(s). For instance, based on a combination of police findings and witness reports, 3 separate crashes are believed to be suicides, crashes 3, 4, and 9 Specifically, crashes 3 and 9 involve pedestrian strikes, where it is believed that the victims stepped in front of a moving vehicle in order to take their own life. The final purported suicide was crash 4, it is believed the victim in crash 4 intentionally drove the vehicle into a utility pole. The individual was not utilizing safety equipment and the roadway was otherwise vacant of traffic. Lastly, crash 5 involved a car leaving the roadway and entering a body of water to the north. The victim was unable to swim and subsequently drowned in what otherwise would have been non-fatal injuries.

While LACRPC believes these incidents couldn't be prevented from a planning perspective, it also believes it is important to include them in the data set. It is this agency's goal to have no lives are lost on area roadways. In order to achieve this we need to continue collecting as much data as possible. For an in-depth review of the data surrounding the 2020 fatal crashes please see the accompanying figures and tables.

TABLE 1
2020 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	2	2	0	1	3	20.0%	0.0%
Village of Beaverdam	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	0	0	0	0	0	0.0%	0.0%
American Township	0	0	0	0	0	0.0%	0.0%
Auglaize Township	0	0	0	0	0	0.0%	0.0%
Bath Township	2	2	2	3	7	20.0%	28.6%
Jackson Township	0	0	0	0	0	0.0%	0.0%
Marion Township	2	2	0	1	3	20.0%	0.0%
Monroe Township	0	0	0	0	0	0.0%	0.0%
Perry Township	0	0	0	0	0	0.0%	0.0%
Richland Township	0	0	0	0	0	0.0%	0.0%
Shawnee Township	4	4	5	0	9	40.0%	71.4%
Spencer Township	0	0	0	0	0	0.0%	0.0%
Sugar Creek Township	0	0	0	0	0	0.0%	0.0%
Allen County	**10**	**10**	**7**	**5**	**22**	**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 2020 fatal crashes.
[5] Pct Injuries - Percent of all people injured in 2020 fatal crashes.

During 2020, Allen County experienced ten (10) fatal crashes; eight (8) 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 Marion Township, two (2) fatal crash each occurred in Bath, and four (4) fatal crashes occured in Shawnee township.

TABLE 2
2020 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	2/17/2020	Lima	SR 309	ODOT	Principal Arterial	45	4	Pedestrian Strike	1
2	3/11/2020	Shawnee Township	SR 501	ODOT	Major Collector	55	2	Markings	2
3	4/30/2020	Marion Township	US. 30	ODOT	Principal Arterial	70	4	Pedestrian Strike	1
4	5/3/2020	Marion Township	Kiggins Rd.	County	Local	55	2	Signage	1
5	5/22/2020	Shawnee Township	Buckeye Rd.	County	Major Collector	45	2	Sinage	1
6	7/8/2020	Bath township	SR 309	ODOT	Minor Arterial	55	2	Markings	2
7	7/20/2020	Lima	North St.	Lima	Principal Arterial	25	2	Pedestrian Strike	1
8	8/21/2020	Shawnee Township	SR 117/SR 501	ODOT	Minor Arterial	55	2	Signage	2
9	8/25/2020	Bath township	Dixie Hwy.	County	Major Collector	55	2	Pedestrian Strike	1
10	10/5/2020	Shawnee Township	SR 117	ODOT		55	2	Road Markings	1

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

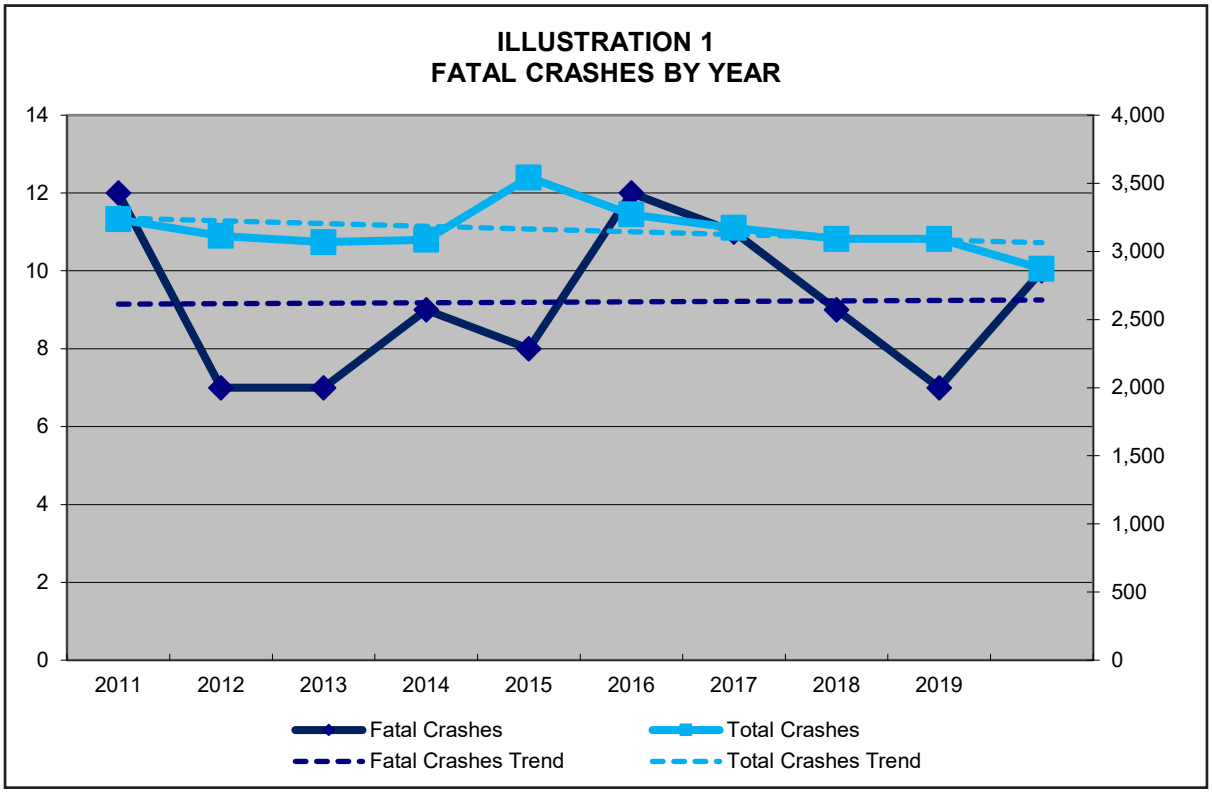
Year	MVM[1] Driven	Total Crashes	Fatal Crashes	% Fatal Crashes	Fatalities	Fatalities per 100 MVM
2011	1,155	3,236	12	0.33%	14	1.21
2012	1,156	3,114	7	0.22%	7	0.61
2013	1,175	3,068	7	0.22%	7	0.60
2014	1,174	3,085	9	0.29%	9	0.77
2015	1,173	3,542	8	0.23%	8	0.68
2016	1,197	3,271	12	0.37%	14	1.17
2017	1,213	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
2020	1,201	2,873	10	0.35%	10	0.83
Total	**12,038**	**31,543**	**92**	**0.29%**	**101**	**0.84**
10 Yr Avg	**1,204**	**3,186**	**9.2**	**0.29%**	**10.10**	**0.84**
				Target	**9**	**0.75**

[1] Million Vehicle Miles traveled

Note: In this table, 2020 total crashes (2,873) are estimated based on the number of crashes that ODOT has Published on their GCATS website, as finalized 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 2020 crash data collected by the LACRPC.

There were ten (10) fatal crashes during 2020 that resulted in ten (10) fatalities. Traffic related fatalities in 2020 increased compared to 2019; however, the 5-year rolling average is trending downward. 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 1
FATAL CRASHES BY YEAR



