

2024 Allen County Traffic Crash Summary Report

DRAFT



Lima/Allen County
REGIONAL PLANNING
COMMISSION



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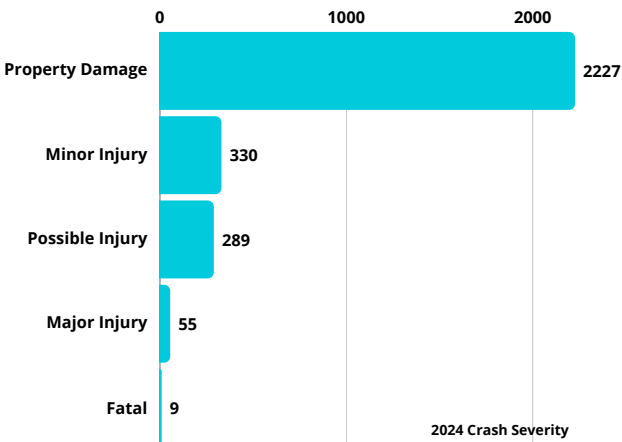
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Introduction

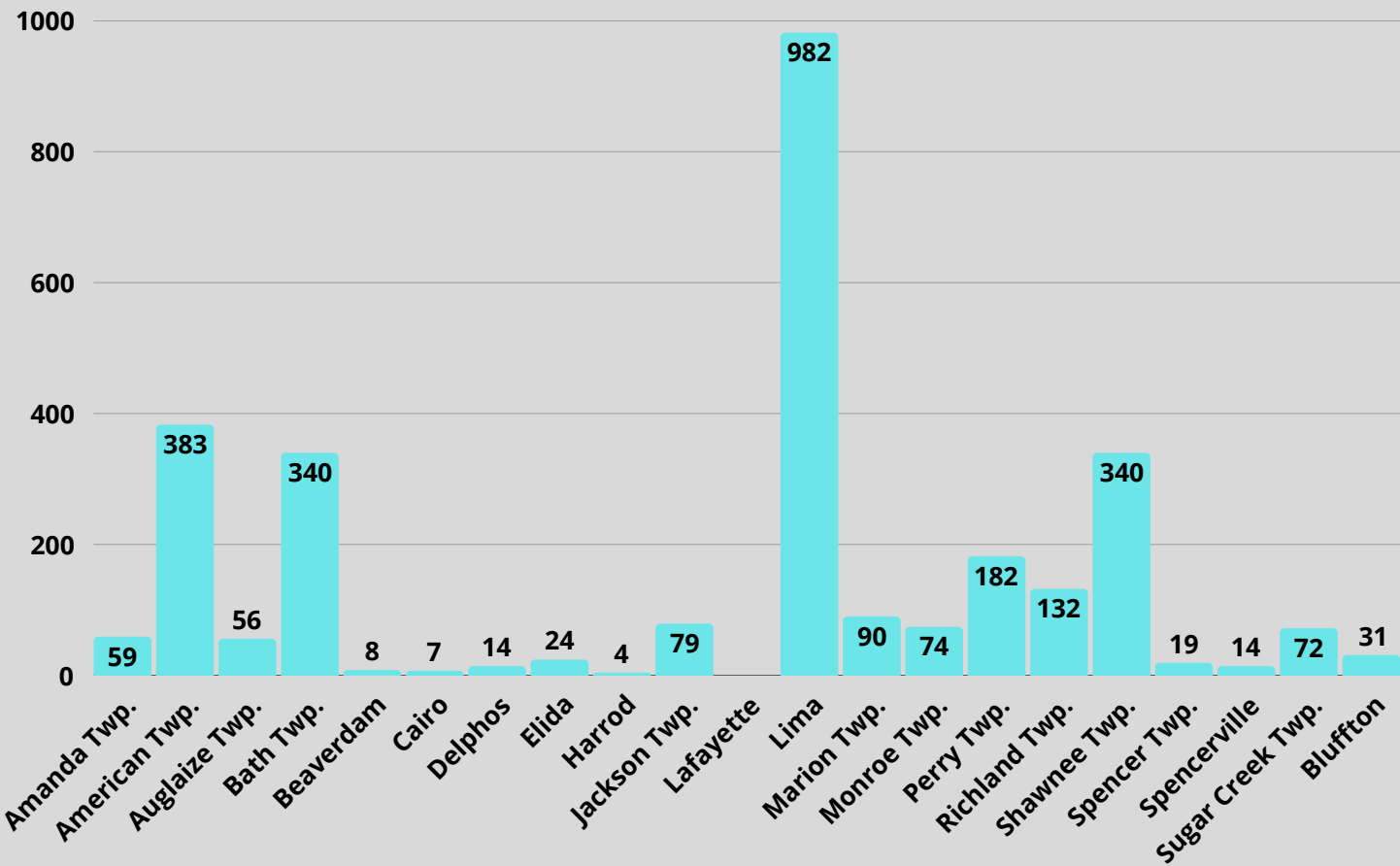
The Lima-Allen County Regional Planning Commission (LACRPC) is pleased to present the 2024 Traffic Crash Summary Report for Allen County, Ohio. This report reflects motor vehicle crashes for the calendar year 2024 and intends to provide the reader with a clear summary of the year's activity. In addition, it will attempt to draw some parallels between the county's crashes and statewide trends to provide our members with sufficient information to make informed decisions regarding traffic improvements. 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. Please forward any questions or concerns to the LACRPC at 130 W. North Street, Lima, Ohio 45801 (www.LACRPC.com). This report presents data across various topics, but if additional data is needed, please do not hesitate to contact LACRPC's office directly at (419) 228-1836.



