

SEPTEMBER 2021

2020

TRAFFIC CRASH SUMMARY



Lima/Allen County
REGIONAL PLANNING
COMMISSION

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INTRODUCTION

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Introduction:

The Lima-Allen County Regional Planning Commission (LACRPC) is pleased to present the 2020 Traffic Crash Summary Report for Allen County. The report reflects motor vehicle crash data through 2020 presented in various formats. This easy-to-use statistical compilation is designed to be used for reference and crash trend analysis purposes. Information about these crashes is intended to further collaborative efforts between local and state law enforcement agencies, engineering concerns, and other area stakeholders. This report furthers Allen County's attempt to monitor and assess local roadway and traffic safety conditions. The goal of this report is to: provide insight into the general state of local roadway safety; to identify high hazard crash locations and systematic contributing causes of crash incidents; and, to support high profile safety programs.

There are various reasons for planning organizations to keep a detailed account of motor vehicle crash records and incident locations. First and foremost, such data is useful in the planning, prioritizing, monitoring and analysis of transportation improvement programming. Secondly, such information is useful in helping to provide the means to efficiently utilize the limited resources locally available for capital improvement projects. In addition, they are useful in establishing linkages and informational exchanges between the various governmental and private sector agencies who are influencing and promoting aspects of transportation planning, transportation engineering and highway safety. More specifically the objectives of this traffic crash summary report are: (1) to assess overall characteristics of motor vehicle incidents which occur in Allen County; (2) to define high crash locations; (3) to establish programming priorities for improvements at specific locations; (4) to provide a basis for major improvements that offer effective incident reduction/prevention; (5) to identify specific time periods for selective law enforcement surveillance; (6) to identify certain incidents which might be prevented through public education measures; and, (7) to provide a benchmark for assessing the success or failure of previous roadway improvements, as well as the community's traffic safety programming.

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).

This report reflects descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life. However, 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. Incident statistics are presented with respect to 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 using 2018 through 2020 crash records. As alcohol and/or drug related incidents are of particular concern, information is disaggregated by alcohol and/or drug involvement within the final section of the report.

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METHODOLOGY

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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 considered 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.

The report uses various engineering terms and formulas to generate individual and specific rates. Care should be taken not to misinterpret such data or the formulas as many are related but not interchangeable. Engineering terms are available in the Appendix as are the various methodological equations. Rates specific to state and national governmental units were generated based on established ODPS, Federal Highway Administration (FHWA) and/or National Highway Traffic Safety Administration (NHTSA) data. Local rates were calculated by the Ohio Department of Transportation (ODOT) and/or the LACRPC.

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).

**SAFETY BASED
PERFORMANCE
MEASURES**

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Safety Based Performance Measure Status:

The ultimate goal of his report is to be used as a tool to improve the overall safety of the roads within Allen County. In order to achieve this goal a set of quantitative measurements must be established as a baseline comparison for past and future data. The FAST act established under the Obama administration lays out these goals in the form of performance measures. Per the standards laid out in the FAST Act, and mirroring the 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 in all 5-safety metrics. These metrics are as follows: Total Number of fatalities; Fatality rate per 100MVM; Total number of Serious Injuries; Serious injuries per 100 MVM; and Non-motorized Fatalities and/or series injuries. It is these performance measures that the MPO uses as criteria when prioritizing future improvements and making recommendations to governmental bodies. Please note that other Performance measures were established by the FAST act, but are not applicable under the scope of this report. Results be viewed below.

2020 Performance Measure:

Performance Measure	2020 Measured	2% Reduction Goal
Number of Fatalities	10	10
Number of Serious Injuries	73	147
Fatalities per MVM Traveled	0.77	0.82
Serious Injuries per MVM Traveled	5.60	11.27
Non-Motorized Fatalities and Serious Injuries	8	7

GENERAL CRASH STATISTICS

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General Crash Statistics:

Please find below a list of some of the more pertinent statistics gathered in the process of compiling this report. All Crash data has been retrieved through the ODOT GCAT Website. Some statistics may vary slightly from ODPS as well as subsequent GCAT searches, due to updates by ODOT of past crashes, however the variation is minimal. LACRPC staff has made an effort to correct any mistakes as they were found.

Total Allen County crashes (2020): 2,896

Crash Severity Breakdown:

- 10 (0.35%) fatal crashes
- 800 (27.62%) injury crashes
- 2086 (72.03%) property damage only crashes

Contributing Factor (those types with >5% of total):

- Failure to Yield – 490 (16.92% of total)
- Following to Close – 566 (19.54% of total)
- Drove off Roadway – 268 (9.25% of total)
- Other Improper Action – 244 (7.73% of total)

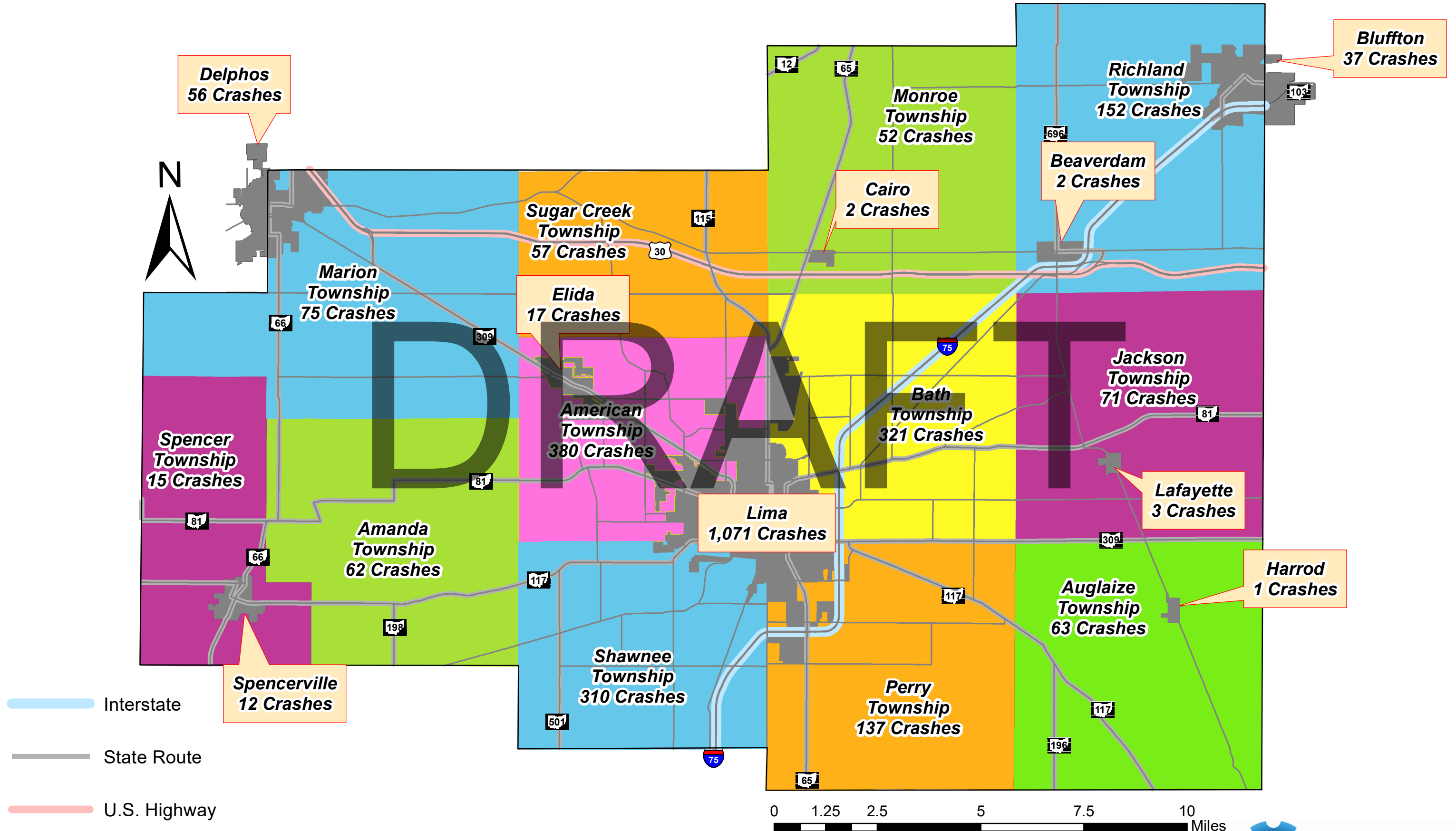
Crash Locations:

- 1,420 (49.03%) Not an Intersection
- 1,215 (41.95%) Intersection
- 261 (9.01%) Interstate

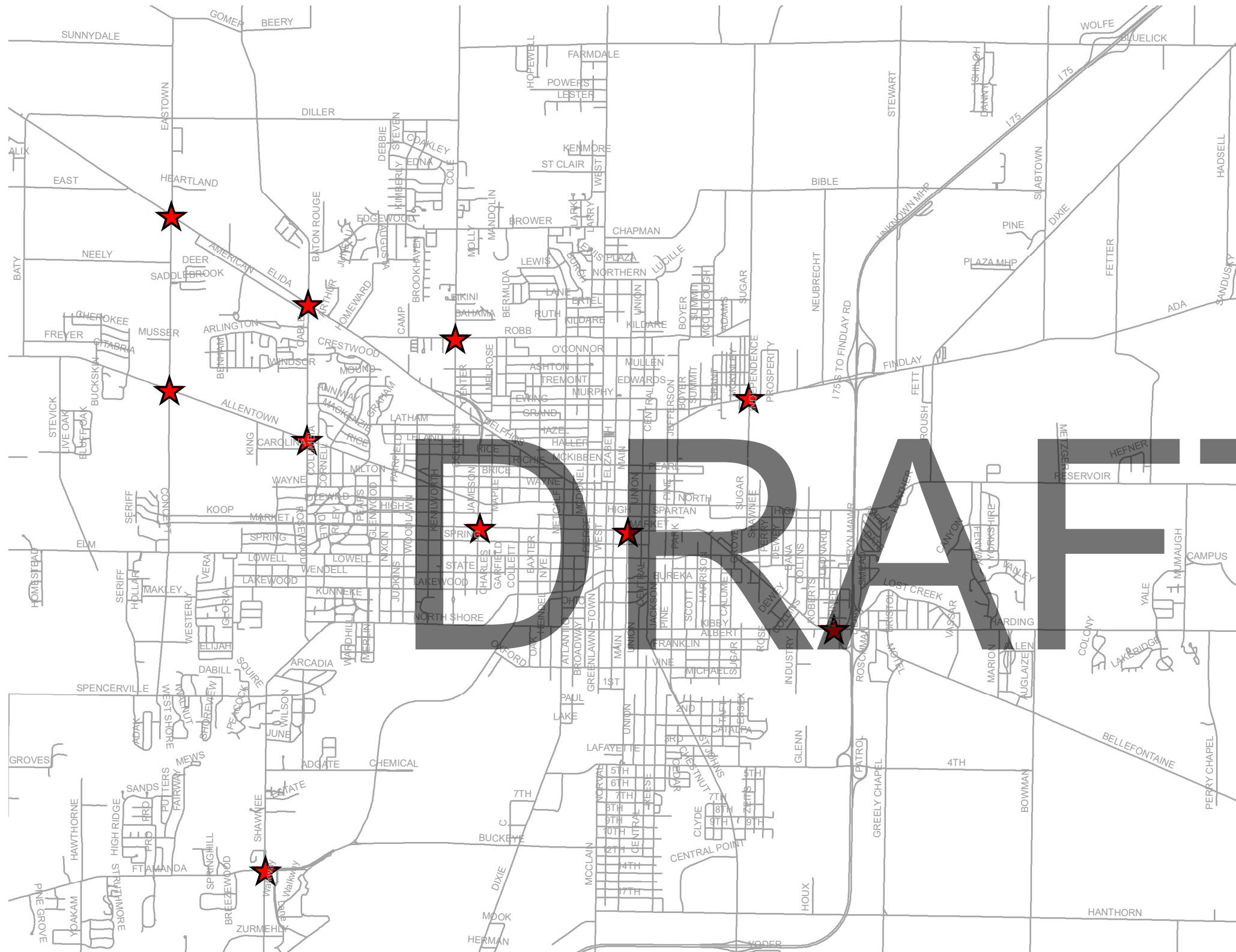
The highest percentage of crashes in each of the following categories were:

- Crash Month – October (10.80%)
- Day of Week – Friday (17.13%)
- Hour of Day – 3:00-4:00 PM (8.25%)
- Weather Condition – Clear (61.05%)
- Light Condition – Daylight (61.50%)

2020 Crashes by Political Subdivision

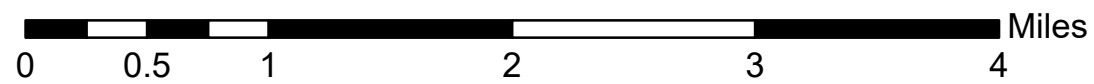


2018-2020 High Crash Intersections



★ High Crash Intersections 2020

Rank	Intersection	Lat.	Lon.	Count
1	Allentown and Cable	40.7484	-84.1470	84
2	Shawnee and Ft. Amanda	40.7062	-84.1513	75
3	Cable and Elida	40.7619	-84.1472	74
4	Elida and Easttown	40.7697	-84.1652	49
5	Main and Market	40.74	-84.1051	49
6	Robb and Cole	40.7588	-84.1279	48
7	Findlay and Sugar	40.7534	-84.0895	47
8	I-75 and SR. 309	40.7305	-84.0776	42
9	Allentown and Easttown	40.753	-84.1651	41
10	Jameson and Market	40.74	-84.1250	37



2020 Crash Severity & Person Injury Severity by Political Subdivision

Political Subdivision Name	2020 Total Crashes	5-Yr rolling Average Total Crashes	2020 Crash Severity					2020 People - Injury Severity				
			Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Fatalities	Injuries	People ¹	% Fatal of all People	% Injury of all People
Amanda Township	62	70	0	0	10	4	48	0	21	111	0.00%	19%
American Township	380	417	0	12	49	63	256	0	201	1046	0.00%	19%
Auglaize Township	63	59	0	3	8	7	45	0	26	132	0.00%	20%
Bath Township	321	358	2	6	44	43	226	2	131	708	0.28%	19%
Village of Beaverdam	2	5	0	0	0	1	1	0	1	2	0.00%	50%
Village of Bluffton	37	39	0	0	4	3	30	0	9	62	0.00%	15%
Village of Cairo	2	3	0	0	0	0	2	0	0	5	0.00%	0%
City of Delphos	56	52	0	0	4	4	48	0	10	119	0.00%	8%
Village of Elida	17	28	0	1	3	2	11	0	10	65	0.00%	15%
Village of Harrod	1	2	0	0	0	0	1	0	0	2	0.00%	0%
Jackson Township	71	69	0	4	13	9	45	0	35	121	0.00%	29%
Village of Lafayette	3	2	0	0	2	0	1	0	1	4	0.00%	25%
City of Lima	1071	1120	2	18	159	118	774	2	413	2428	0.08%	17%
Marion Township	75	77	2	4	17	12	40	2	66	171	1.17%	39%
Monroe Township	52	65	0	0	4	4	44	0	13	107	0.00%	12%
Perry Township	137	153	0	5	17	20	95	0	72	306	0.00%	24%
Richland Township	152	131	0	4	28	9	111	0	57	295	0.00%	19%
Shawnee Township	310	366	4	3	36	24	243	4	105	662	0.60%	16%
Spencer Township	15	18	0	0	2	0	13	0	2	35	0.00%	6%
Village of Spencerville	12	14	0	0	0	0	12	0	0	26	0.00%	0%
Sugar Creek Township	57	57	0	2	8	7	40	0	20	98	0.00%	20%
Total	2896	3105	10	62	408	330	2086	10	1193	6505	0.15%	18%