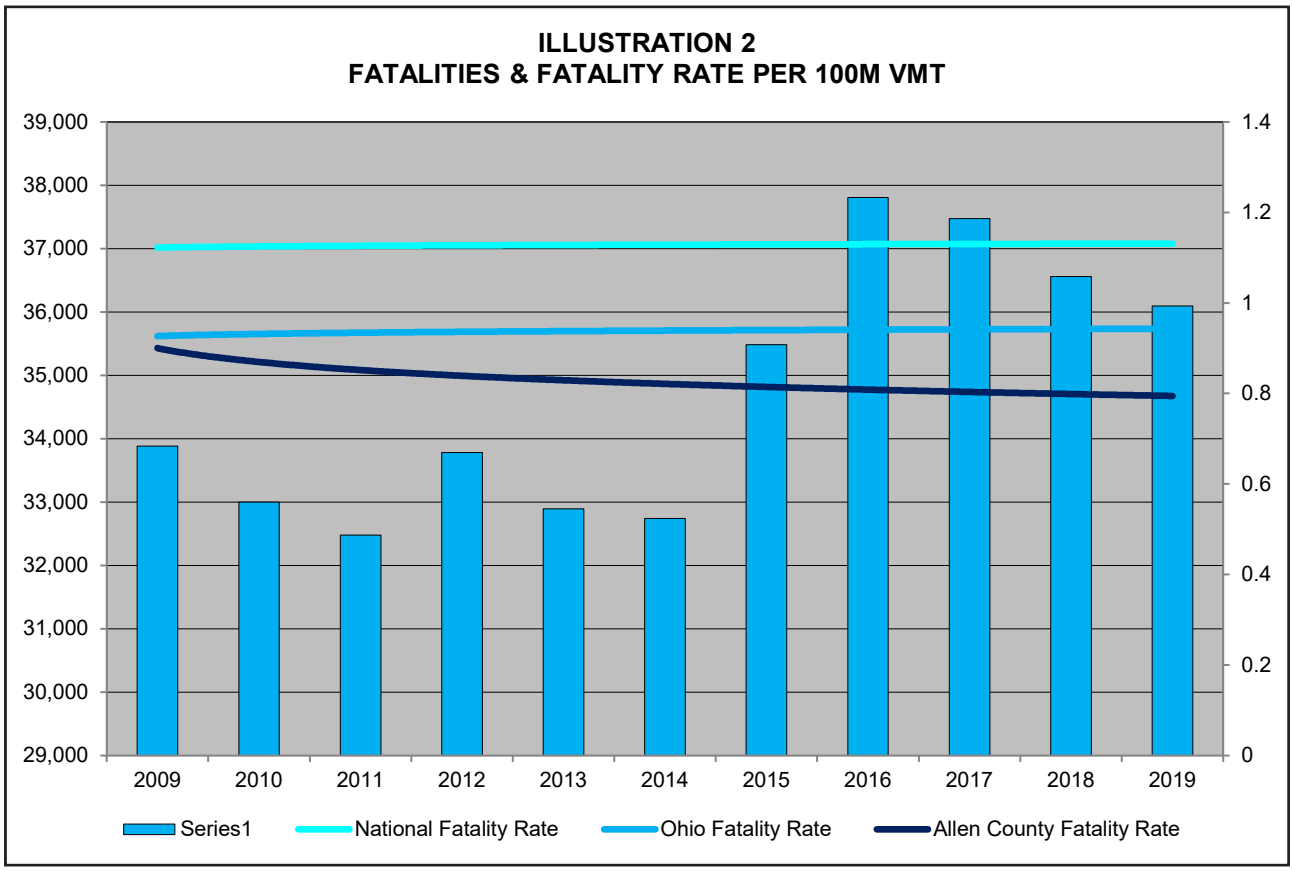


ILLUSTRATION 2
FATALITIES & FATALITY RATE PER 100M VMT
39,000
38,000
37,000
36,000
35,000
34,000
33,000
32,000
31,000
30,000
29,000
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
Series1
National Fatality Rate
Ohio Fatality Rate
Allen County Fatality Rate

TABLE 4
FATAL CRASHES BY DAY OF WEEK

Month	2020		2011-2020	
	All Fatal Crashes	% Fatal Crashes	All Fatal Crashes	% Fatal Crashes
Sunday	1	10.0%	14	15.2%
Monday	3	30.0%	12	13.0%
Tuesday	1	10.0%	18	19.6%
Wednesday	2	20.0%	13	14.1%
Thursday	1	10.0%	12	13.0%
Friday	2	20.0%	15	16.3%
Saturday	0	0.0%	8	8.7%
Total	**10**	**100.0%**	**92**	**100.0%**

ILLUSTRATION 3
FATAL CRASHE PERCENTAGES BY DAY OF WEEK

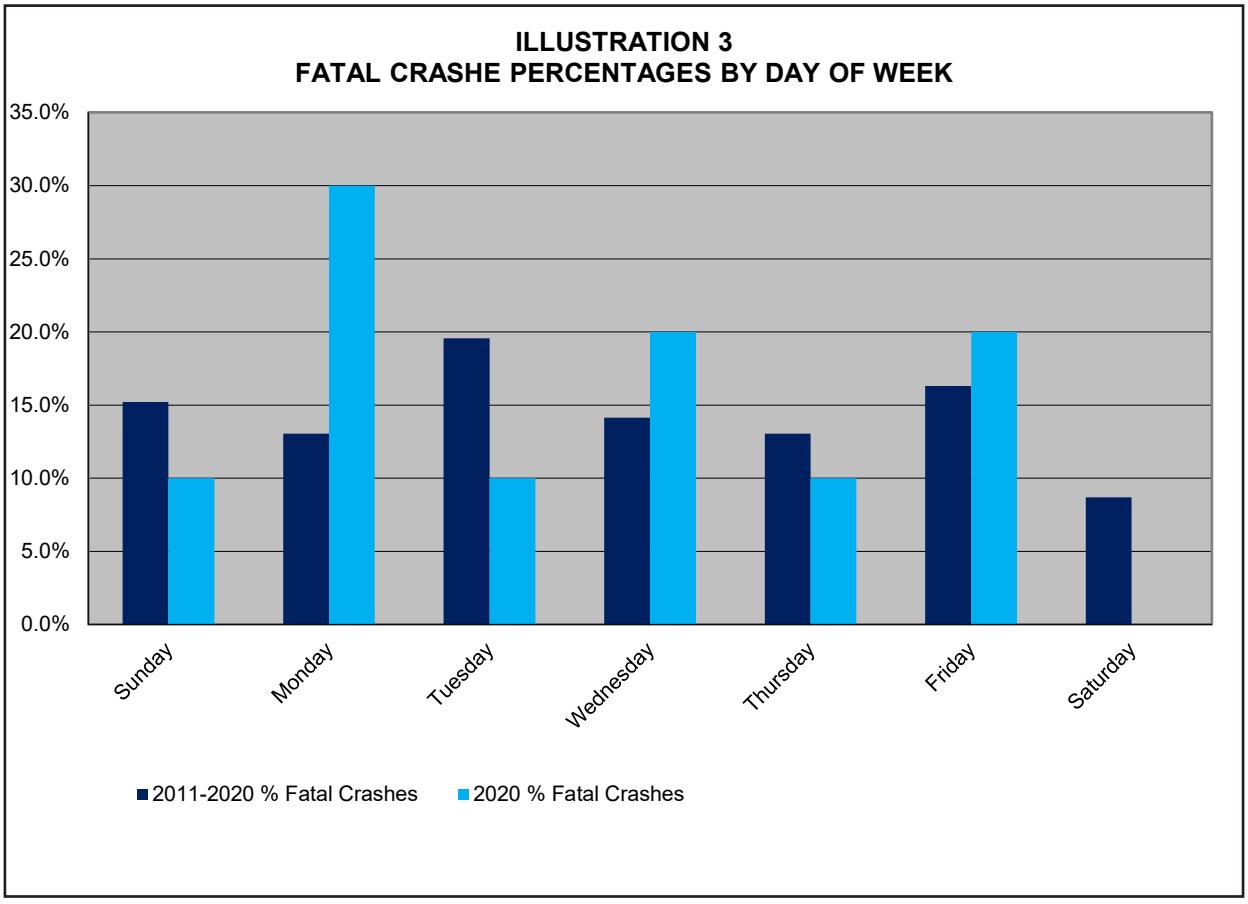


TABLE 5

FATAL CRASHES AS PERCENT OF ALL FATAL CRASHES BY TIME OF DAY

Begin Hour	2020 Fatal Crashes	2011-2020 Fatal Crashes
1:00	0	2
2:00	0	2
3:00	1	4
4:00	0	1
5:00	0	2
6:00	0	2
7:00	0	2
8:00	0	6
9:00	0	3
10:00	1	1
11:00	0	0
12:00	0	2
13:00	0	3
14:00	0	4
15:00	0	4
16:00	0	4
17:00	2	7
18:00	1	8
19:00	0	7
20:00	1	3
21:00	1	6
22:00	2	5
23:00	1	6
24:00	0	8
Total	**10**	**92**

ILLUSTRATION 4

CRASH FREQUENCY BY TIME OF DAY

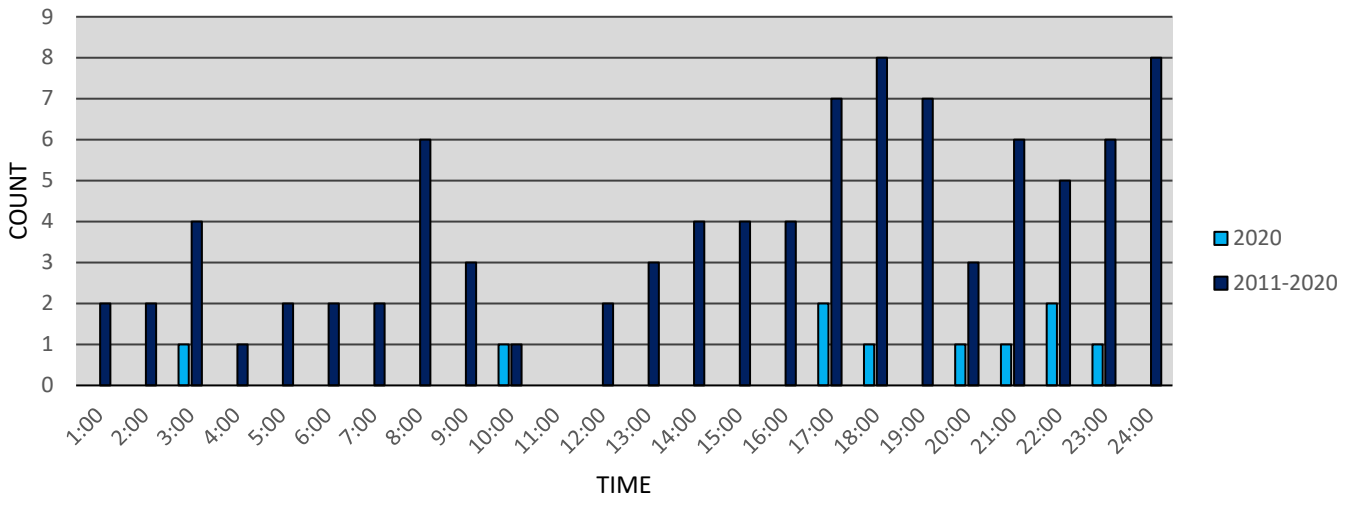


TABLE 6
ALCOHOL IMPAIRED & SPEED RELATED FATAL CRASHES BY YEAR
(2011-2020)

Year	Total Crashes		Total Fatal Crashes			Alcohol Impaired Fatal Crashes			Speed Fatal Crashes		
	Total Crashes	% Change	Fatal Crashes	% Change	Deaths	Fatal Crashes	% of Fatal Crashe	Deaths	Fatal Crashes	% of Fatal Crash	Deaths
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
2020	2,873	-7.1%	10	42.9%	10	6	60.0%	6	4	40.0%	5
Total	**31,543**		**92**		**101**	**34**	**37.0%**	**36**	**18**	**19.6%**	**21**
10 Yr Avg	**3,154**		**9.20**		**10.10**	**3.40**		**3.60**	**1.80**		**2.10**