2024 Crash Severity



Crashes by Political Subdivision





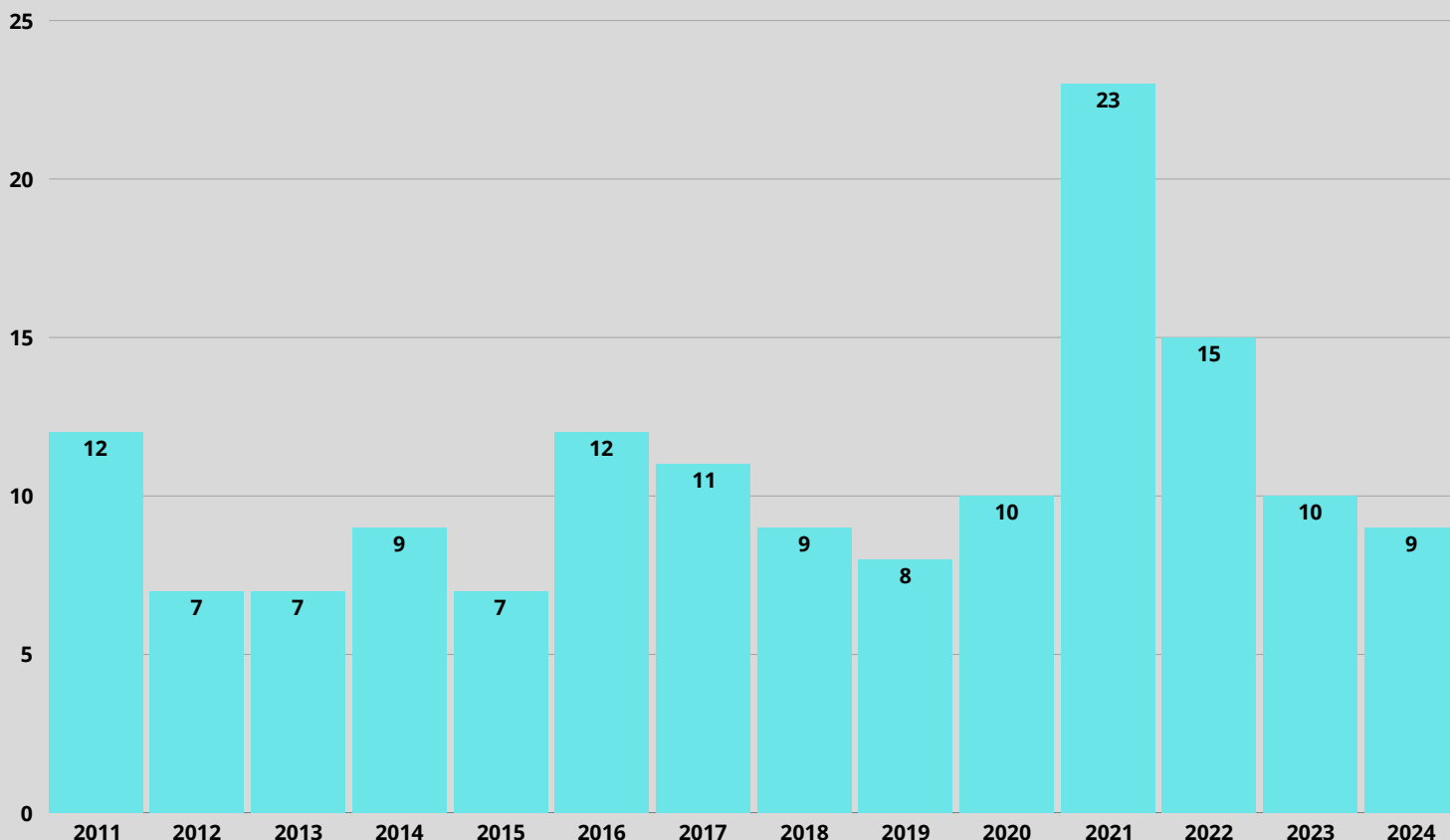
2024 Traffic Crash Overview

A total of 2,910 crashes occurred within LACRPC's planning area in 2024. All crashes provided within the Ohio Department of Transportation's (ODOT) GIS Crash Analysis Tool (GCATS) system were included in this report. There were 9 fatal crashes, 674 involving injuries of varying degrees, and 2,227 involving only property damage (see attached statistical sheets). Regarding personal costs, 10 individuals were killed and 963 were injured in crashes in 2024.

Regarding the total number of traffic crashes, 2024 showed a 6.8% decrease as compared to the rolling average (2,910 vs. 3,123). LACRPC's planning area also saw a third consecutive year of declining fatal crashes (9 vs. 10). This reaffirms the conclusion this agency made in the previous year that this is the statistical normality for LACRPC's planning area and that any notable, sustained, improvements below the current level are indicative of a substantial increase in traffic safety. It will be imperative for this agency to emphasize sustained change, when speaking about the effect safety improvements. The total number of fatal crashes in Allen County regularly finds itself in the single digits, and therefore even a reduction of 1 fatal can have a disproportionately large impact on the yearly statistical evaluation. This can skew results either up or down significantly with normal yearly variation. This however can be normalized over time to better reflect the current condition.

Allen County also continues to battle impaired/distracted driving. In 2024, 4.6% of all crashes involved drugs or alcohol, while 3.5% were attributed to distracted driving. Additionally, there were 44 crashes involving pedestrians, bicyclists, or other non-motorized vehicles, 2 of which proved fatal.