2020 High Crash Intersections

2018-2020 Rank	Intersection	Crashes	AADT	Crash Year			Crash Severity				Crash Rates		Location Jurisdiction	Primary Roadway Responsibility
				2018	2019	2020	Fatal	Injury	PDO	Total	Crash (MEV)	EPDO Rate		
1	Allentown and Cable	84	32104	23	20	32	0	24	60	84	2.38	3.00	American Township	ODOT
2	Shawnee and Ft. Amanda	75	20634	32	34	9	0	6	69	75	3.32	1.36	Shawnee Township	Allen County
3	Cable and Elida	74	37814	25	26	23	0	16	58	74	1.70	2.75	City of Lima	ODOT
4	Elida and Eastown	49	35778	14	18	17	0	10	39	49	1.08	3.49	American Township	ODOT
5	Main and Market	49	11297	13	24	12	0	11	38	49	1.25	2.46	City of Lima	City of Lima
6	Robb and Cole	48	19530	26	15	7	0	18	30	48	3.08	1.99	American Township	Allen County
7	Findlay and Sugar	47	17901	17	21	9	0	11	36	47	2.20	2.60	Bath Township	Allen County
8	I-75 and SR. 309	42	22610	16	15	11	0	10	32	42	2.14	2.03	City of Lima	ODOT
9	Allentown and Eastown	41	26350	16	15	10	0	15	26	41	1.42	4.88	American Township	ODOT
10	Jameson and Market	37	15279	11	10	16	0	12	25	37	2.21	2.46	City of Lima	City of Lima

Crashes – Injury Severity¹ by Year

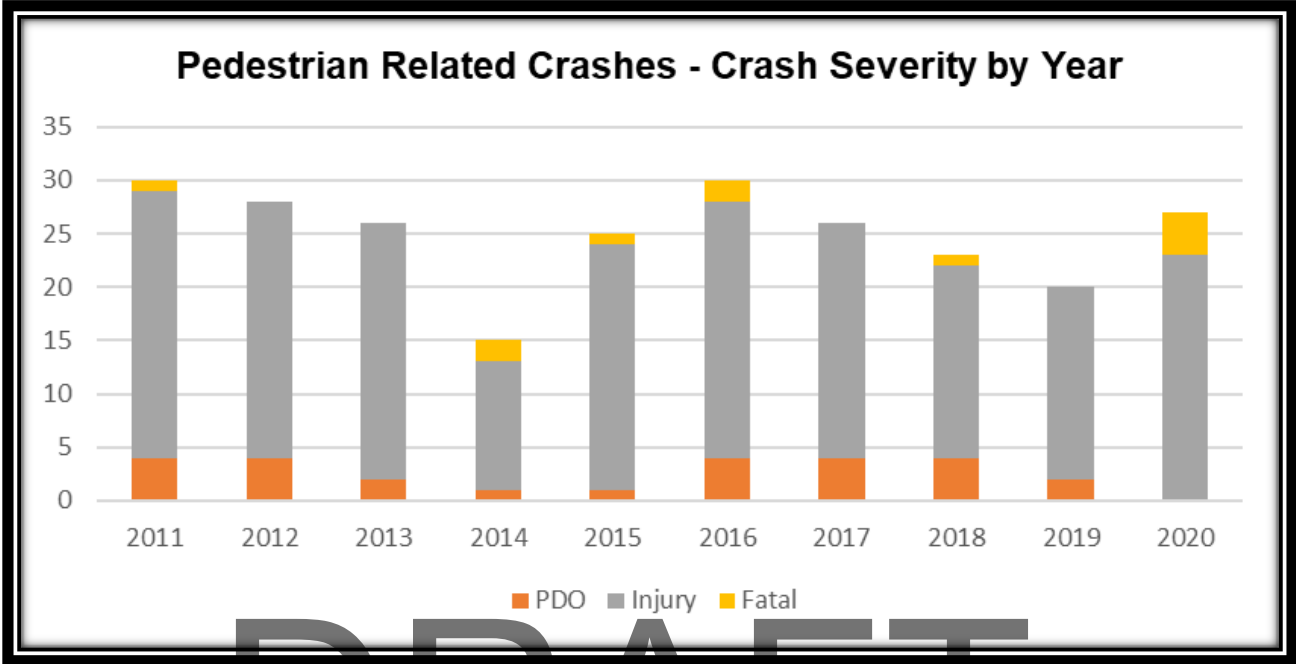
Year	Fatal	Injury Crash			Non Injury Crash		All Crashes	EDPO Index
		Incap.	Visable	Claimed	PDO	Private Property ²		
2011	12	83	310	372	2398	61	3236	2.99
2012	7	101	282	414	2310	0	3114	3.24
2013	7	114	253	429	2267	0	3070	3.4
2014	9	83	242	425	2326	0	3085	3.01
2015	8	160	278	463	2633	0	3542	3.64
2016	12	134	275	397	2453	0	3271	3.53
2017	11	104	282	360	2415	0	3172	3.22
2018	9	115	234	406	2327	0	3091	3.35
2019	7	70	373	345	2483	0	3278	2.85
2020	10	62	408	330	2086	0	2896	3.08
10 Yr Avg	9	103	294	394	2370	6	3176	3.23

Notes: ¹Injury severity reflects the most severe injury sustained within a crash event.

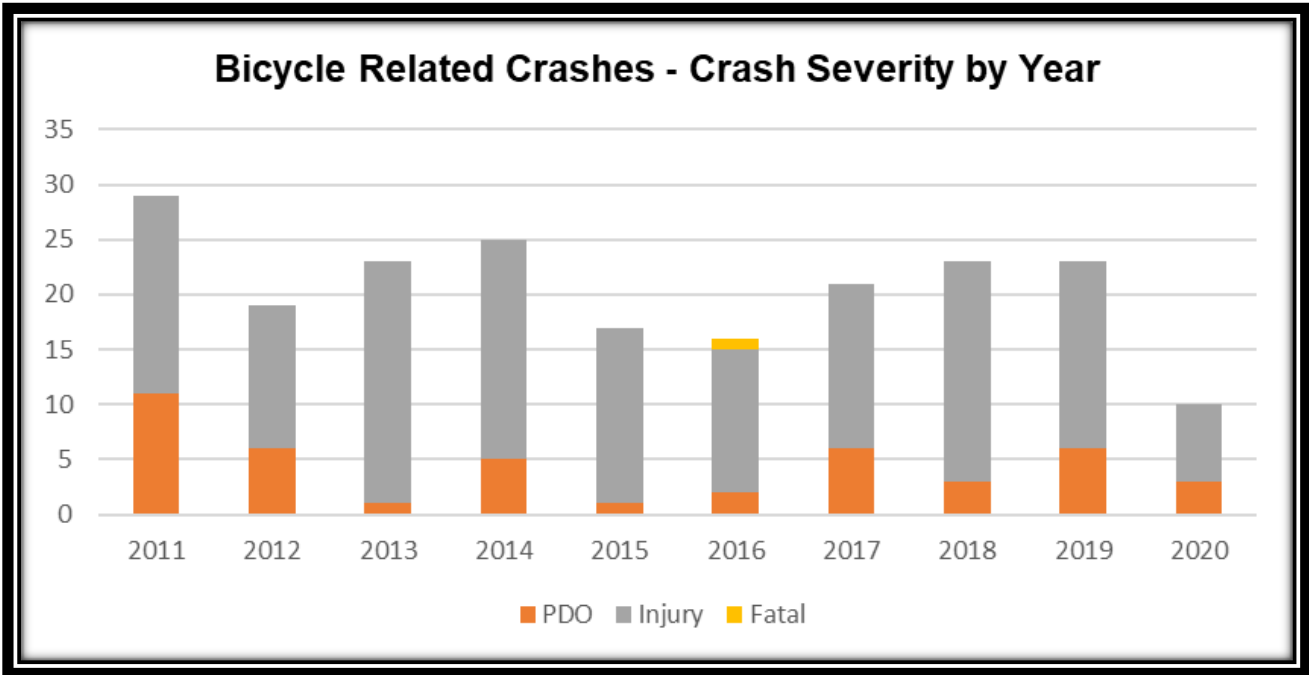
²Since 2012, Private Property Crash data is no longer collected.

Alcohol/Drug Related Crashes – Crash Severity by Year

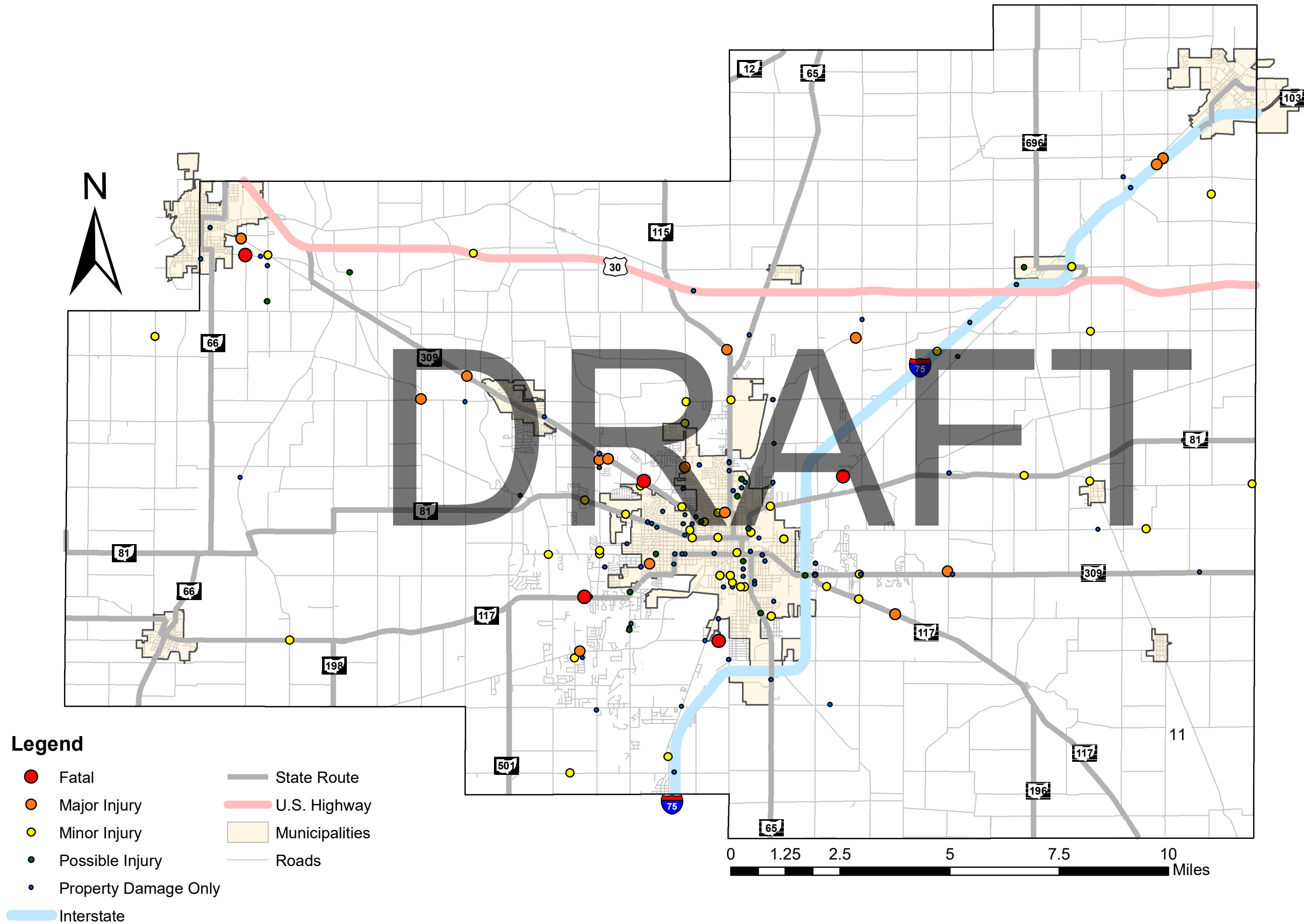
Year	Fatal	Injury Severity			PDO	Total	EPDO Index
		Incap.	Visible	Claimed			
2010	1	9	28	20	75	133	5.46
2011	4	8	32	16	56	116	6.83
2012	3	12	25	15	81	136	6.47
2013	1	21	25	21	72	141	8.25
2014	2	9	25	22	83	141	5.40
2015	3	9	30	20	74	136	5.99
2016	5	20	15	26	91	157	7.98
2017	7	12	29	19	104	171	6.43
2018	3	11	22	26	85	147	5.96
2019	4	13	26	17	87	147	6.65
2020	8	15	44	15	80	162	8.07
10 Yr Avg	4	13	27	20	81	144	6.68