Note: In this table, 2020 total crashes (2,873) are estimated based on the number of crashes that ODOT has Published on their GCATS website, as finalized 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 2020 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 5
ALCOHOL IMPAIRED & SPEED RELATED FATAL CRASHES BY YEAR
(2011-2020)

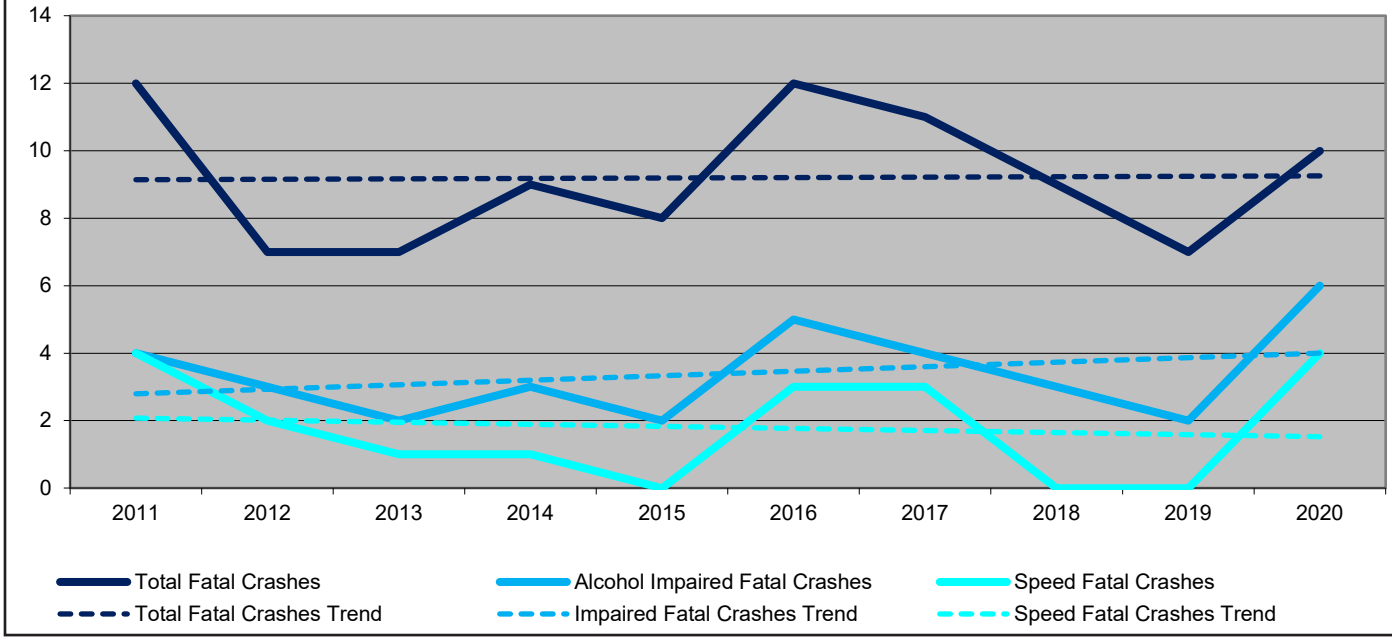


TABLE 7 FATAL CRASHES BY LIGHT CONDITION				
Light Condition	2020		2011-2020	
	Fatal Crashes	% Fatal	Fatal Crashes	% Fatal
Daylight	3	30.0%	40	44.0%
Dawn/Dusk	0	0.0%	0	0.0%
Dark - Lighted Roadway	1	10.0%	5	5.5%
Dark - Roadway Not Lighted	6	60.0%	39	42.9%
Dark - Unknown	0	0.0%	7	7.7%
Total	**10**	**100.0%**	**91**	**100.0%**

Examining light conditions at the time of 2020 fatal crashes, 70.0% occurred during dark hours; while, 30.0% 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.

ILLUSTRATION 6
FATAL CRASHES BY LIGHT CONDITION

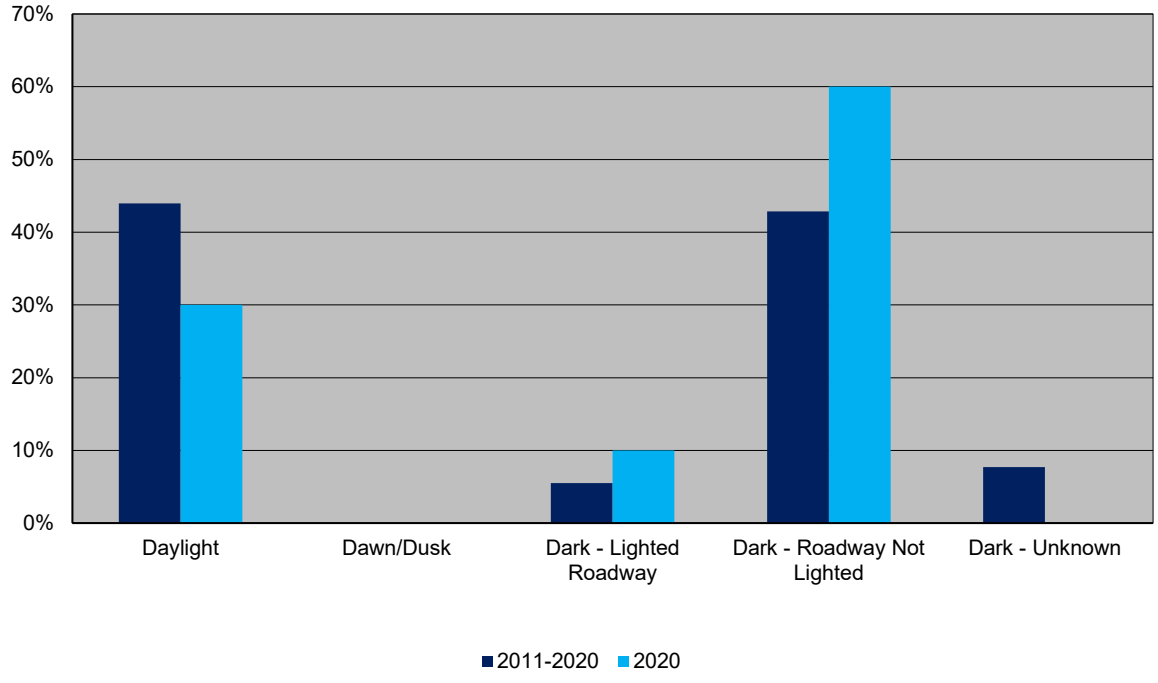


TABLE 8
PEDESTRIAN, BICYCLE & MOTORCYCLE FATALITIES BY YEAR

Year	Total Fatalities	Pedestrian Fatalities	% Pedestrians	Bicycle Fatalities	% Bicycles	Motorcycle Fatalities	% Motorcycle
2011	13	1	7.7%	0	0.0%	2	15.4%
2012	7	0	0.0%	0	0.0%	1	14.3%
2013	7	0	0.0%	0	0.0%	3	42.9%
2014	9	2	22.2%	0	0.0%	1	11.1%
2015	7	1	14.3%	0	0.0%	4	57.1%
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%	2	16.7%
2019	10	0	0.0%	0	0.0%	2	20.0%
2020	10	4	40.0%	0	0.0%	0	0.0%
Total	**100**	**11**	**11.0%**	**1**	**1.0%**	**17**	**17.0%**
10 Yr Avg	**10.00**	**1.10**		**0.10**		**1.70**	

The data depicted represents fatalities resulting from crashes involving pedestrians, bicycles, and motorcycles. In 2020, there were four (4) pedestrian fatalities significantly higher than in previous years. Examining the 10-year study period (2011-2020), there were eleven (11) pedestrian, and seventeen (17) motorcycle fatalities. Over the past decade, the trend line reveals motorcycle, pedestrian, and cyclist fatalities are basically trending flat.

ILLUSTRATION 7
PEDESTRIAN, BICYCLE & MOTORCYCLE FATALITIES BY YEAR

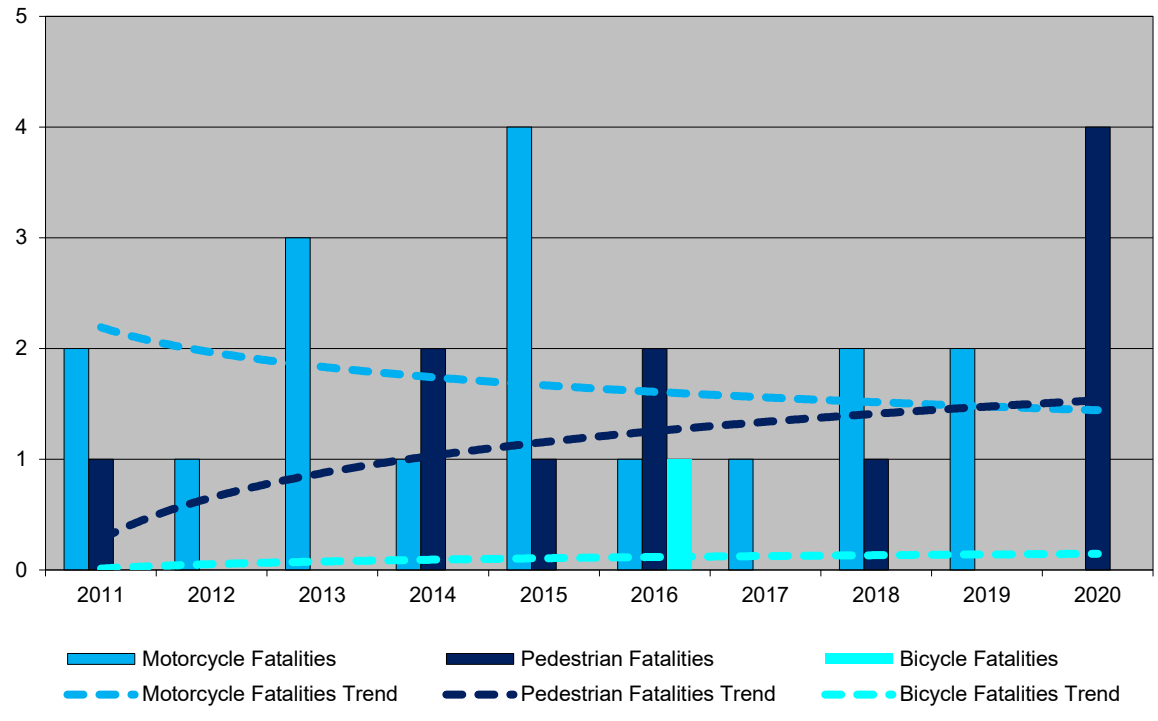


TABLE 9
DRIVERS IN 2020 FATAL CRASHES BY AGE COHORT & YEAR

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
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%
2020	10	14	0	0.0%	4	28.6%	4	28.6%	3	21.4%	1	7.1%
Total	**92**	**156**	**19**	**12.2%**	**48**	**30.8%**	**30**	**19.2%**	**37**	**23.7%**	**19**	**12.2%**
10 Yr Avg	**9.20**	**15.60**	**1.90**	**14.6%**	**4.80**	**31.8%**	**3.00**	**19.2%**	**3.70**	**19.9%**	**1.90**	**13.9%**