Fatal Crashes Over Time



Safety Based Performance Measures



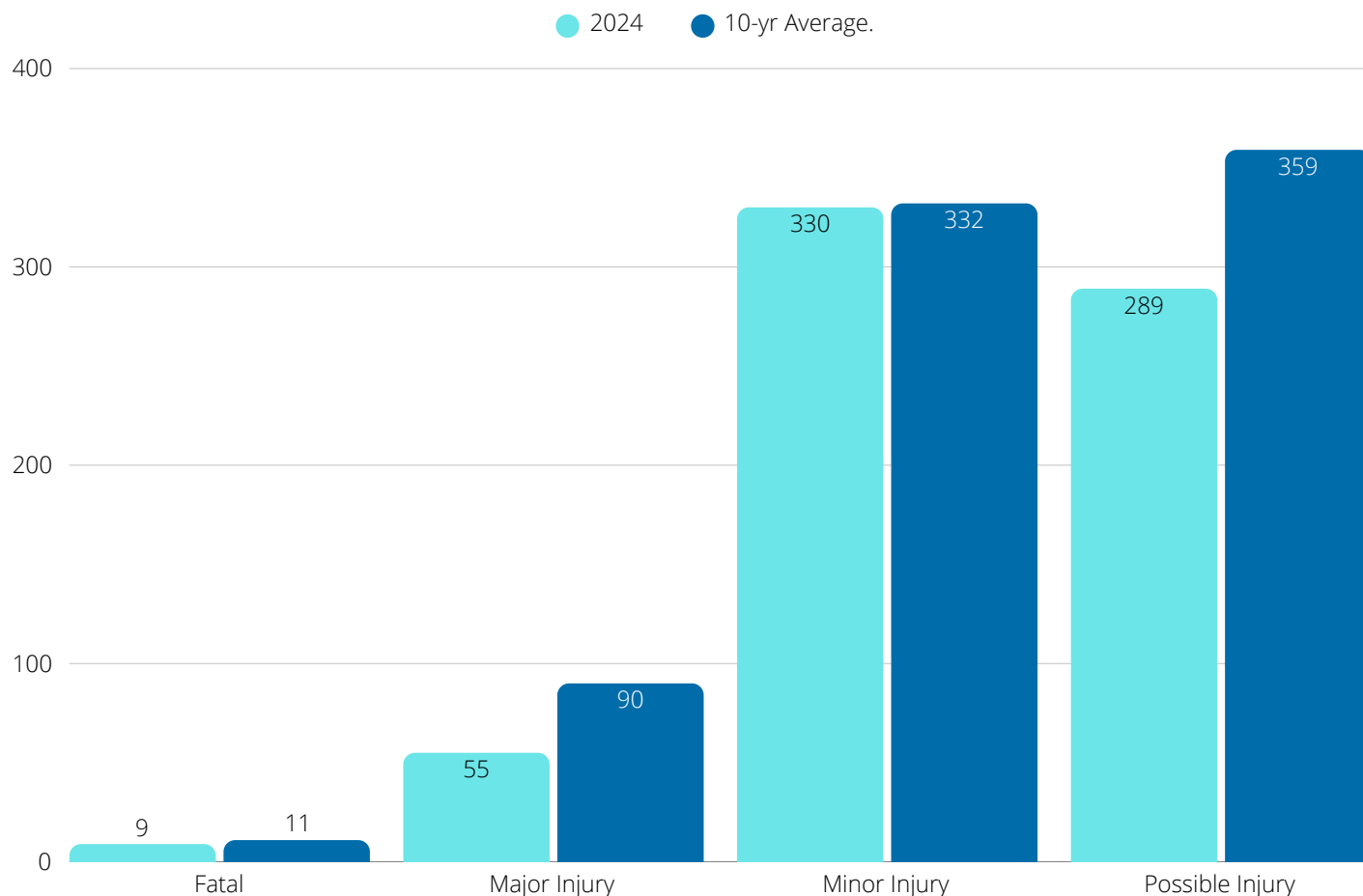
	Goal	Number Occurred
1	Total Fatalities - 12	10
2	Total Serious Injuries - 65	55
3	Fatal Rate - 0.94/100 MVM	0.78/100 MVM
4	Serious Injury Rate - 5.09/100 MVM	4.31/100 MVM
5	Ped/Non-Motorized Fatal/Serious Injuries - 10	7

Safety Based Performance Measures

The goal of this report is to improve roadway safety in Allen County. A set of quantitative measurements must be established as a baseline comparison for past and future data to achieve these goals. The FAST Act, established under the Obama administration, establishes these goals as performance measures. Per the FAST Act standards and concurrence of statewide goals set by ODOT, this MPO committed to a goal of a 2% reduction in CY 2024, using a 5-year rolling average (2019-2023 inclusive) as a baseline in all five (5) safety metrics. These metrics include the total number of fatalities, the fatality rate per 100 million vehicle miles (MVM), the total number of serious injuries, serious injuries per 100 MVM, and non-motorized fatalities and/or serious injuries. The MPO uses these performance measures to prioritize future improvements and make 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.



2024 Crash Severity vs. 10-Yr. Average



*Not Pictured are Property Damage Only Crashes. 2024 total is 2,227 crashes while the 10-yr rolling average is 2,341 crashes.