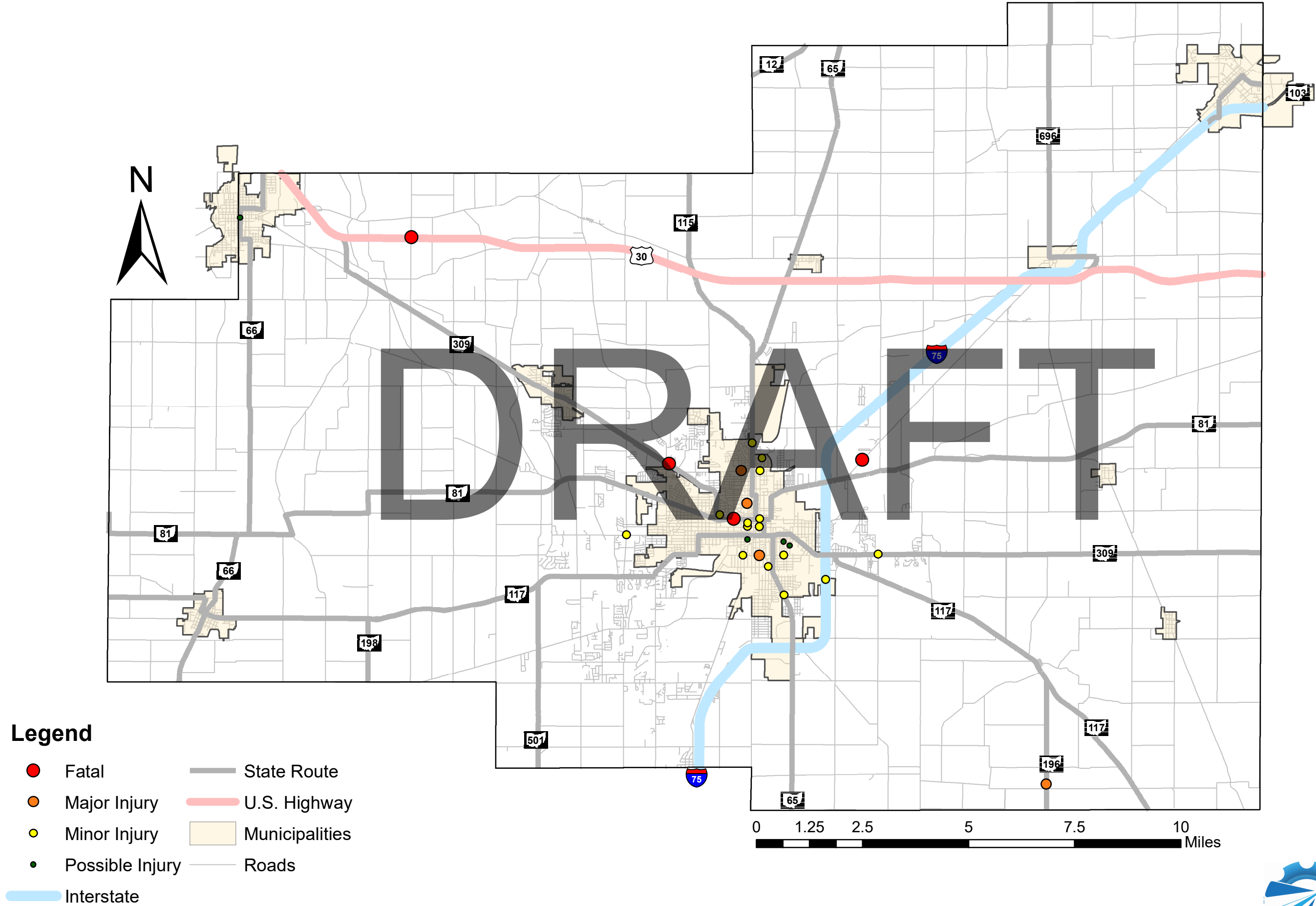
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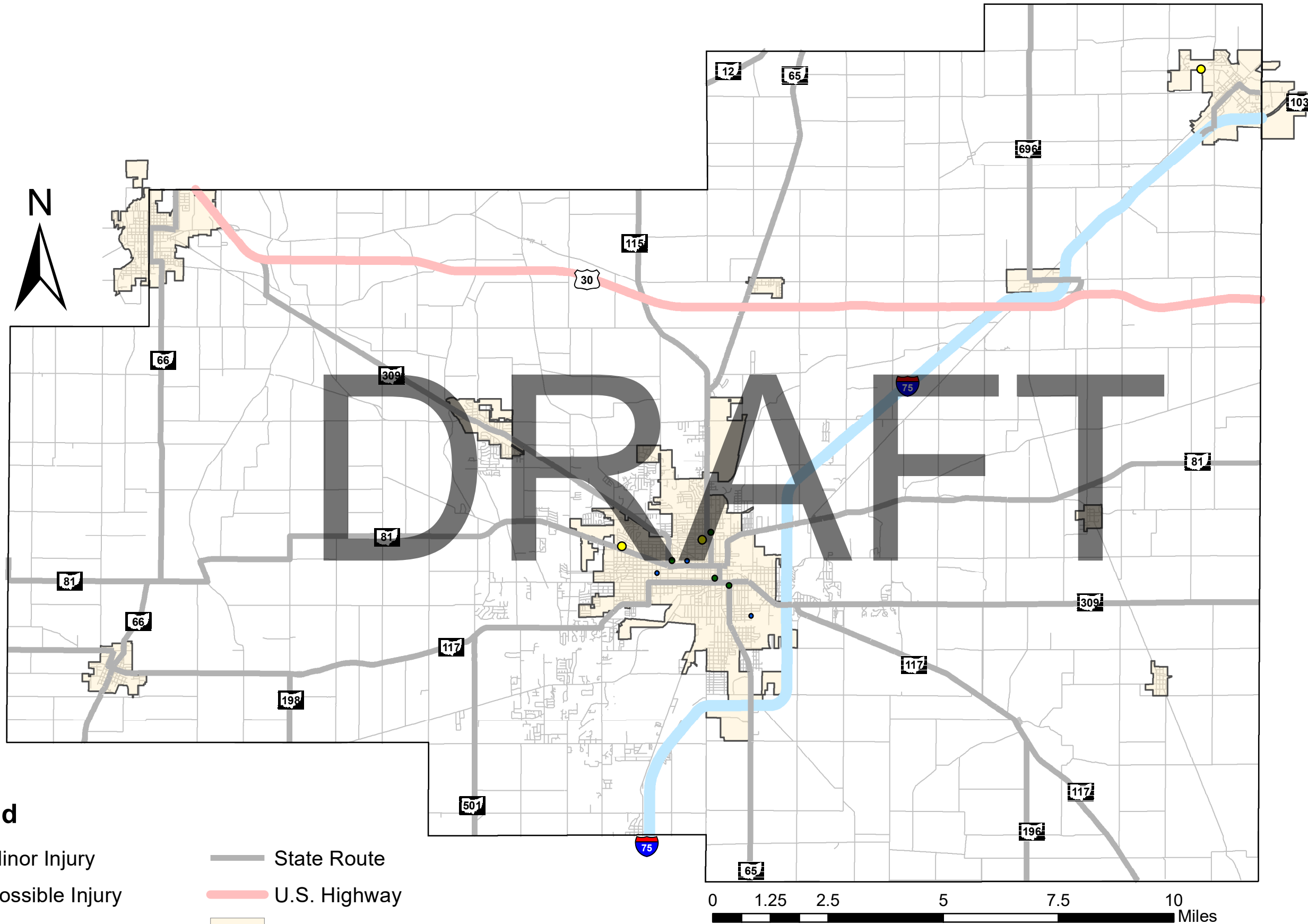
2020 Alcohol & Drug Related Crash Severity



2020 Pedestrian Related Crash Severity



2020 Bicycle Related Crash Severity



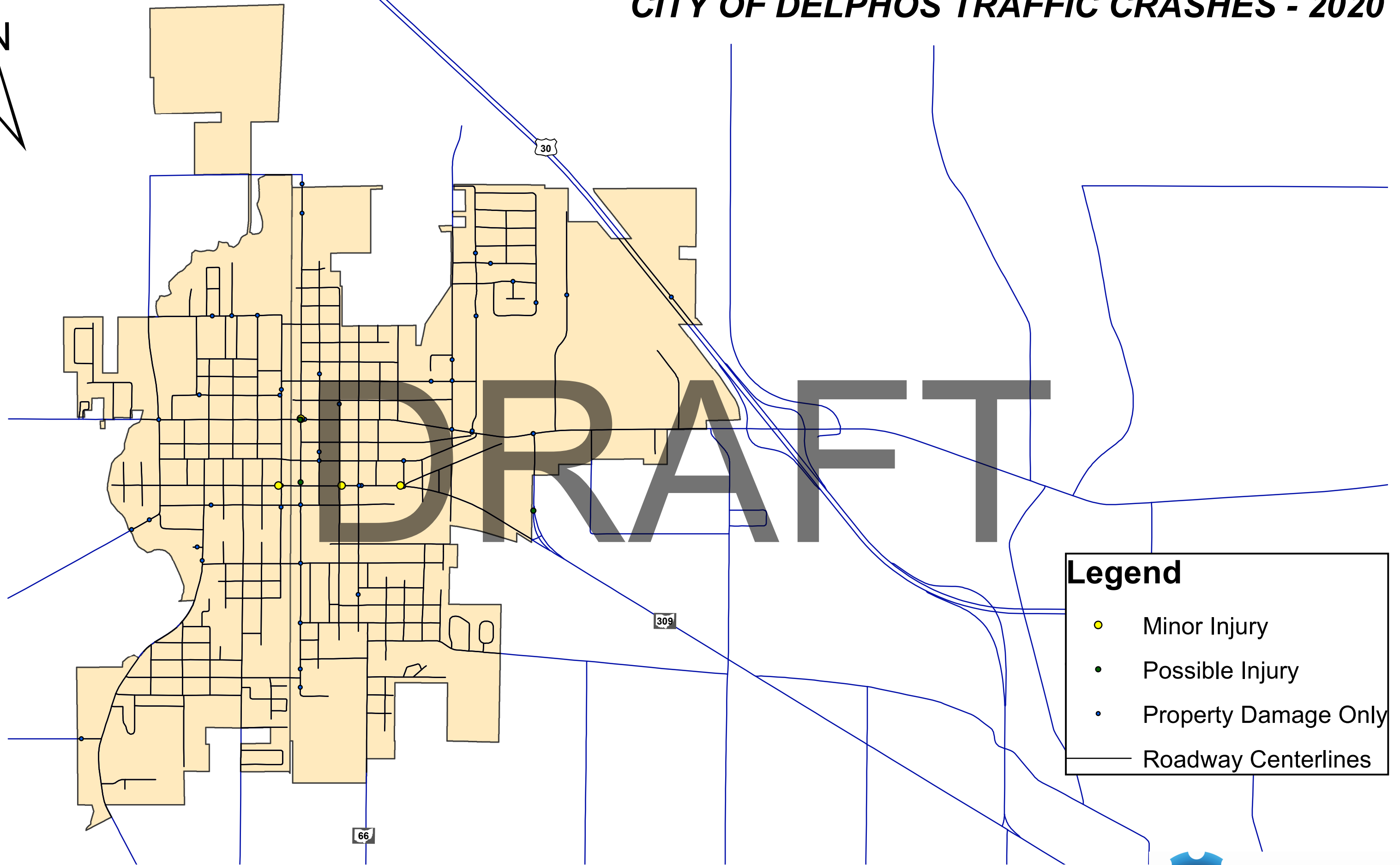
Legend

- Minor Injury
- Possible Injury
- Property Damage Only
- Interstate
- State Route
- U.S. Highway
- Municipalities
- Roads

**APPENDIX-A
SUBDIVISION MAPS**

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CITY OF DELPHOS TRAFFIC CRASHES - 2020