ILLUSTRATION 8
DRIVERS IN 2020 FATAL CRASHES BY AGE COHORT & YEAR

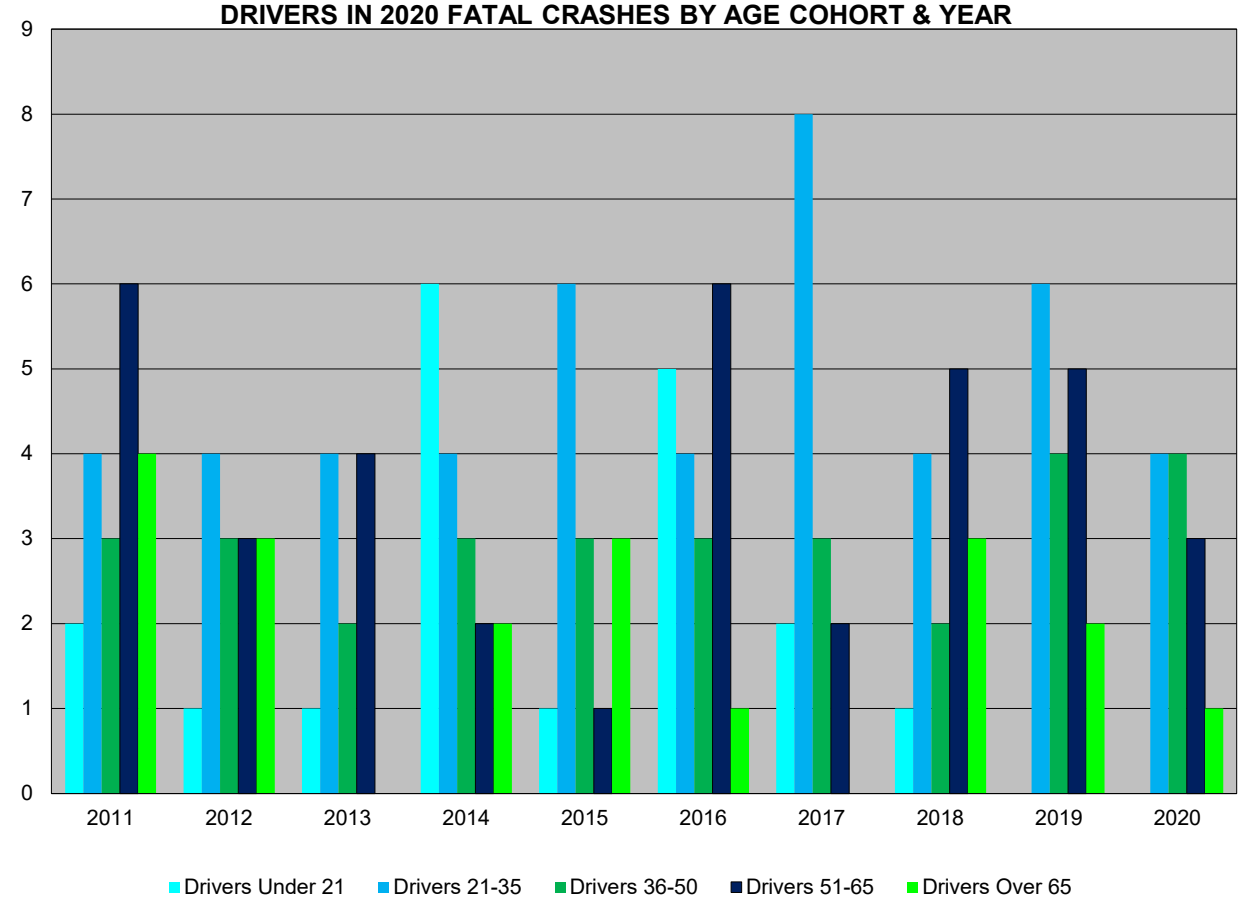


TABLE 10 FATAL CRASHES BY HOLIDAY			
Holiday	**2020 Fatal Crashes**	**2011-2020 Fatal Crashes**	**2011-2020 % Fatal Crashes**
Thanksgiving	0	2	50.0%
Memorial Day	0	0	0.0%
Independence Day	0	2	50.0%
Labor Day	0	0	0.0%
Christmas	0	0	0.0%
New Year's Day	0	0	0.0%
Total	**0**	**4**	**100.0%**

In 2020, 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
2011-2020 FATAL CRASHES BY HOLIDAY

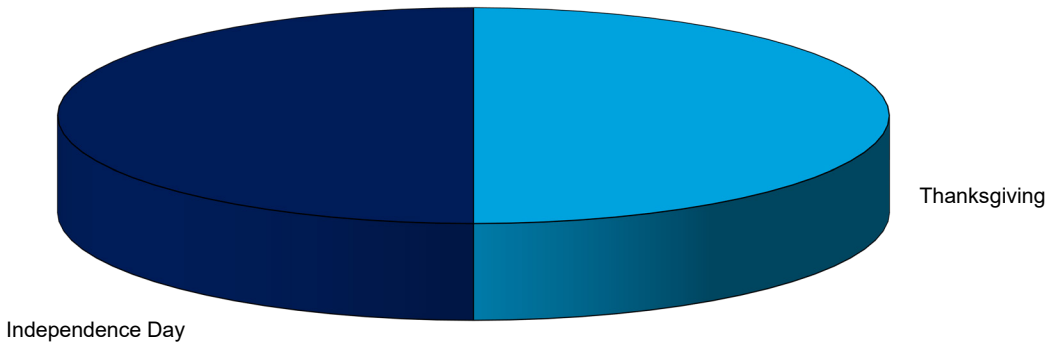


TABLE 11 DISTRACTED DRIVER FATALITIES BY YEAR			
Year	**Total Fatalities**	**Distracted Driver Fatalities**	**% Distracted Driver**
2011	12	0	0.0%
2012	7	0	0.0%
2013	7	0	0.0%
2014	9	0	0.0%
2015	8	1	12.5%
2016	12	1	8.3%
2017	11	2	18.2%
2018	9	1	11.1%
2019	7	0	0.0%
2020	10	0	0.0%
Total	**92**	**5**	**N/A**
10 Yr Avg	**9.20**	**0.50**	5.0%

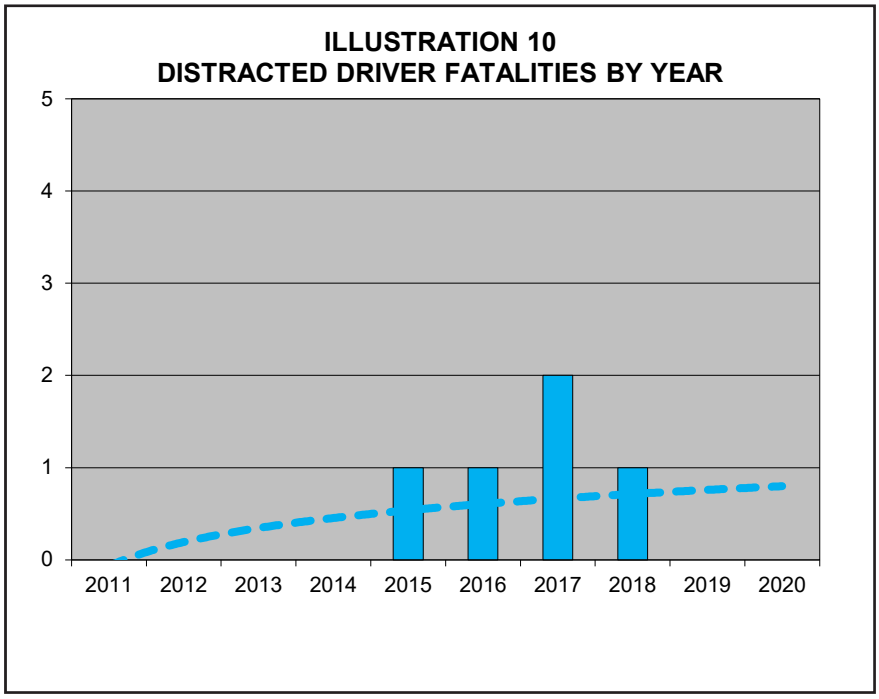
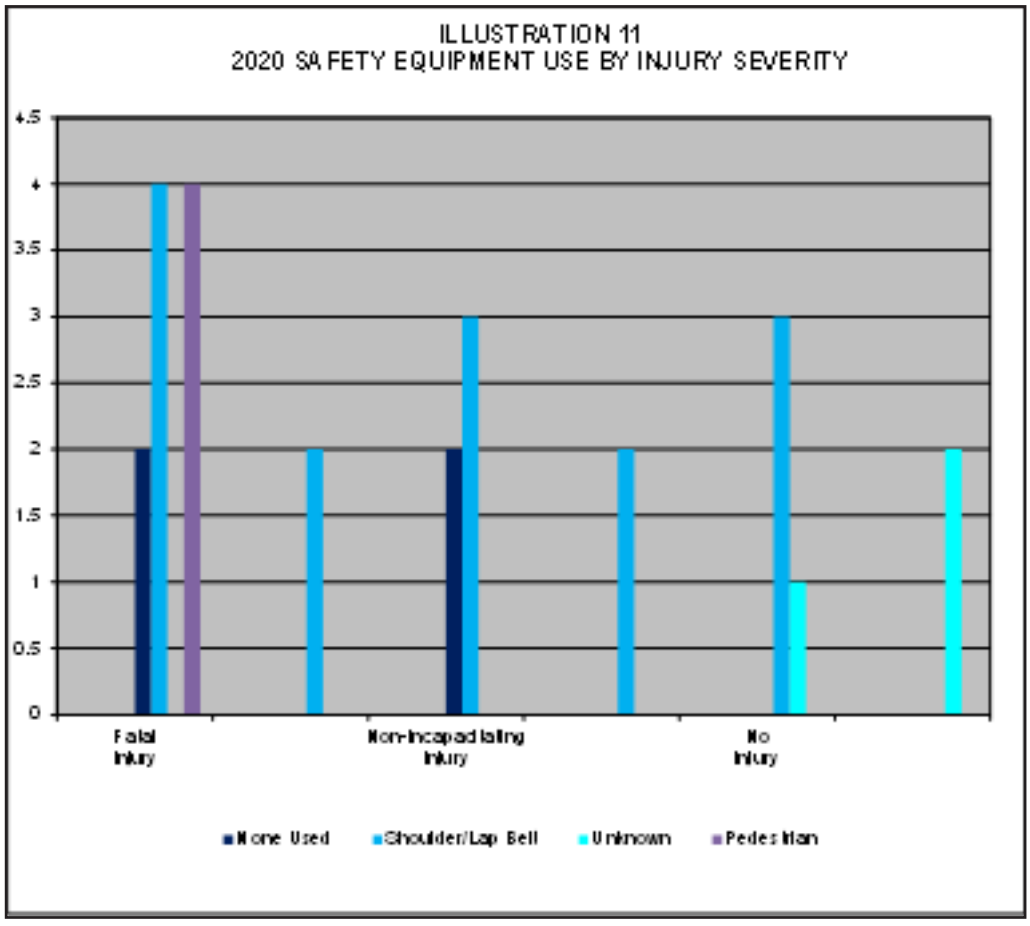