Historical Crash Comparison

The City of Lima had the highest crash total with 982 crashes in 2024 (a marked reduction from the previous year), followed distantly by American Township with 383 crashes. However, the individual entity totals decreased from there. As is the case most years, the overwhelming majority of crashes occur during the day (64.3%) on dry roads (61.72%) between the hours of 2:00 P.M. and 7:00 P.M. The month distribution of crashes is fairly consistent but does have some variation throughout the year, with the highest being November (11.2%) and the lowest being July (6.3%). Day of the week seems to have slightly more affect on crash totals, with the peak falling on Friday but generally the work week and is significantly higher than the weekend and subsequently decreasing on the weekend

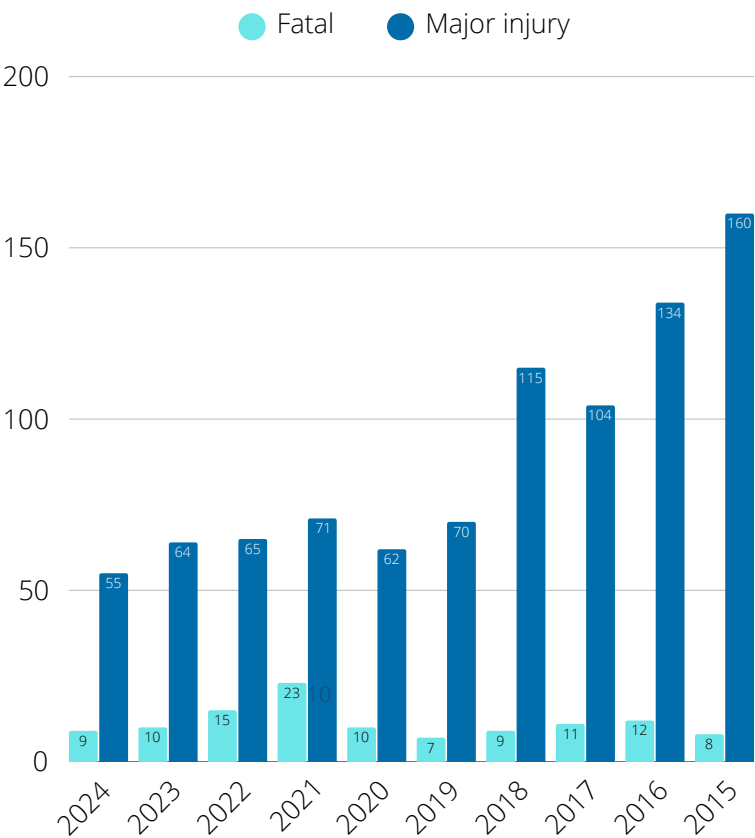
While the single-year crash totals were ever so slightly higher than in 2023, the data becomes much more average when comparing the 2024 totals to the 10-year rolling average. When using the broader lens of time, the 2024 totals are either lower or comparable to the 10-year rolling averages.

Historical Crash Comparison

This demonstrates that while it is possible to see year-to-year fluctuations, long-term change is only visible through running averages and historical comparisons. Using this metric, 2024 was empirically a success in regard to traffic safety improvements. Total crashes are below the 10-year average (2,910 and 3,123 respectively). This trend remains consistent relative to the Equivalent Property Damage Only Index (EDPO), a metric measuring the severity of traffic crashes (2.77 vs. 3.15). Considering those facts, we can confidently say that 2024 had fewer traffic crashes and those that did occur were less severe crashes than usual.



Crashes Over Time



- Crashes up slightly 0.4% from 2023
- 2024 total remains lower than the 10 year rolling average (2,910 vs. 3,123)
- Fatal crashes down 10% from 2023

A reduction in fatalities has occurred within the last calendar year. The fatal crashes have fallen to a point where the single year crash total is below the 10-year rolling average. This agency is hopeful this marks a return to the long-term falling trend line that had become the norm for so many years. Lastly, there is some continuing internal debate on what constitutes a traffic fatality. This agency defers to ODOT for the sake of consistency. This agency will continue to monitor crash trends and seek to make improvements whenever possible.