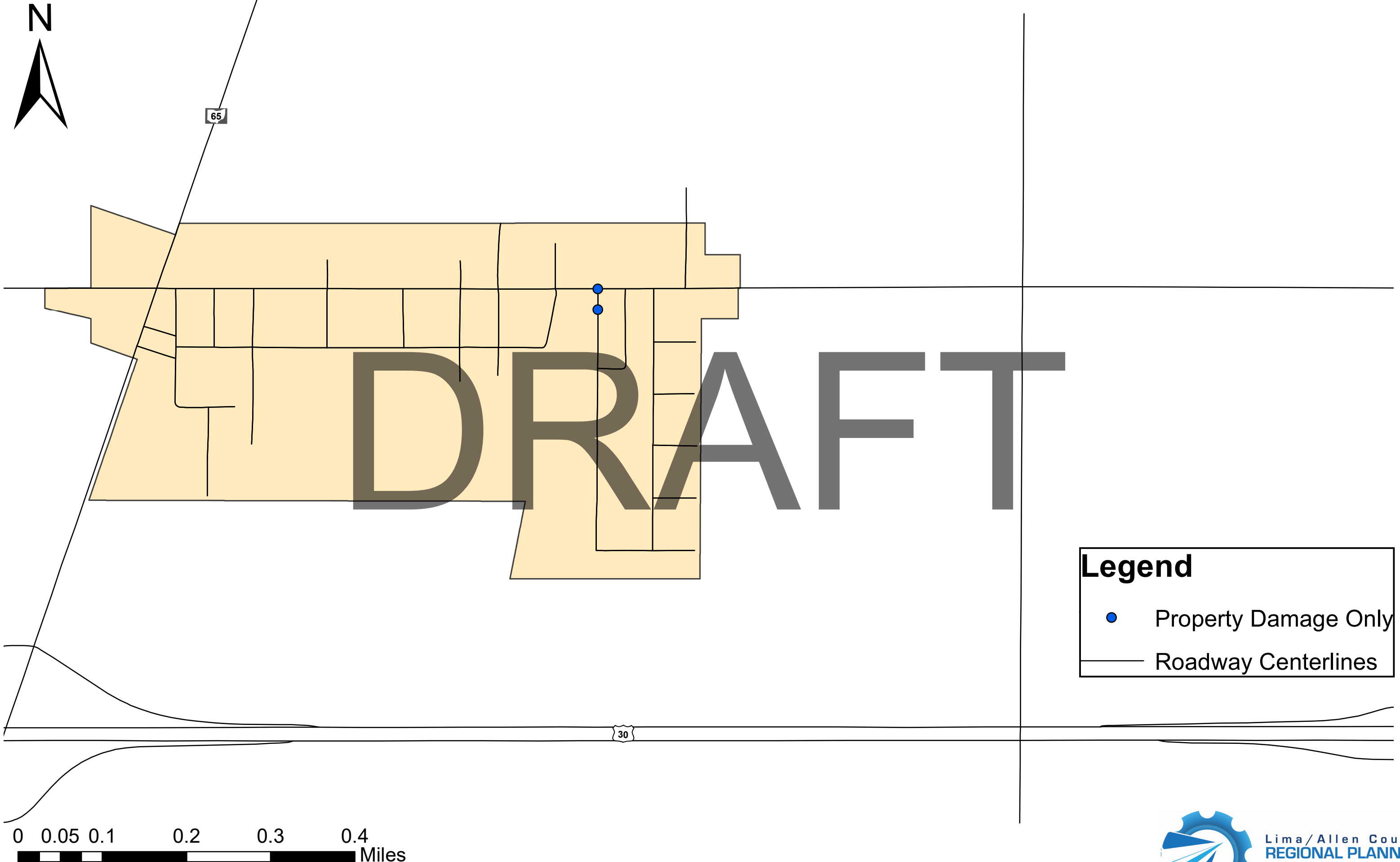


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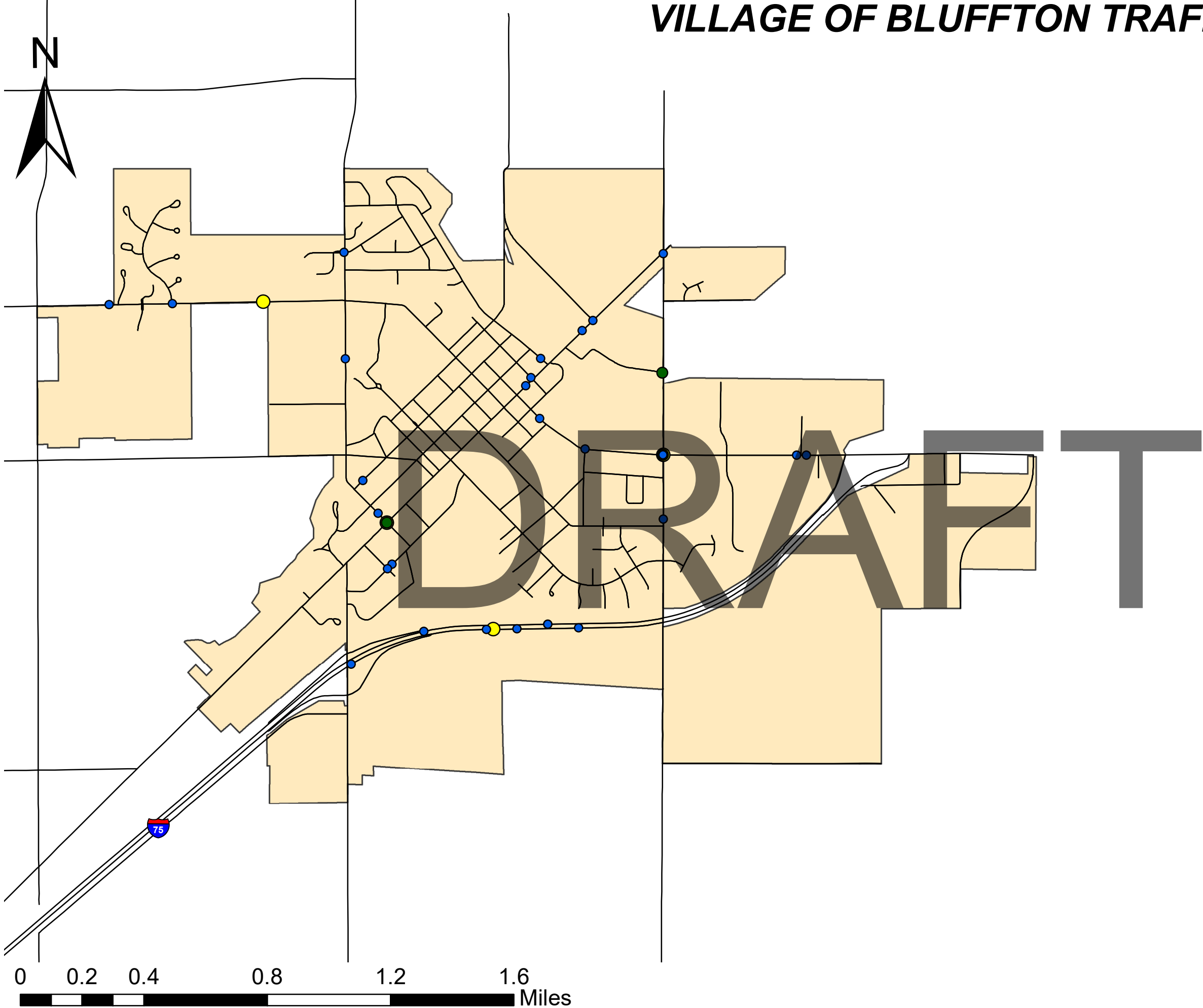
- Minor Injury
- Possible Injury
- Property Damage Only
- Roadway Centerlines

0 0.2 0.4 0.8 1.2 1.6 Miles

VILLAGE OF CAIRO TRAFFIC CRASHES - 2020



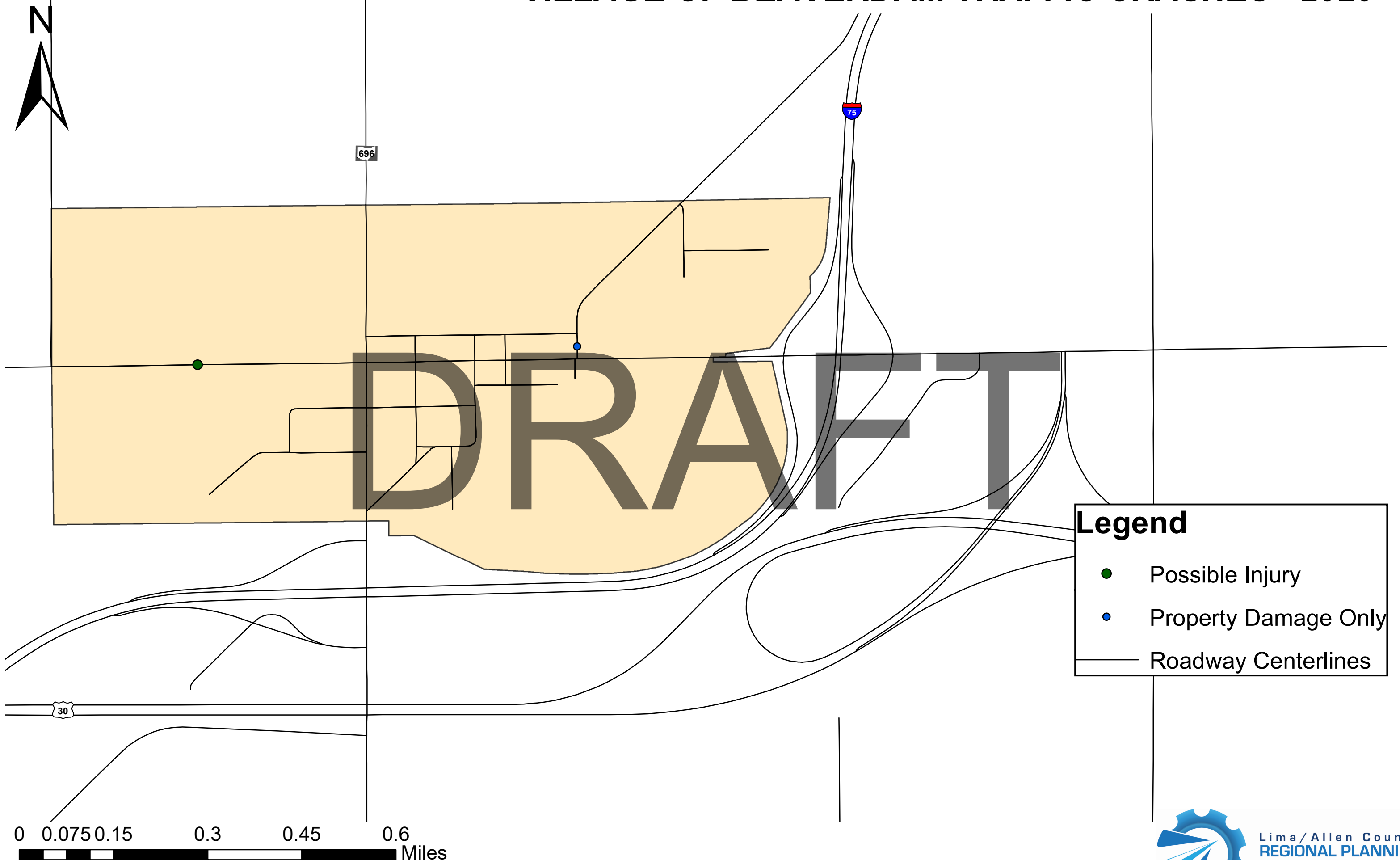
VILLAGE OF BLUFFTON TRAFFIC CRASHES - 2020



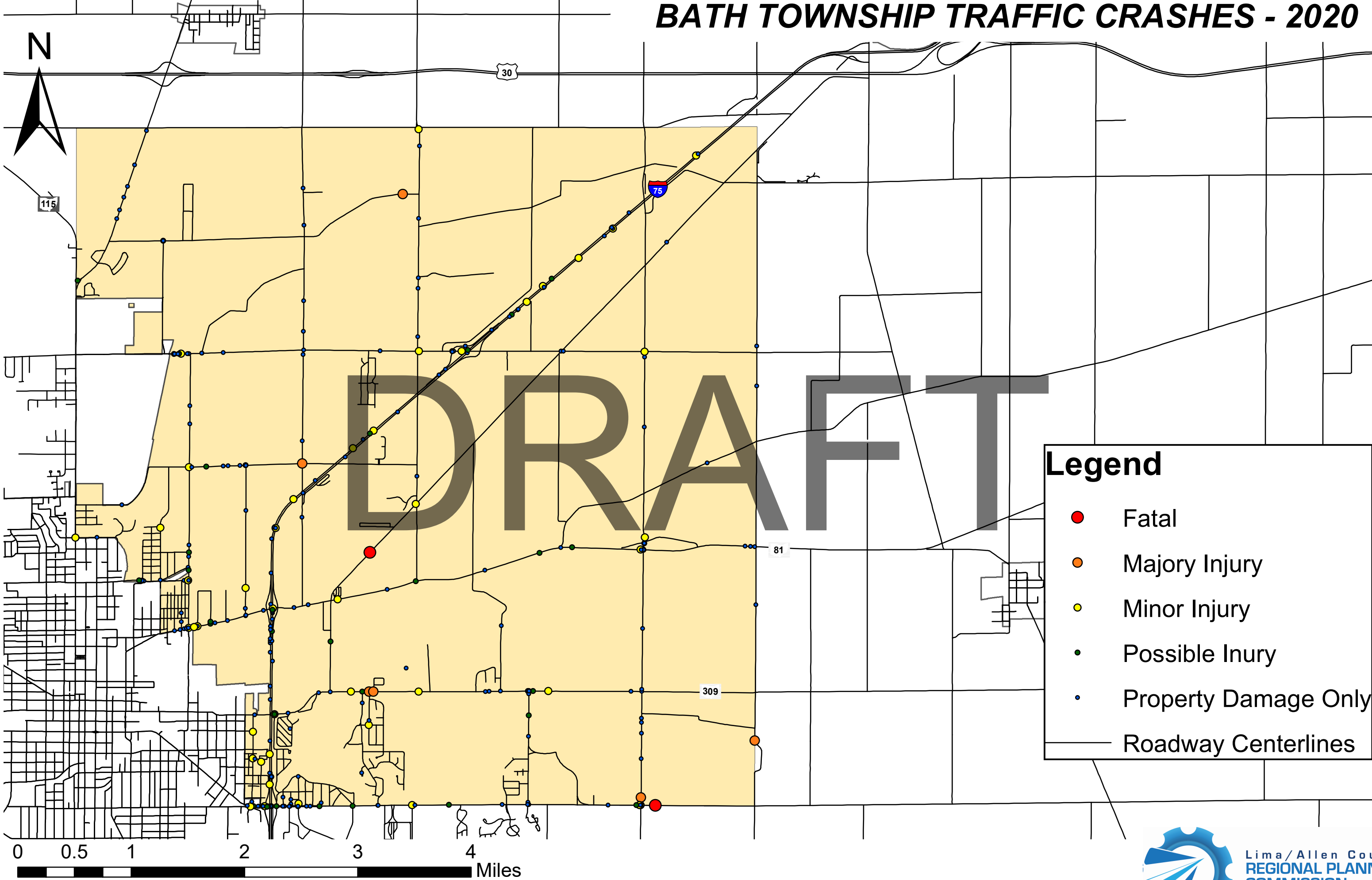
Legend

- Minor Injury
- Possible Injury
- Property Damage Only
- Roadway Centerlines

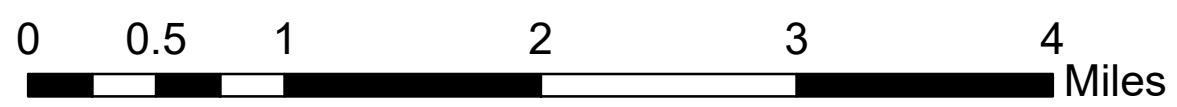
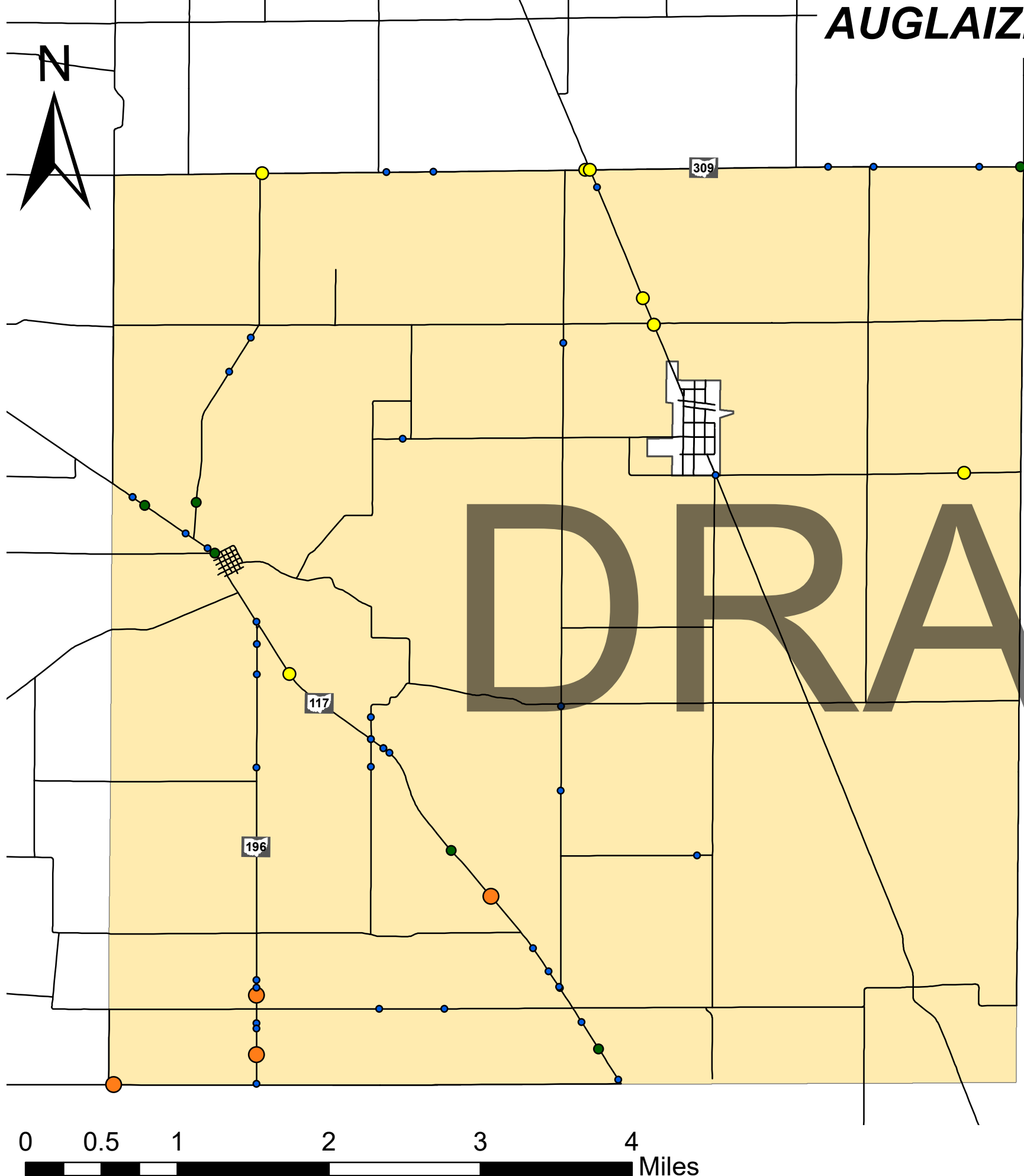
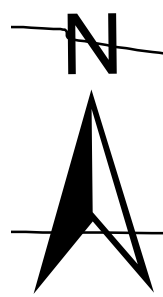
VILLAGE OF BEAVERDAM TRAFFIC CRASHES - 2020