TABLE 12
2020 SAFETY EQUIPMENT USE BY INJURY SEVERITY IN FATAL CRASHES

Restraint Use	Injury Severity of all Vehicle Occupants						
	Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	No Injury	Unknown	Total
Child Safety Seat	0	0	0	0	0	0	0
Helmet used	0	0	0	0	0	0	0
Helmet not used	0	0	0	0	0	0	0
Lap Belt Only	0	0	0	0	0	0	0
None Used	2	0	2	0	0	0	4
Shoulder/Lap Belt	4	2	3	2	3	0	14
Unknown	0	0	0	0	1	2	3
Pedestrian	4	0	0	0	0	0	4
Total	**10**	**2**	**5**	**2**	**4**	**2**	**25**

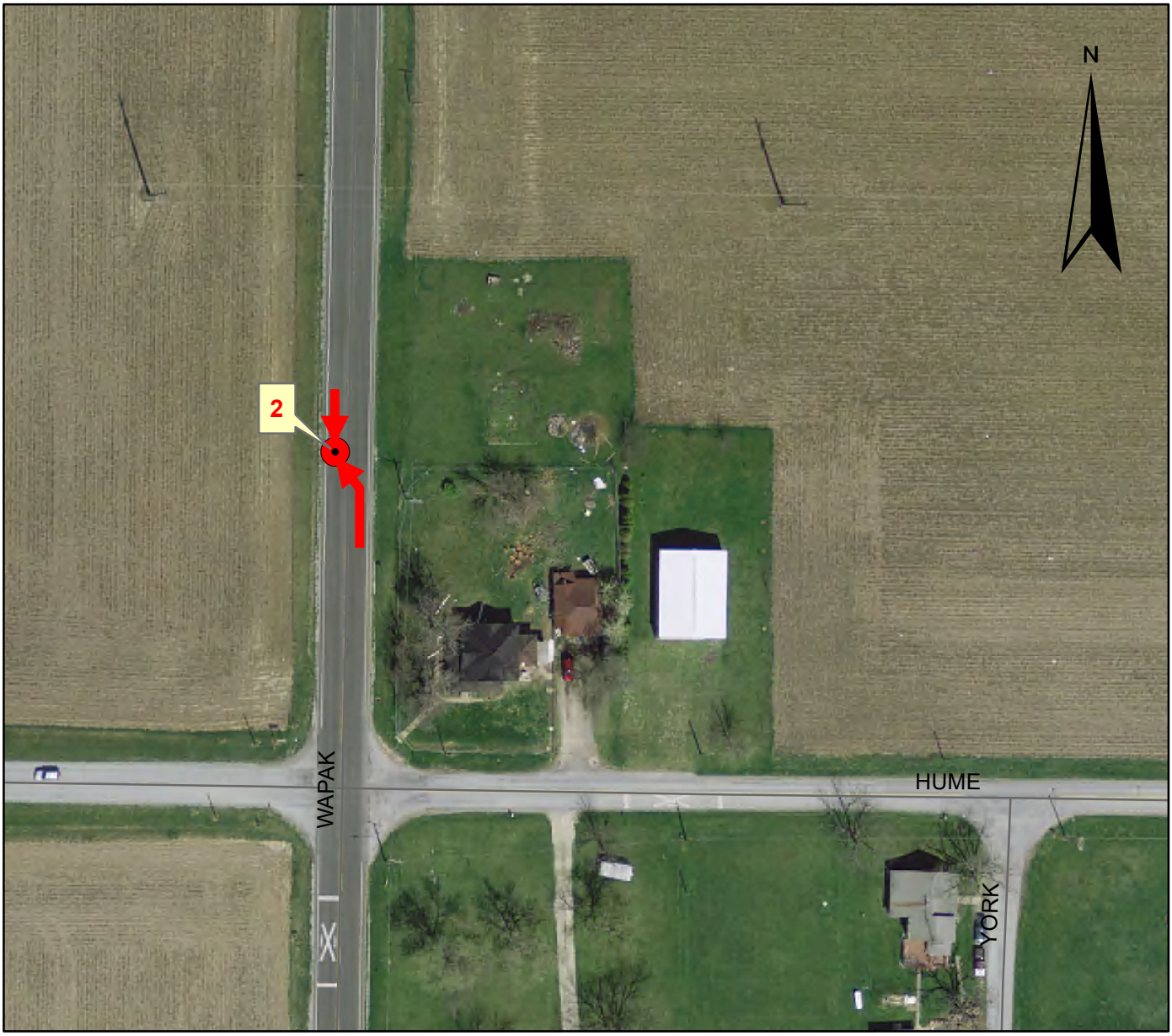


Map 1
2020 Fatal Crash #1:
Elida Road;
Lima

Crash Facts:

Date and Time: 02/17/2020 @ 18:50
Conditions: Dry Pavement & Dark with an Unlighted Roadway
Vehical Description: One Vehicle, Passenger Car
Crash Type and Description: Pedestrian, crossing Elida Rd. tripped and fell into the left lane of eastbound SR. 309 where they were struck by a passenger car.
Persons involved and Fatalities: 2 Persons Involved; 1 Fatality
Safety Equipment: Utilized by driver of passenger car

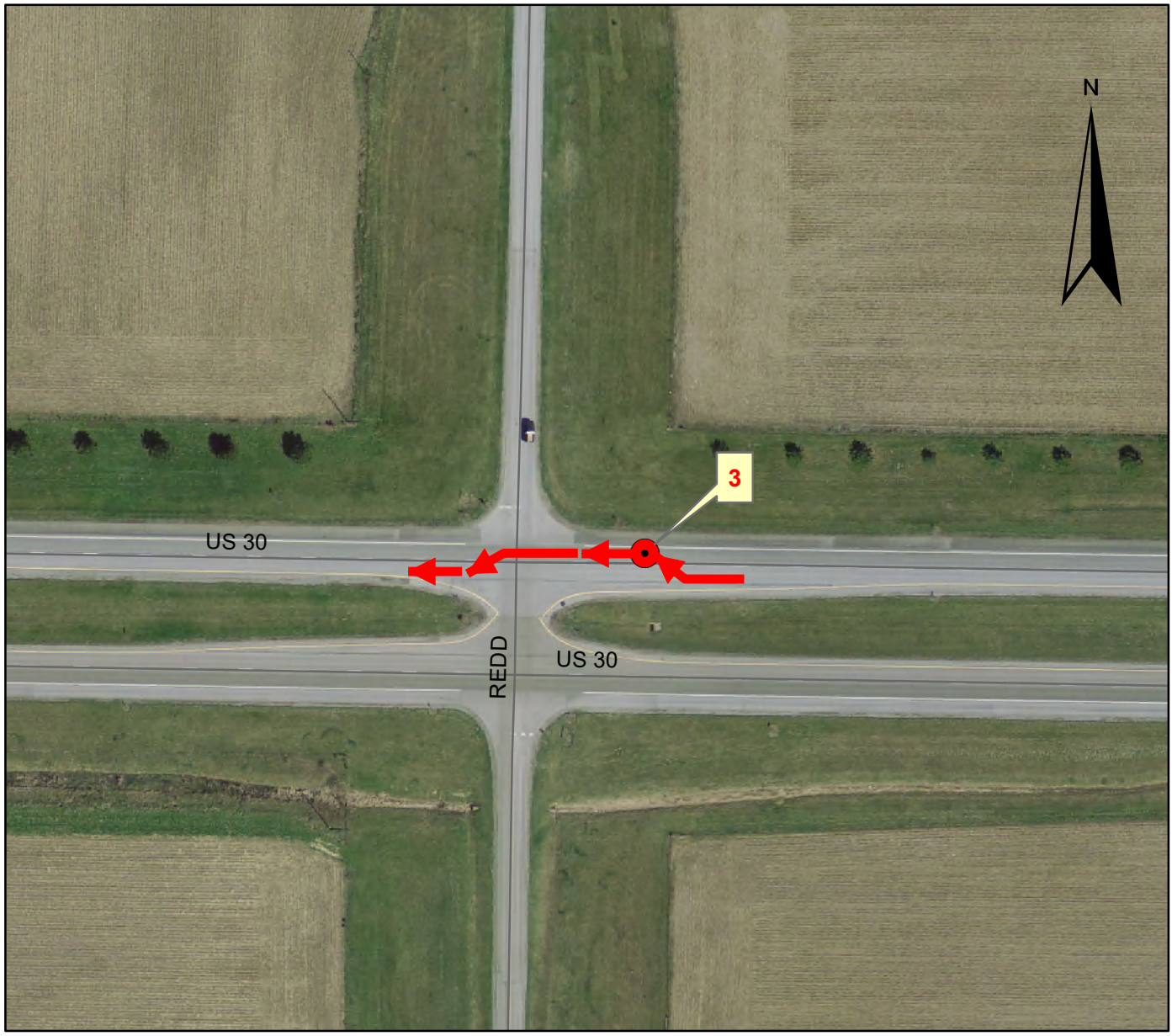
Map 2
2020 Fatal Crash #2:
S.R. 501;
Shawnee Township