*High Crash Intersections



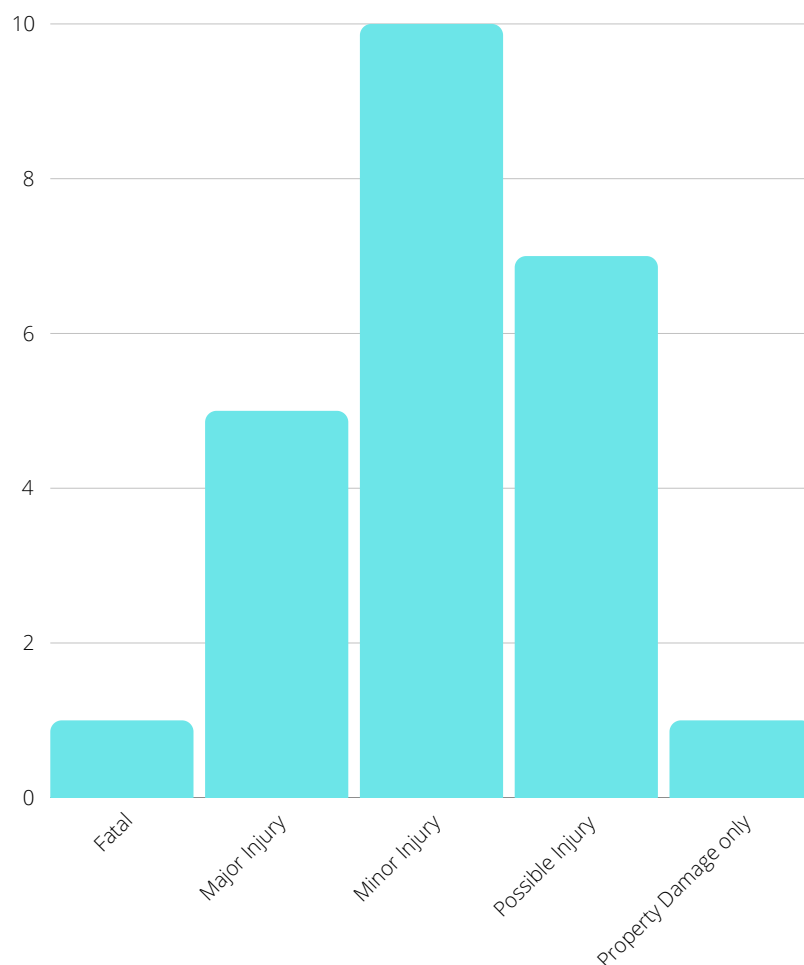
- (1) **"5 Points"
- (2) Ft. Amanda and Shawnee
- (3) Eastown and Elida
- (4) Allentown and Cable
- (5) Allentown and Eastown
- (6) S.R. 81 and Sugar
- (7) American and Elida
- (8) Jameson and Market
- (9) Jameson and Wayne
- (10) Metcalf and North
- (10) Elida and Robb
- (10) Cole and Robb
- (13) Bluelick and West
- (14) Elida and Hartzler
- (15) Greely Chapel and S.R. 117

*Based on the last 3 years of data.