BATH TOWNSHIP TRAFFIC CRASHES - 2020



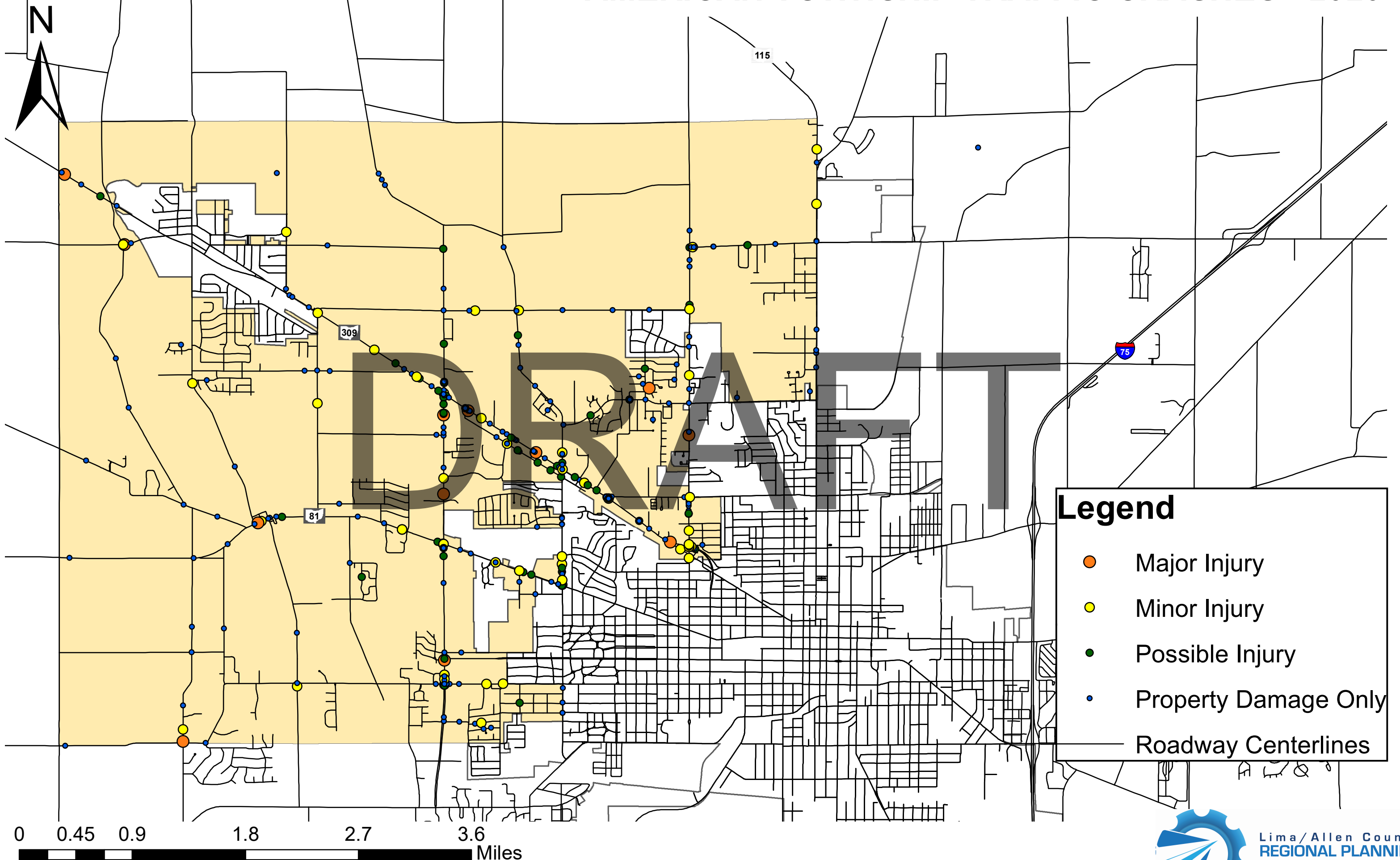
AUGLAIZE TOWNSHIP TRAFFIC CRASHES - 2020



Legend

- Major Injury
- Minor Injury
- Possible Injury
- Property Damage Only
- Roadway Centerlines

AMERICAN TOWNSHIP TRAFFIC CRASHES - 2020

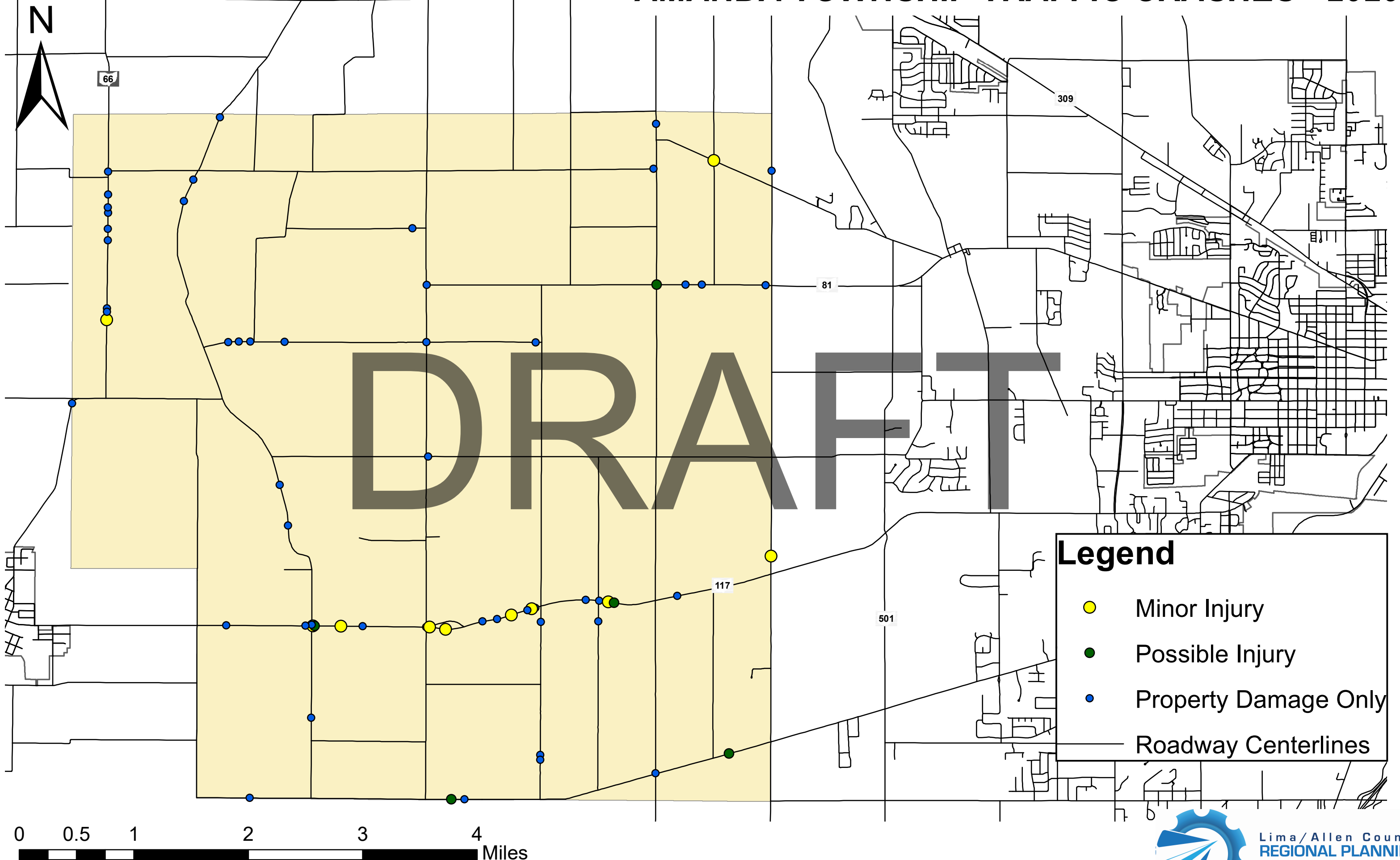


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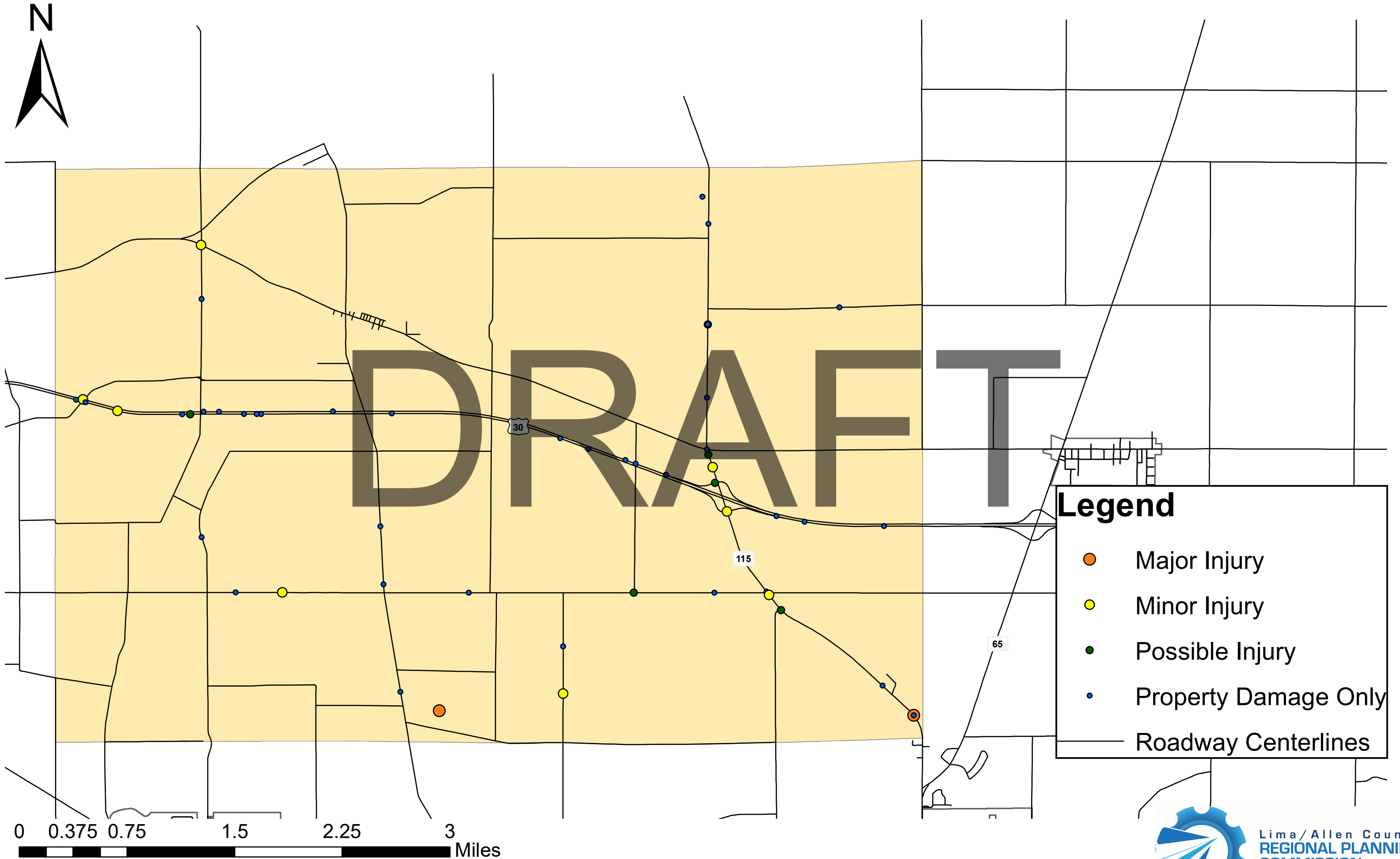
- Major Injury
- Minor Injury
- Possible Injury
- Property Damage Only
- Roadway Centerlines