Crash Facts:

Date and Time: 03/11/2020 @ 20:22
Conditions: Dry Pavement & Dark with an Unlighted Roadway
Vehicle Description: Two Vehicles, SUV and a Pickup truck
Crash Type and Description:Head on, Pickup traveling north bound swerved into the left hand lane and collided head on with the SUV traveling South.
Persons involved and Fatalities: 2 Persons Involved; 1 Fatality
Safety Equipment: Utilized by driver of SUV

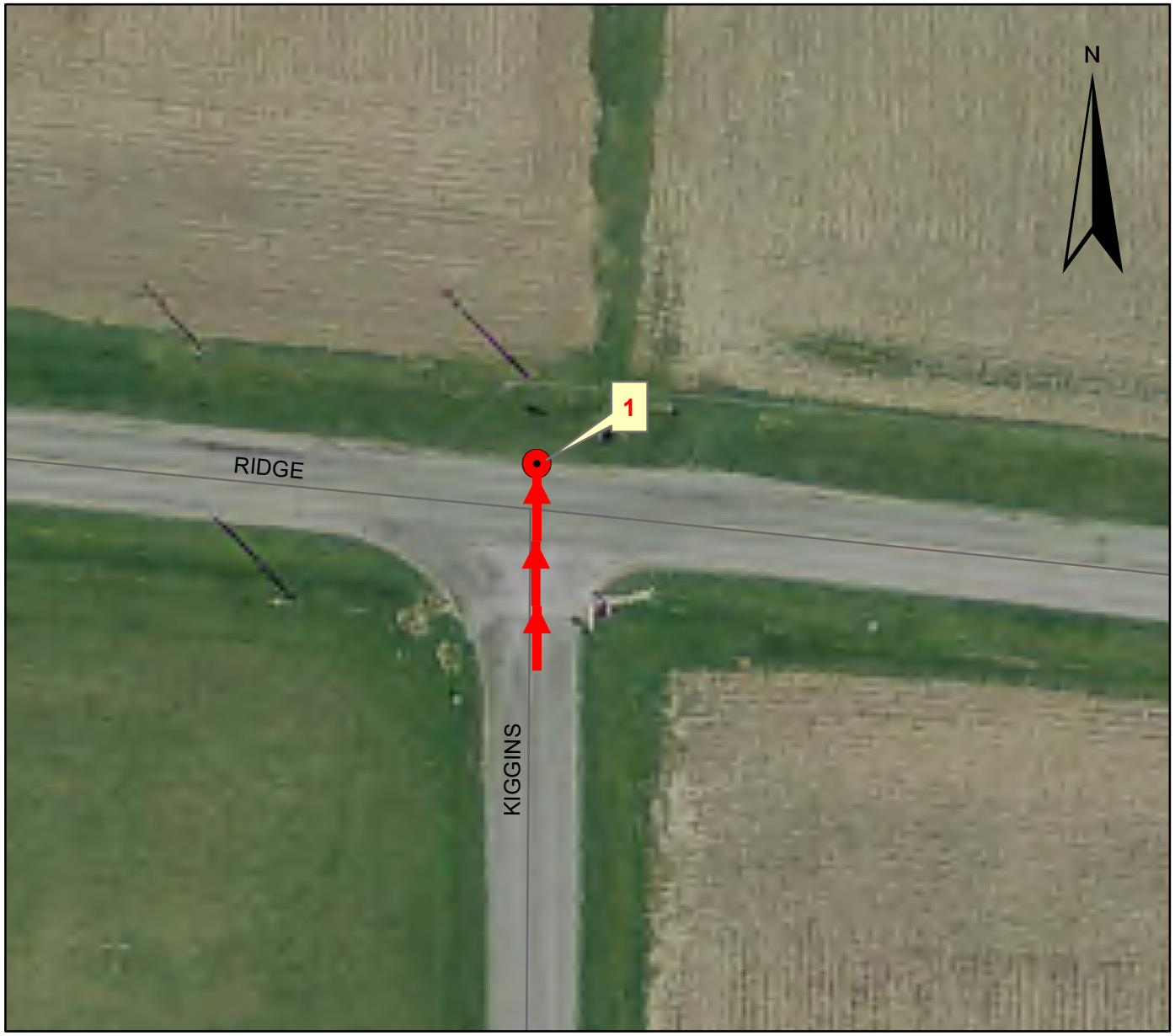
Map 3
2020 Fatal Crash #3:
US 30. and Redd Rd.;
Marion Township



Crash Facts:

Date and Time: 04/30/2020 @ 3:00
Conditions: Dry Pavement & Dark with an Unlighted Roadway
Vehical Description: One Vehicle, Semi-Tractor
Crash Type and Description: Pedestrian, A Semi was traveling in the left hand lane of WB US 30. Pavement marking indicate that the driver swerved into the right hand lane striking a pedestrian in the roadway. The semi then swerved back into the left hand lane, and fled the scene.
Persons involved and Fatalities: Unknown; 1 Fatality
Safety Equipment: Unknown

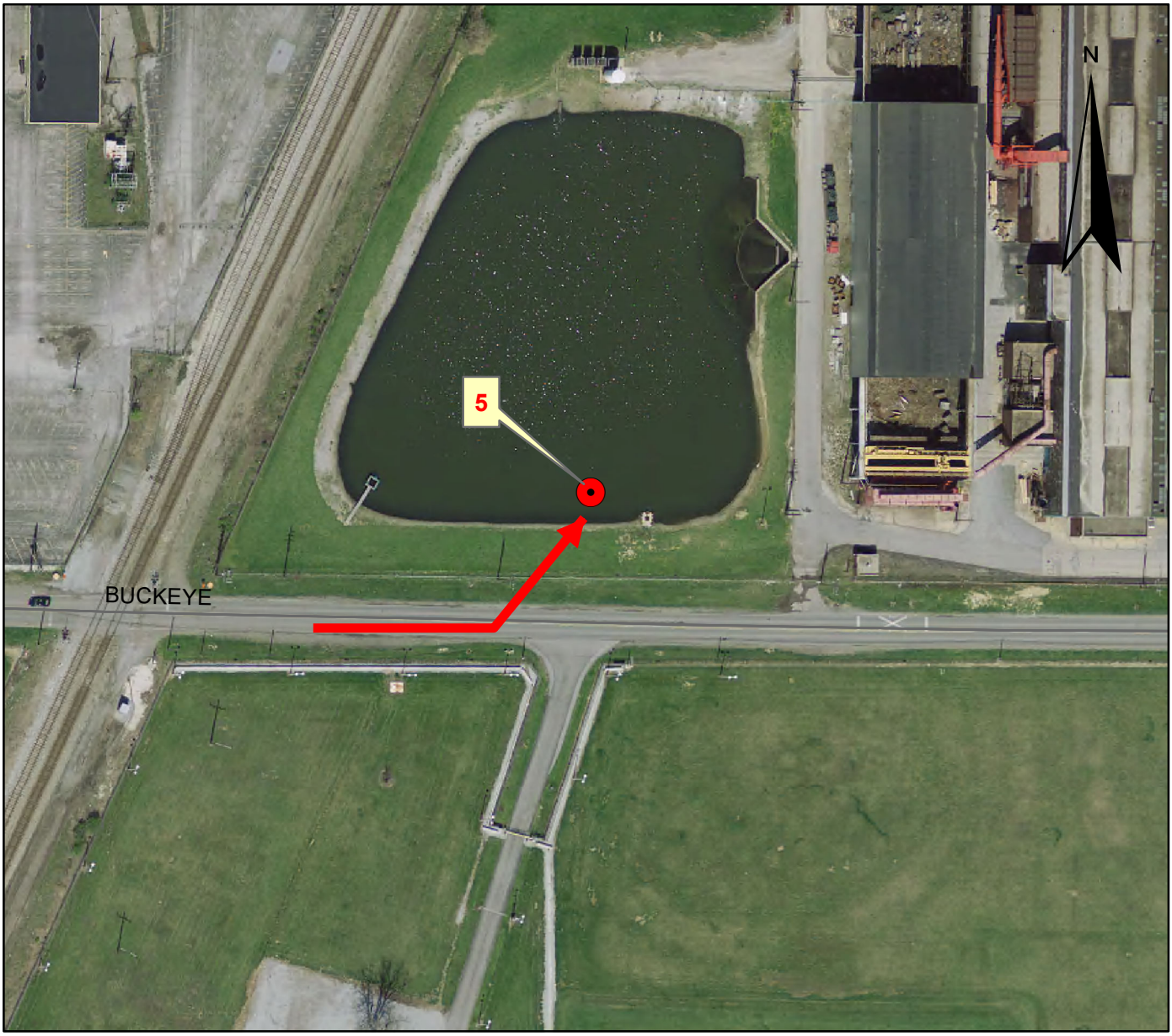
Map 4
2020 Fatal Crash #4:
Kiggins Rd. and Ridge Rd.;
Marion Township