0 0.45 0.9 1.8 2.7 3.6 Miles

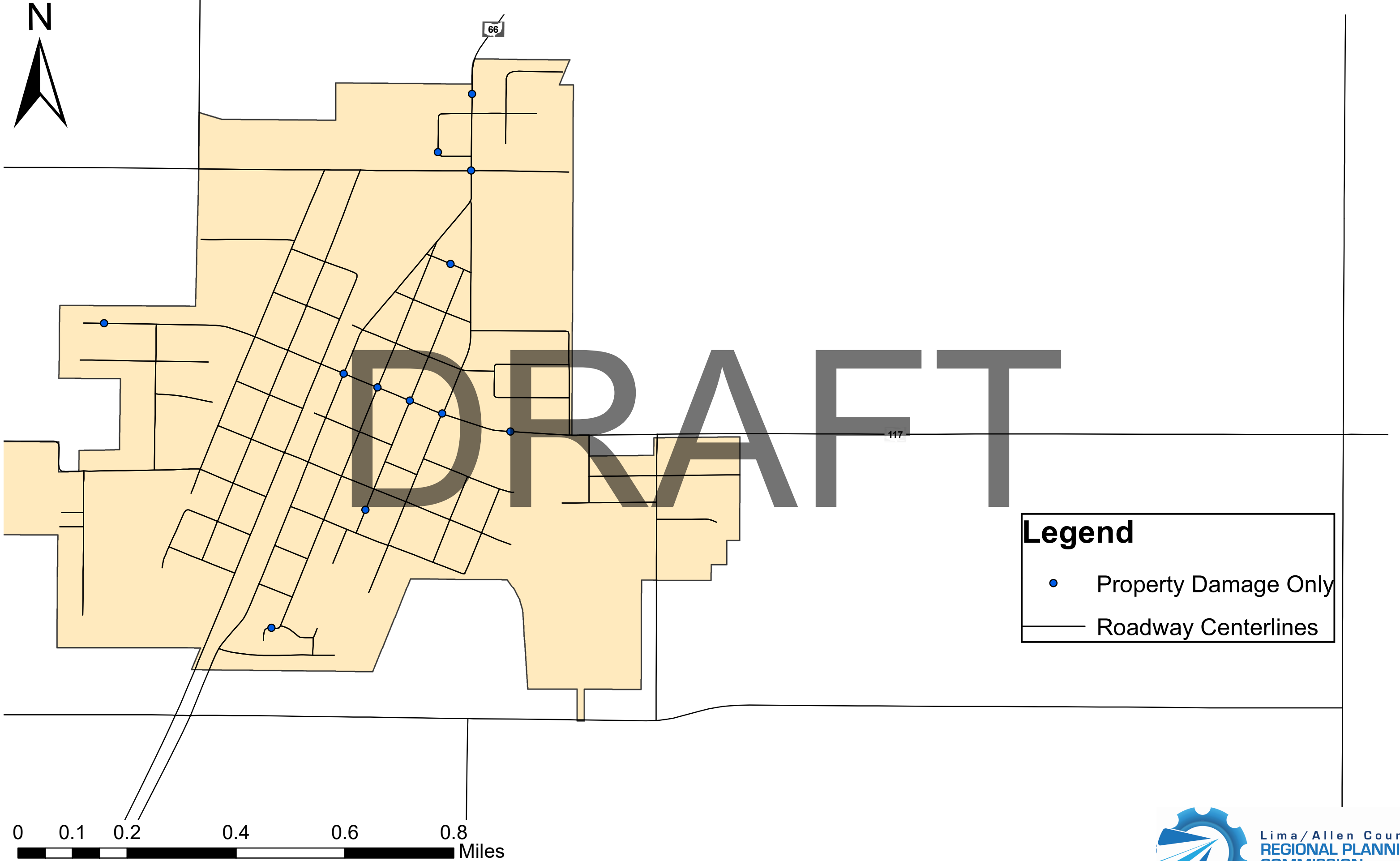
AMANDA TOWNSHIP TRAFFIC CRASHES - 2020



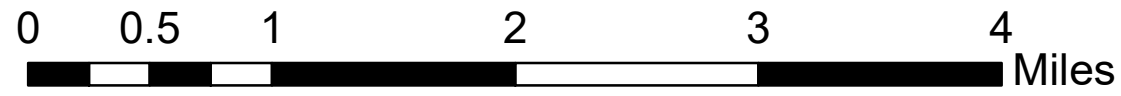
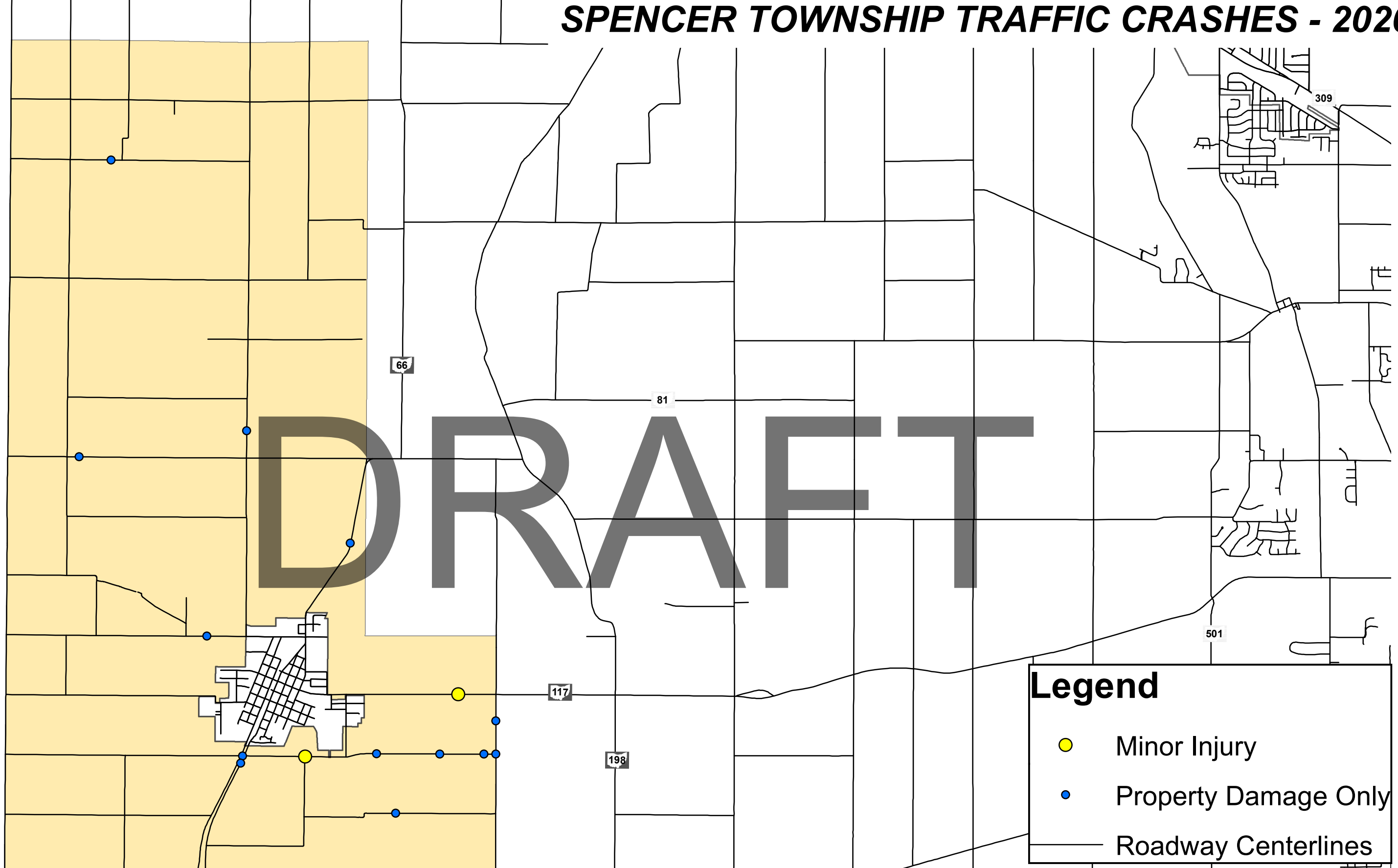
SUGAR CREEK TOWNSHIP TRAFFIC CRASHES - 2020



VILLAGE OF SPENCERVILLE TRAFFIC CRASHES - 2020



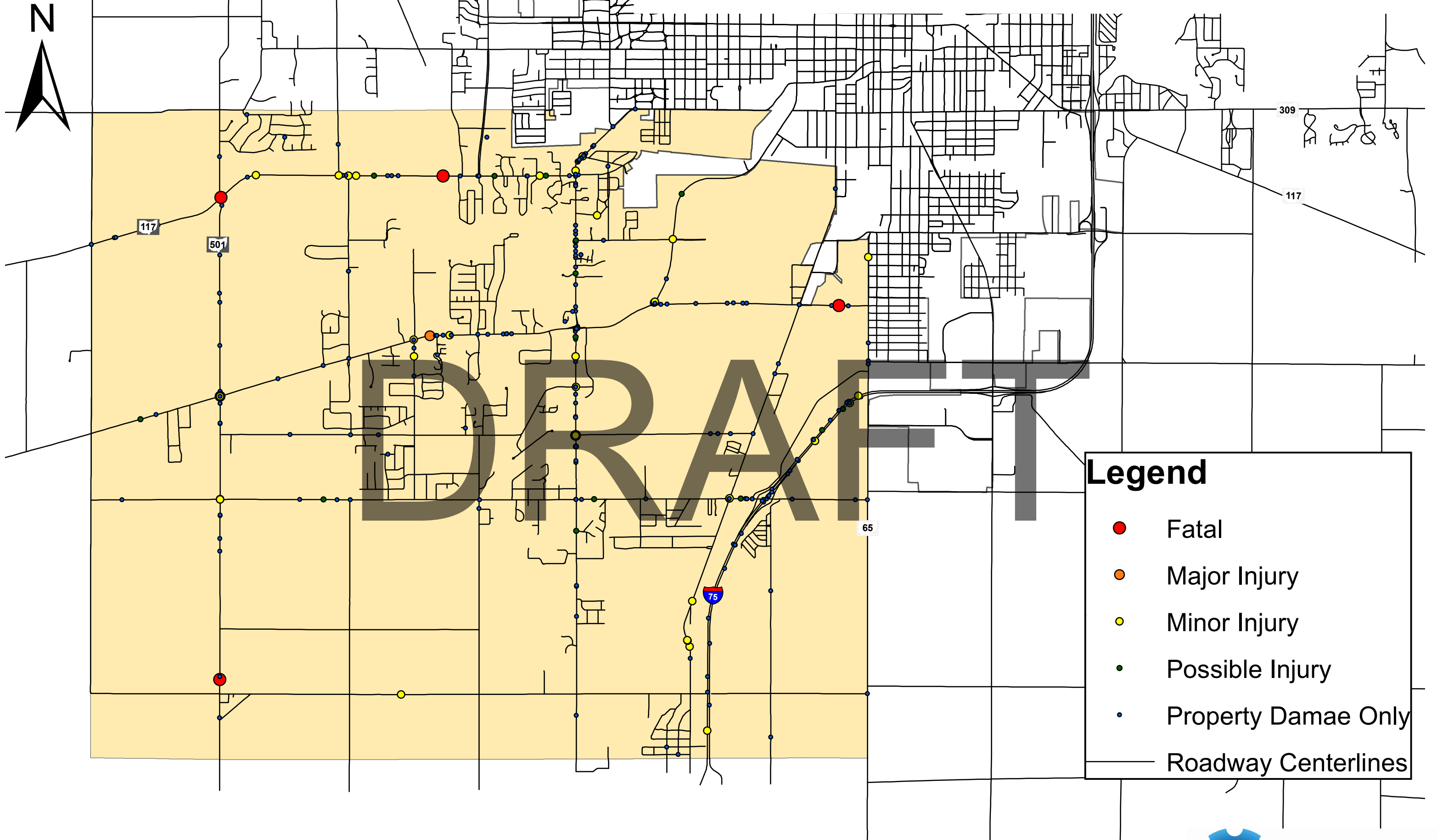
SPENCER TOWNSHIP TRAFFIC CRASHES - 2020



Legend

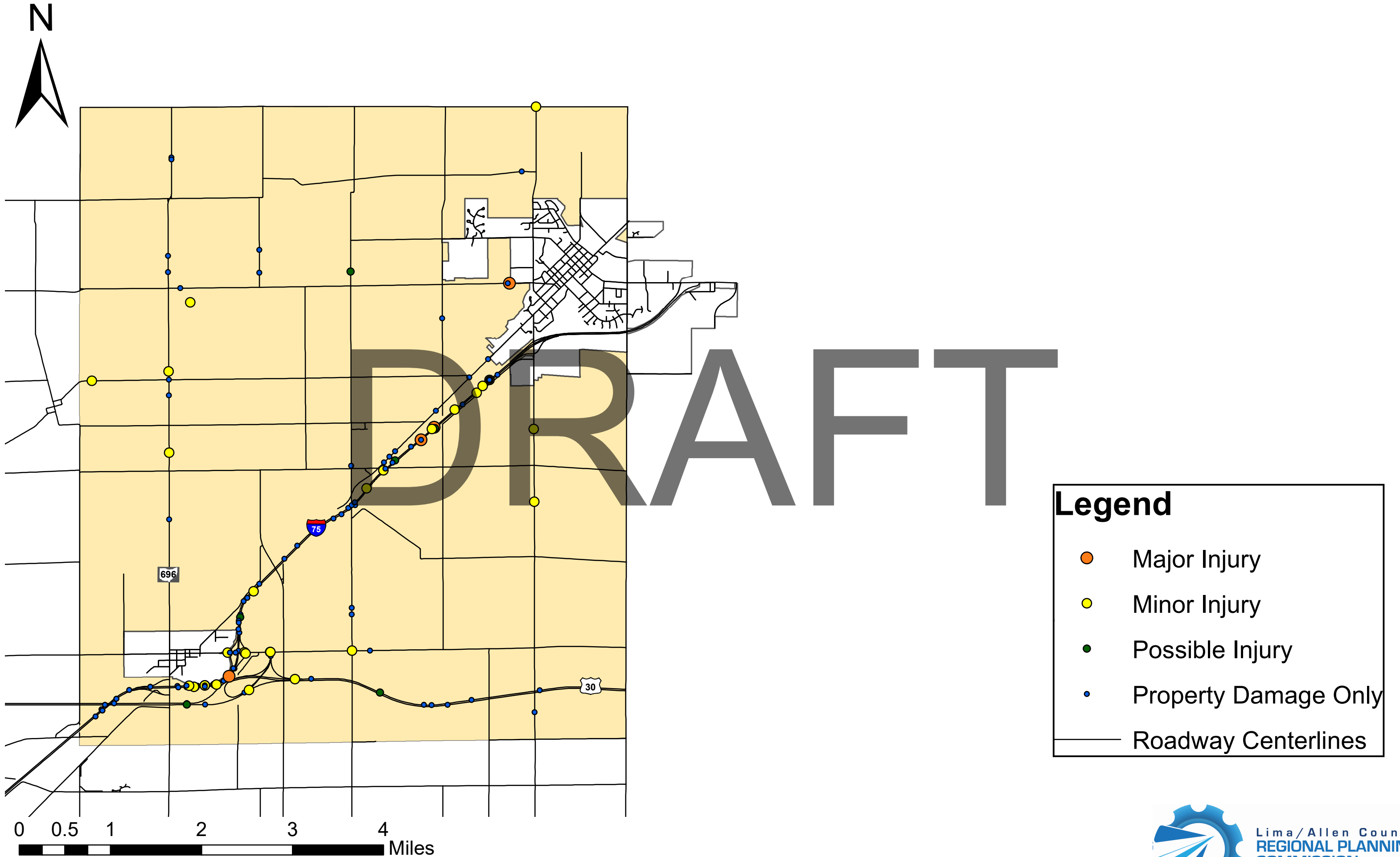
- Minor Injury
- Property Damage Only
- Roadway Centerlines

SHAWNEE TOWNSHIP TRAFFIC CRASHES - 2020

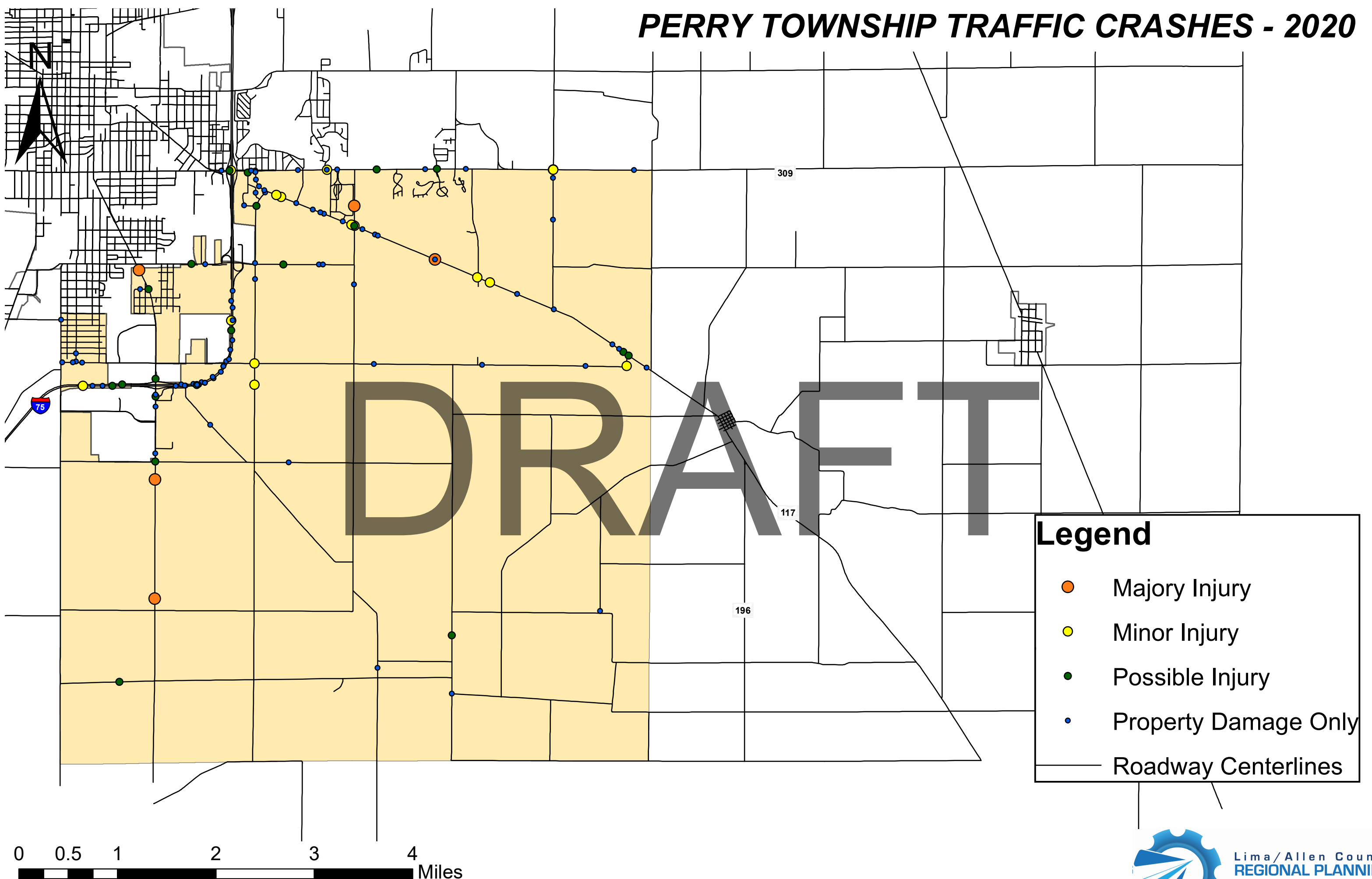


0 0.45 0.9 1.8 2.7 3.6 Miles

RICHLAND TOWNSHIP TRAFFIC CRASHES - 2020



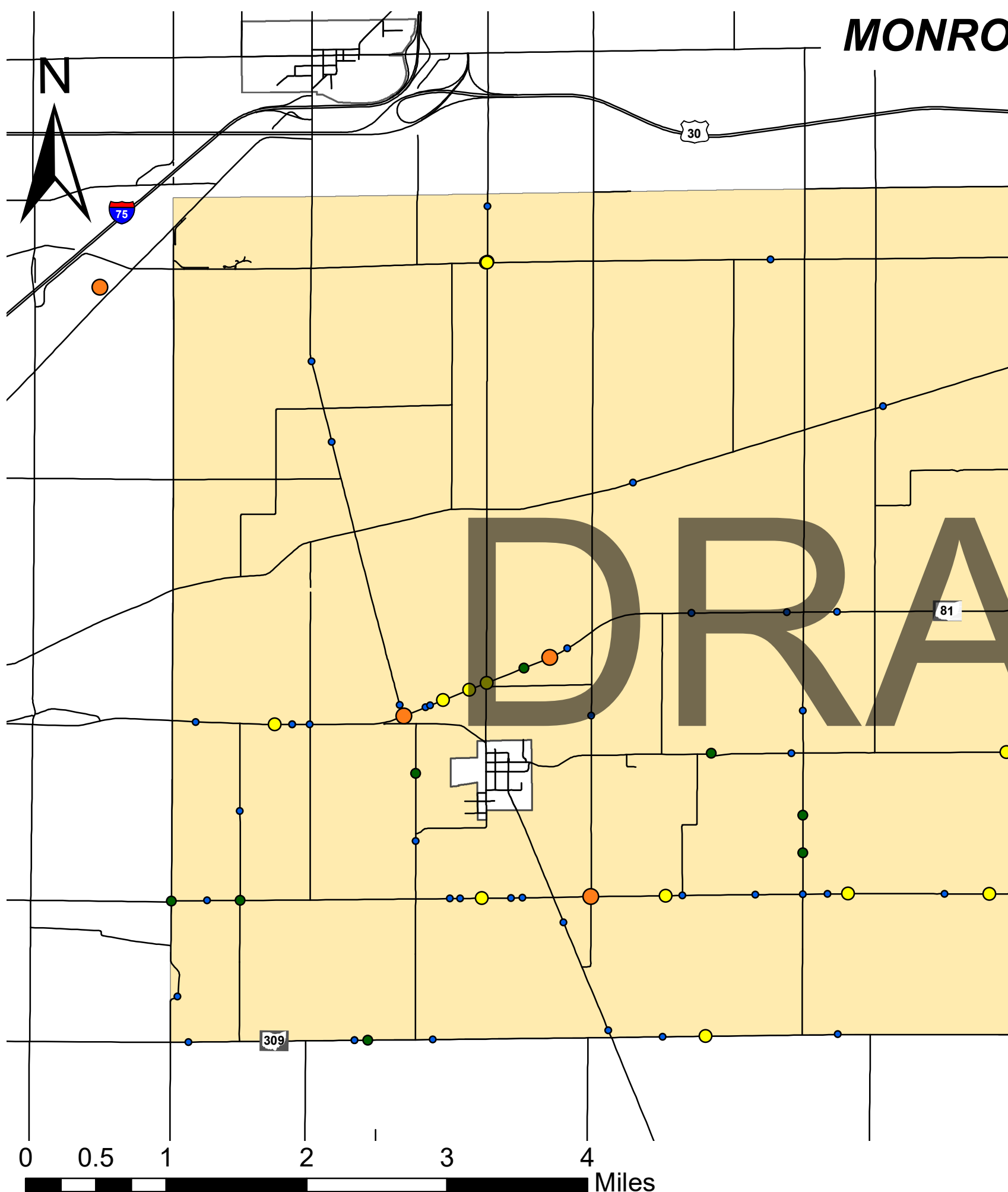
PERRY TOWNSHIP TRAFFIC CRASHES - 2020



Legend

- Major Injury
- Minor Injury
- Possible Injury
- Property Damage Only
- Roadway Centerlines

MONROE TOWNSHIP TRAFFIC CRASHES - 2020



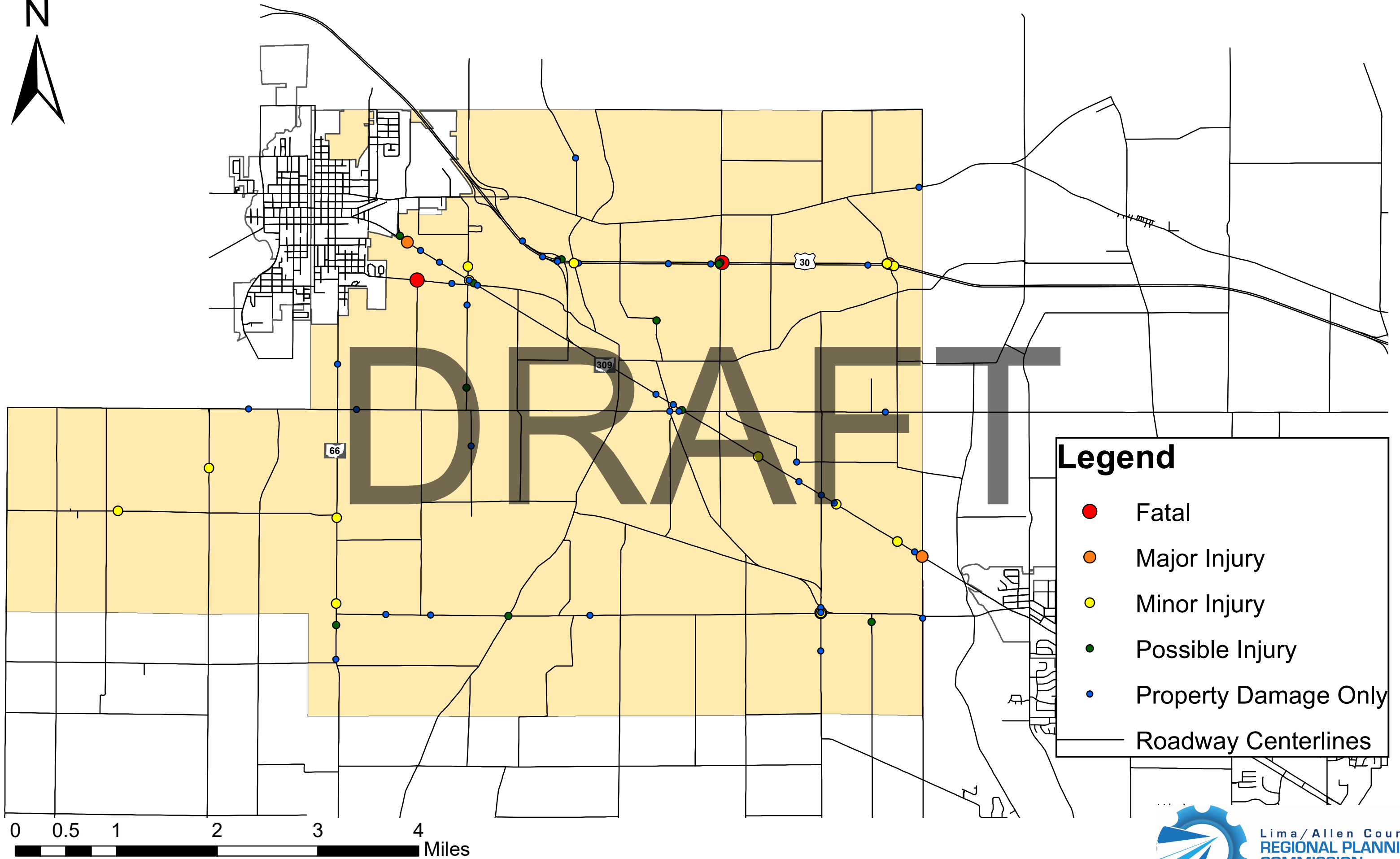
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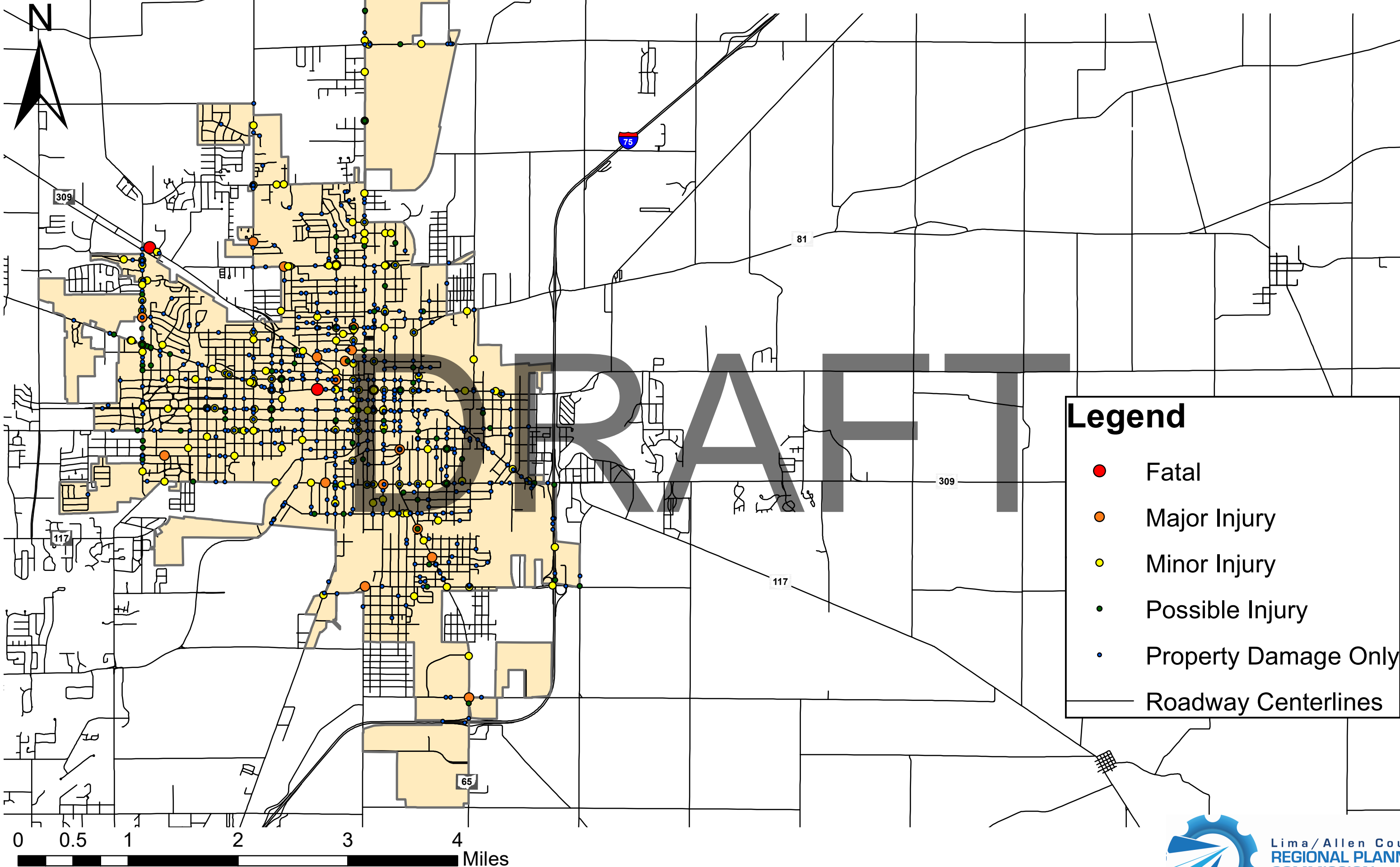
- Major Injury
- Minor Injury
- Possible Injury
- Property Damage Only
- Roadway Centerlines