Crash Facts:

Date and Time: 05/03/2020 @ 22:36
Conditions: Dry Pavement & Dark with an Unlighted Roadway
Vehical Description: One Vehicle, SUV
Crash Type and Description: Failure to Stop,The SUV was traveling North on Kiggins Rd. toward Ridge Rd. The vehicle failed to stop at the T-intersection and proceeded to leave the roadway. The vehicle struck a utility pole and overturned.
Persons involved and Fatalities: 1 Person Involved; 1 Fatality
Safety Equipment: Not utilized

Map 5
2020 Fatal Crash #5:
Buckeye Road;
Shawnee Township



Crash Facts:

Date and Time: 05/22/2020 @ 17:23
Conditions: Dry Pavement & Daylight
Vehical Description: One Vehicle, SUV
Crash Type and Description: Failure to maintain control, Unit one was traveling East on Buckeye Rd. The Vehicle lost control and exited the roadway coming to rest in a pond adjacent to the roadway.
Persons involved and Fatalities: 2 Persons Involved; 1 Fatality
Safety Equipment: Utilized by all

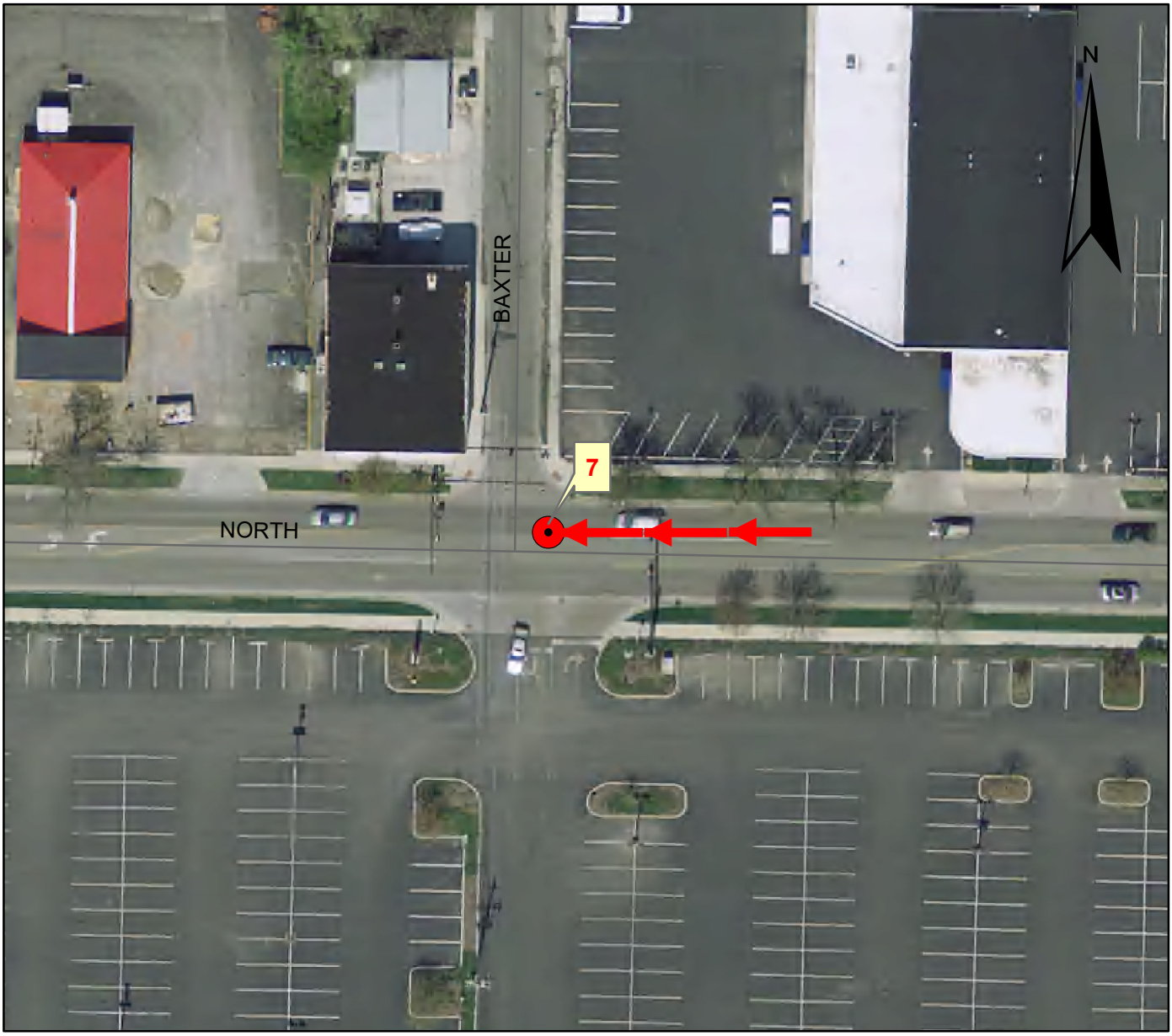
Map 6
2020 Fatal Crash #6:
Harding Highway;
Bath Township

Crash Facts:

0 45 90 180 Feet

Date and Time: 07/08/2020 @ 17:11
Conditions: Dry Pavement & Daylight
Vehical Description: Three Vehicles, two passenger cars and one SUV
Crash Type and Description: Failure to control, Unit one was traveling eastbound on SR 309 when it veered across the center line. Once across the center line it struck units two and three. Unit one and three spun out and remained in the roadway while unit 2 came to rest in the field to the north.
Persons involved and Fatalities: 1 fatality, 6 Involved
Saftey Equipment: Utlized by all

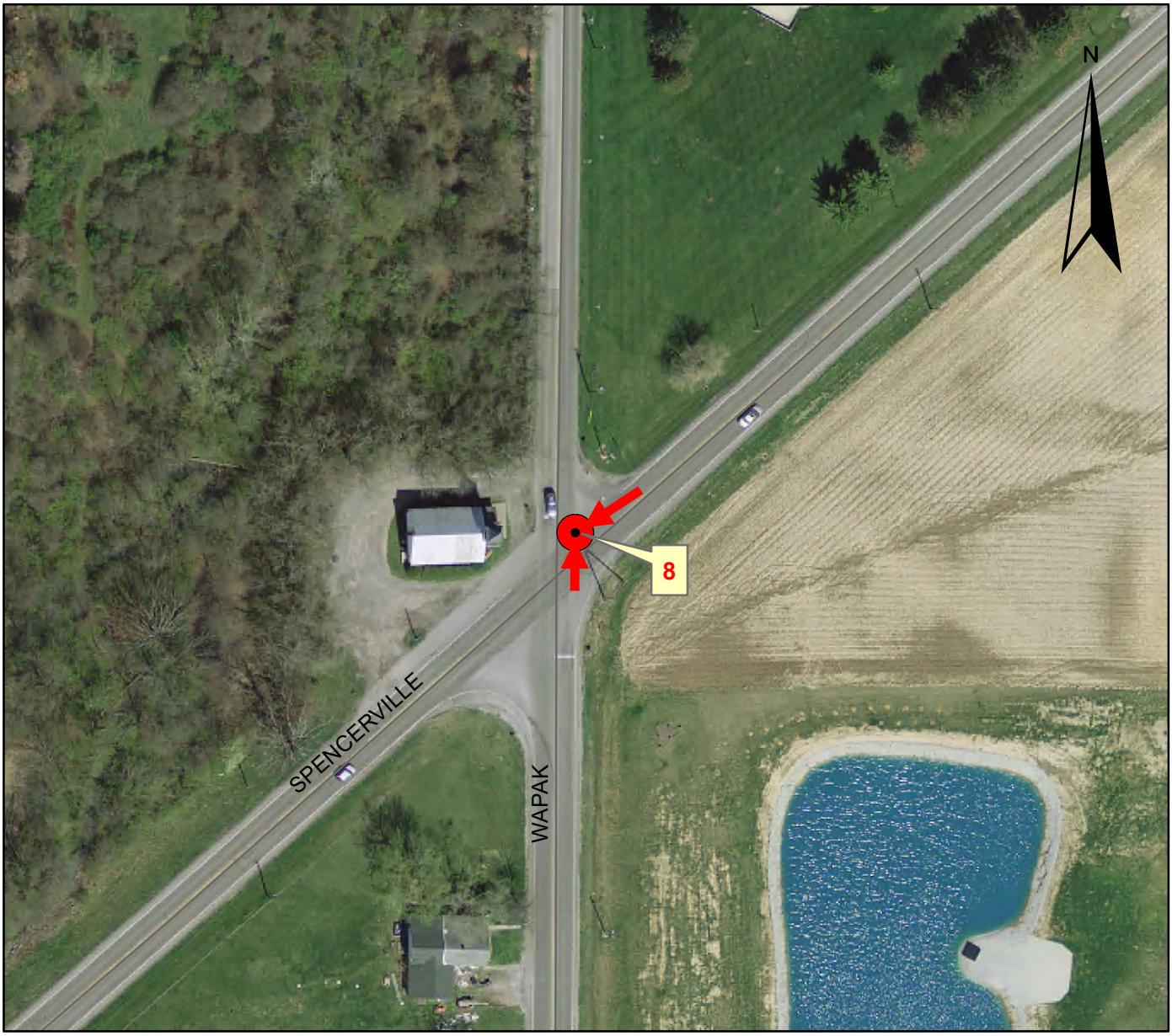
Map 7
2020 Fatal Crash #7:
W. North Street & N. Baxter Street;
City of Lima



Crash Facts:

Date and Time: 07/20/2020 @ 22:05
Conditions: Dry Pavement, Cloudy, Night
Vehical Description: Unknown
Crash Type and Description: A pedestrian on North St.
was struck by an unknown vehicle.
The pedestrian was found deceased on site.
Persons involved and Fatalities: Unknown, 1 Fatality
Safety Equipment: Unknown

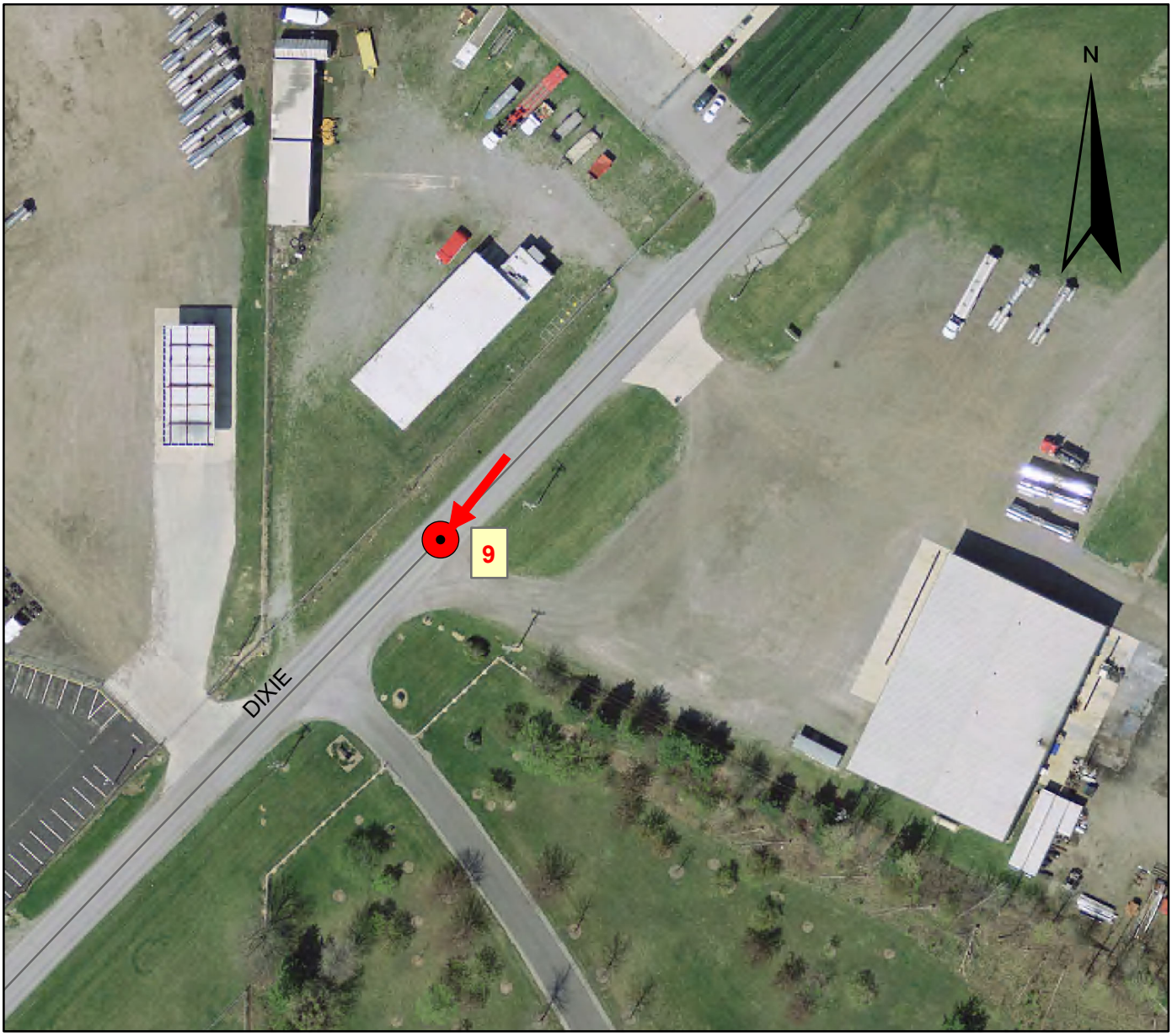
Map 8
2020 Fatal Crash #8
W. SR 117 & SR 501;
Shawnee Township



Crash Facts:

Date and Time: 08/21/2020 @ 10:28
Conditions: Dry Pavement, Clear, daylight
Vehical Description: 1 passenger car and 1 passenger van
Crash Type and Description: Unit 1 was traveling West on SR 117 approaching the intersection. Unit 2 was stopped at the stop sign heading North on SR 501. Unit 2 left the stop sign; failed to yield, and was struck by Unit 1.
Persons involved and Fatalities: 2 persons involved, 1 fatality
Safety Equipment: Used by all

Map 9
2020 Fatal Crash #9
North Dixie Highway;
Bath Township



Crash Facts:

Date and Time: 08/25/2020 @ 23:07
Conditions: Dry Pavement, Cloudy, Dark
Vehical Description: Unkonwn
Crash Type and Description: One pedestrian was struck in the southbound lane of Dixie Highway by Unit 1. Unit 1 fled scene
Persons involved and Fatalities:Unknown
Safety Equipment: Unknown

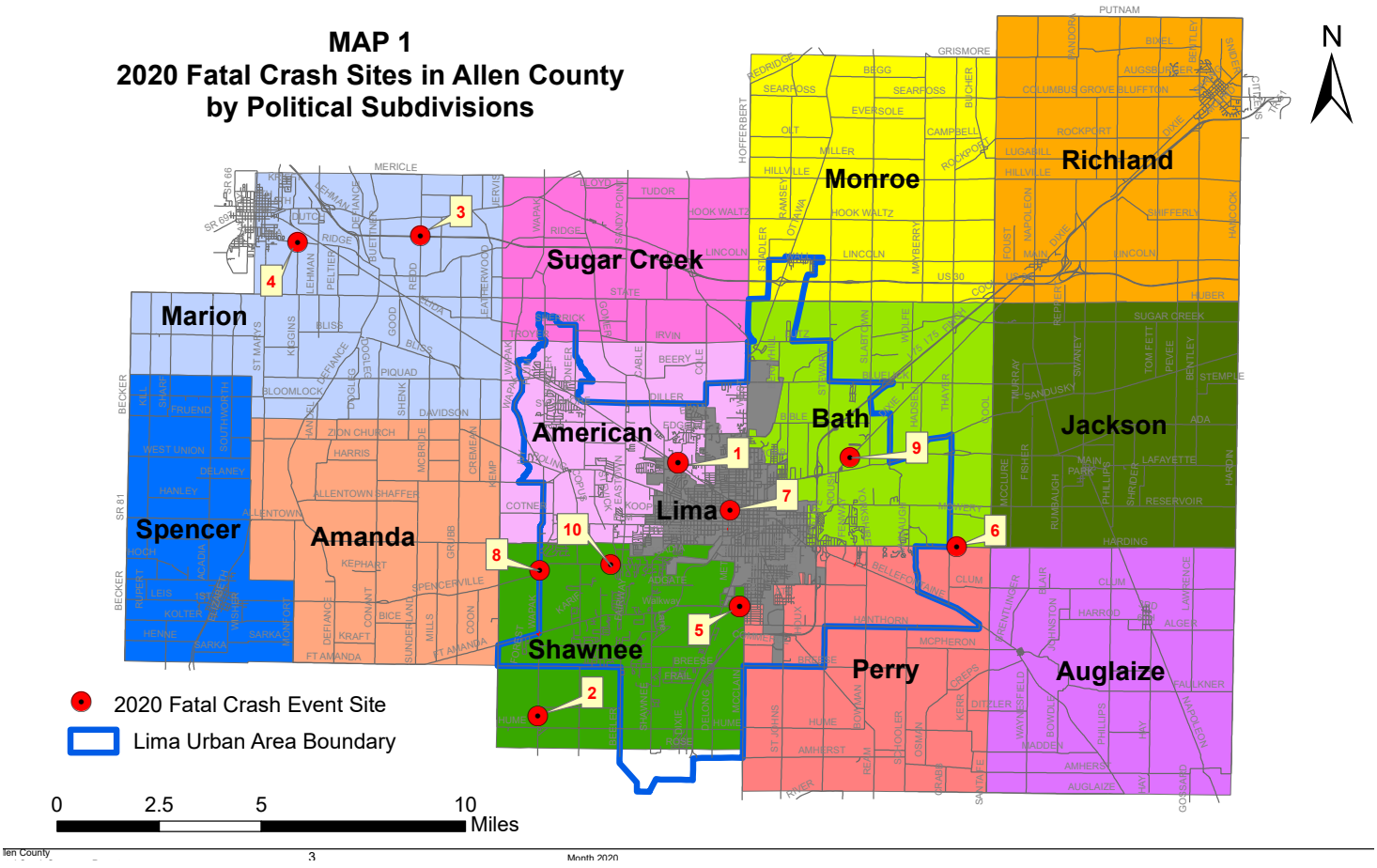
Map 10
2020 Fatal Crash #p10
Spencerville Road (State Route 117); Shawnee Township

Crash Facts:

Date and Time: 10/05/2020 @ 21:35
Conditions: Dry Pavement, Clear, Dark
Vehical Description: 1 Passenger Car

Crash Type and Description: Unit one was traveling East on SR 117 when the driver lost control and crossed the center line. The vehicle struck a tree and the rear driver side passenger was ejected from the car and killed. The driver of the vehicle fled the scene.

Persons involved and Fatalities: 4 person involved 1 fatality
Safety Equipment: Used by 3


MAP 1
2020 Fatal Crash Sites in Allen County
by Political Subdivisions
N
Marion
Sugar Creek
Monroe
Richland
American
Bath
Jackson
Spencer
Amanda
Lima
Shawnee
Perry
Auglaize
1
2
3
4
5
6
7
8
9
10
2020 Fatal Crash Event Site
Lima Urban Area Boundary
0
2.5
5
10
Miles