0 0.5 1 2 3 4 Miles

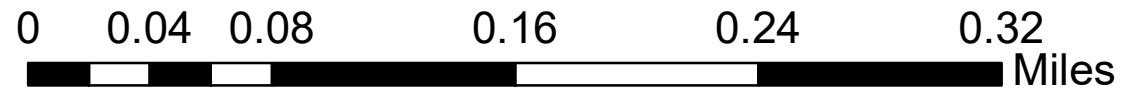
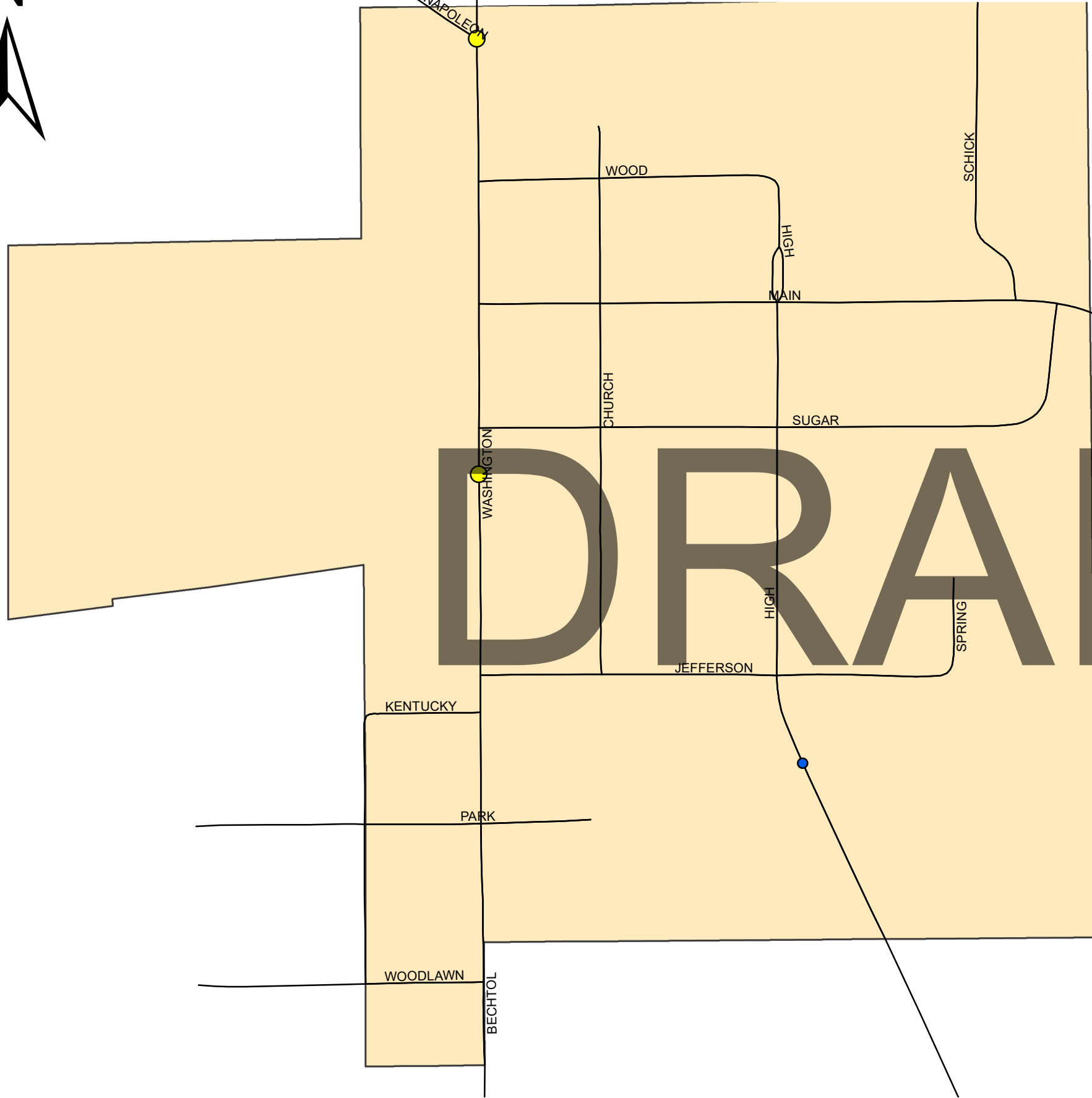
MARION TOWNSHIP TRAFFIC CRASHES - 2020



CITY OF LIMA TRAFFIC CRASHES - 2020



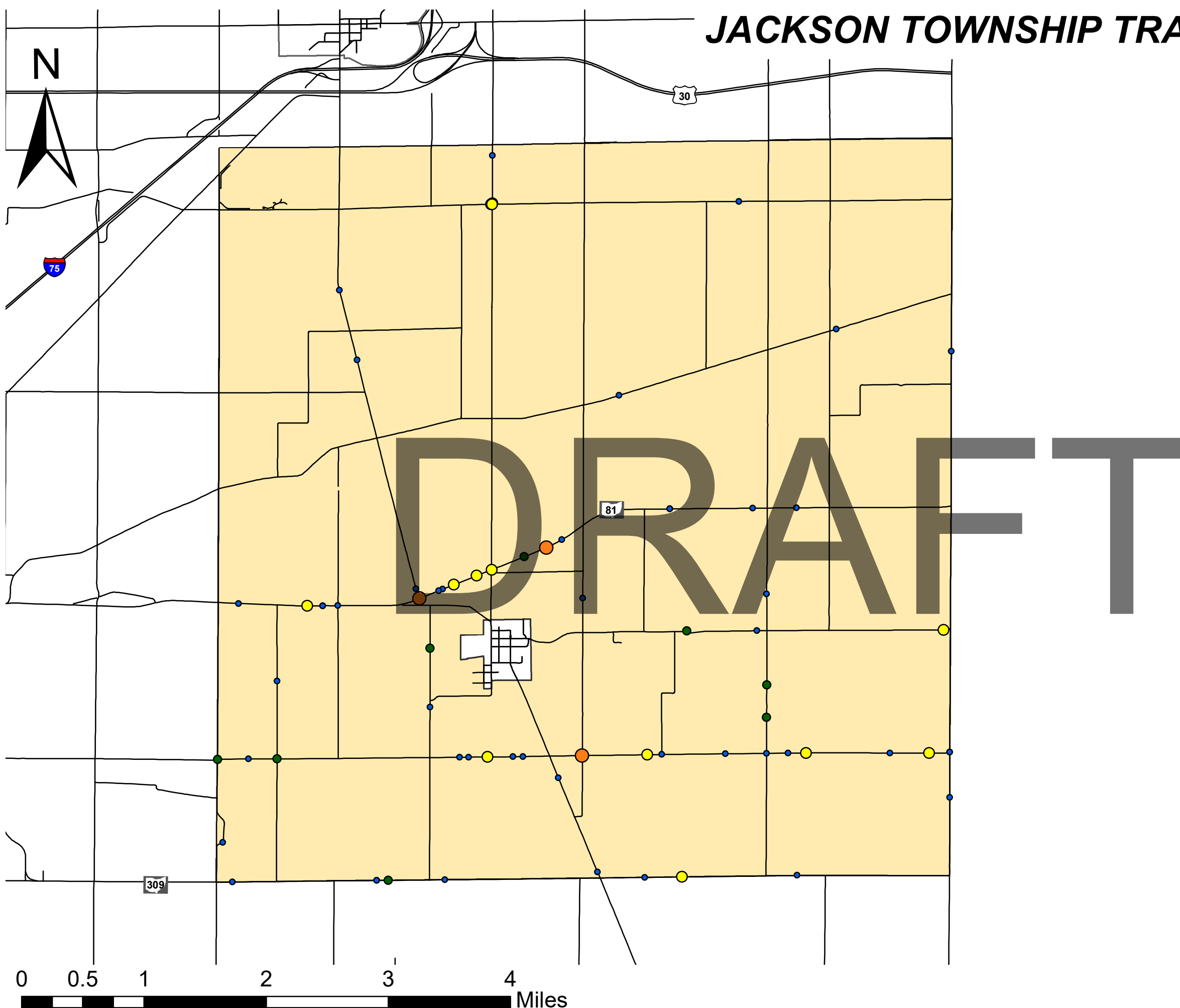
VILLAGE OF LAFAYETTE TRAFFIC CRASHES - 2020



Legend

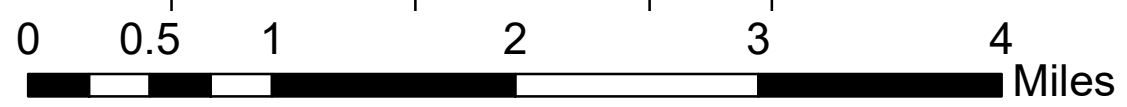
-  Minor Injury
-  Property Damage Only
-  Roadway Centerlines

JACKSON TOWNSHIP TRAFFIC CRASHES - 2020

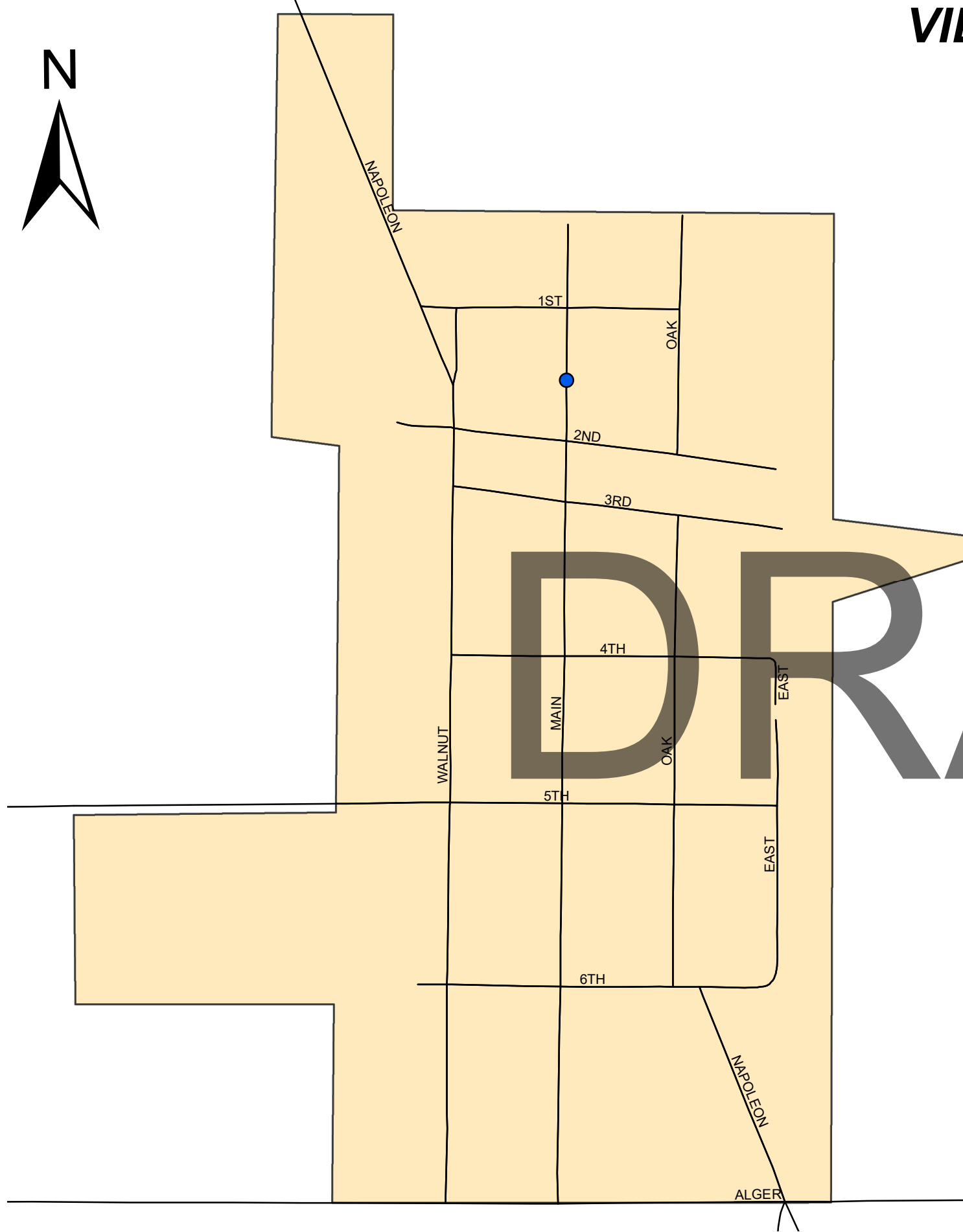


Legend

- Major Injury
- Minor Injury
- Possible Injury
- Property Damage Only
- Roadway Centerlines

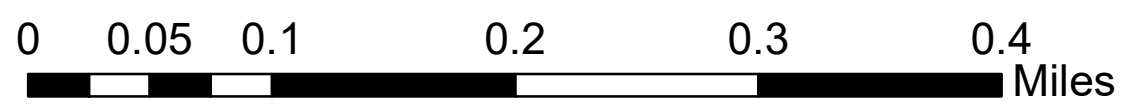


VILLAGE OF HARROD TRAFFIC CRASHES - 2020

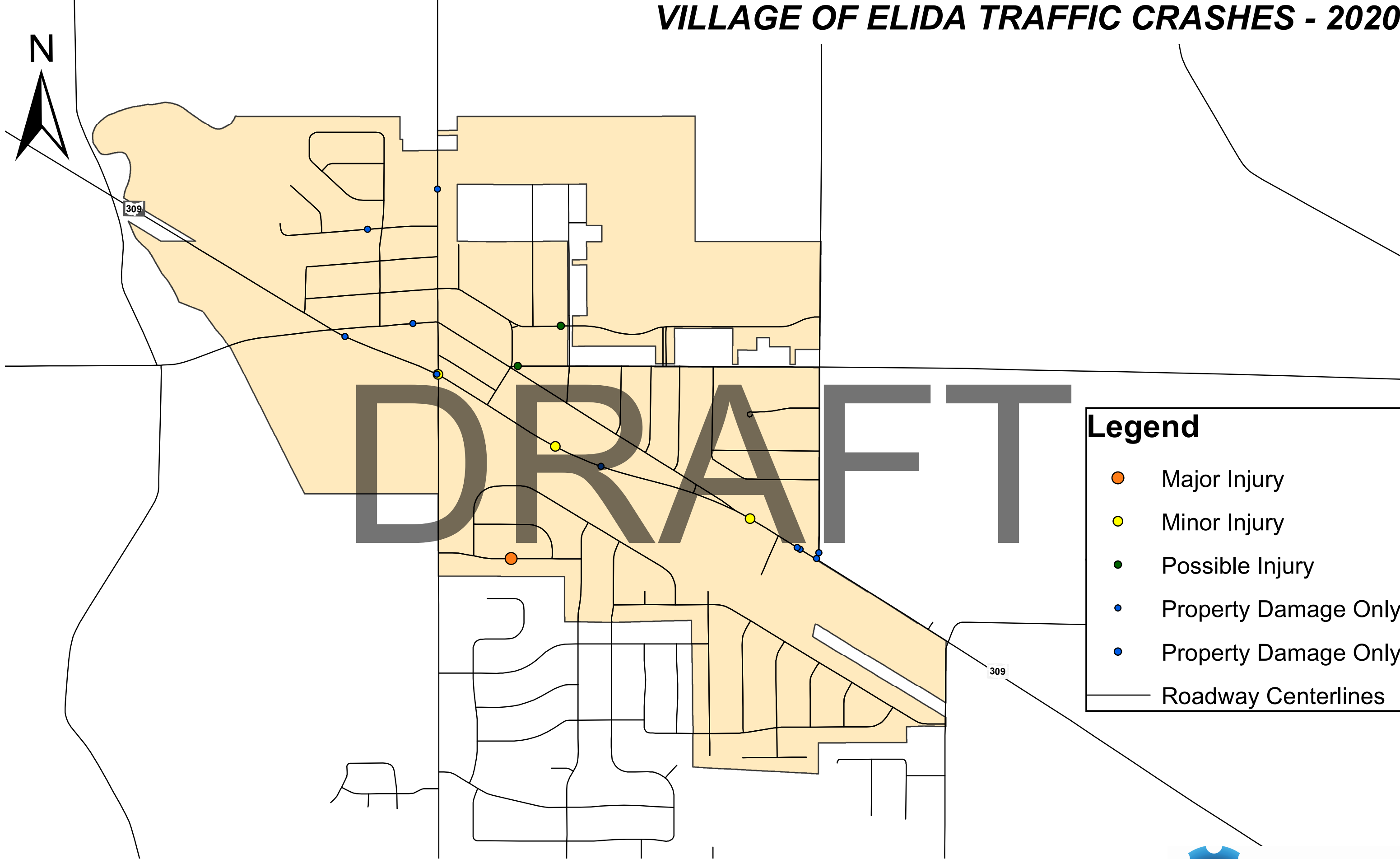


Legend

- Property Damage Only
- Roadway Centerlines



VILLAGE OF ELIDA TRAFFIC CRASHES - 2020



Legend

- Major Injury
- Minor Injury
- Possible Injury
- Property Damage Only
- Property Damage Only
- Roadway Centerlines