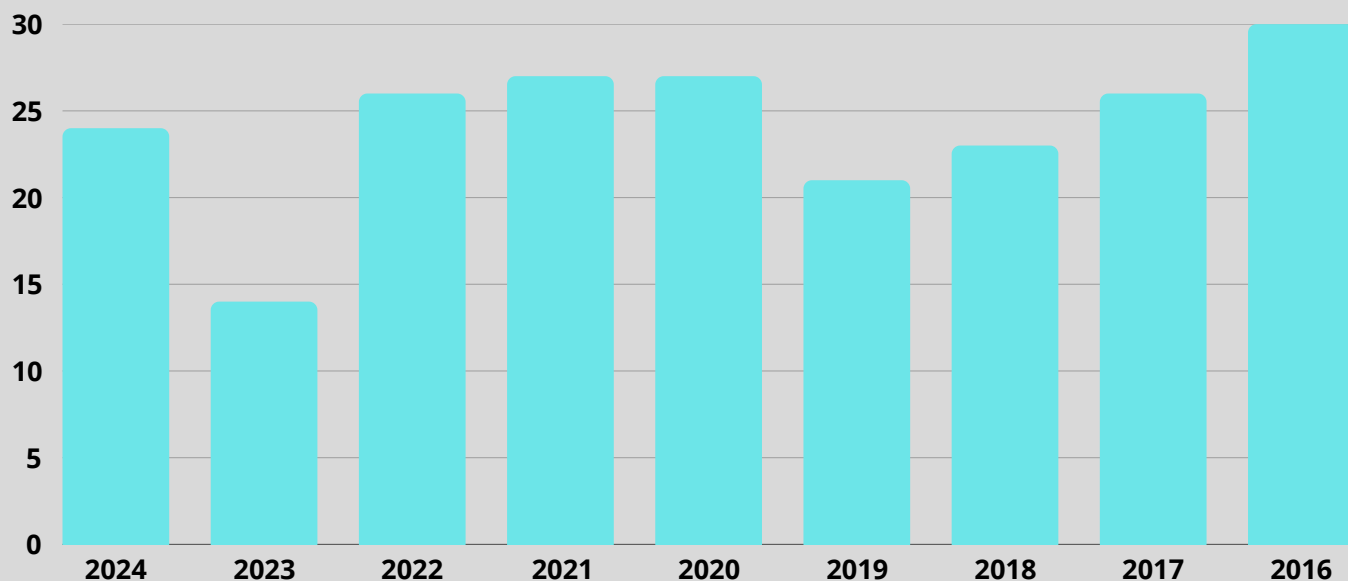
**"5 points" refers to the area where Leonard Ave., Harding Highway, Bellefontaine Ave., Kibby St., and I-75 meet.



2024 Pedestrian Crash Severity



Pedestrian Crashes Over Time





2024 Crash Maps

2024 Crashes by Political Subdivision	I
2022-2024 High Crash Intersections	II
Amanda Township Crashes	III
American Township Crashes	IV
Auglaize Township Crashes	V
Bath Township Crashes	VI
Beaverdam Crashes	VII
Bluffton Crashes	VIII
Cairo Crashes	IX
Delphos Crashes	X
Elida Crashes	XI
Harrod Crashes	XII
Jackson Township Crashes	XIII
Lafayette Crashes	XIV
Lima Crashes	XV
Marion Township Crashes	XVI
Monroe Township Crashes	XVII
Perry Township Crashes	XVIII
Richland Township Crashes	XIX
Shawnee Township Crashes	XX
Spencer Township Crashes	XXI
Spencerville Crashes	XXII
Sugar Creek Township Crashes	XXIII



Appendix A:

2024 Crash Breakdown

2024 Crash Breakdown



Allen County, Ohio

Distracted Driving



2024 Totals:
6,551 People
2,910 Crashes
10 Fatalities

Impaired Driving

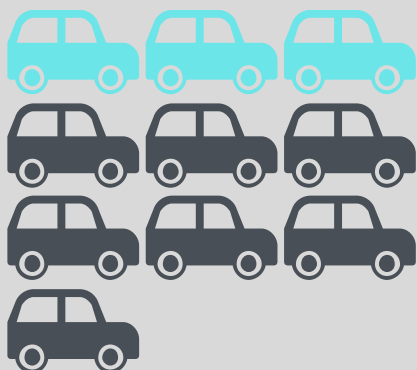
- 133 Crashes Involve Alcohol/Drugs
- 8 Fatal Crashes and 54 Injury Crashes



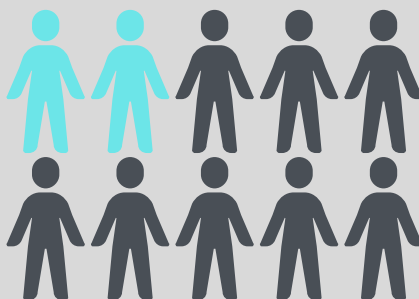
Bike and Pedestrian Crashes

- 44 Crashes Involved Bikes, Pedestrians, or other non-motorized person
- 2 Fatal Crashes and 37 Injury Crashes

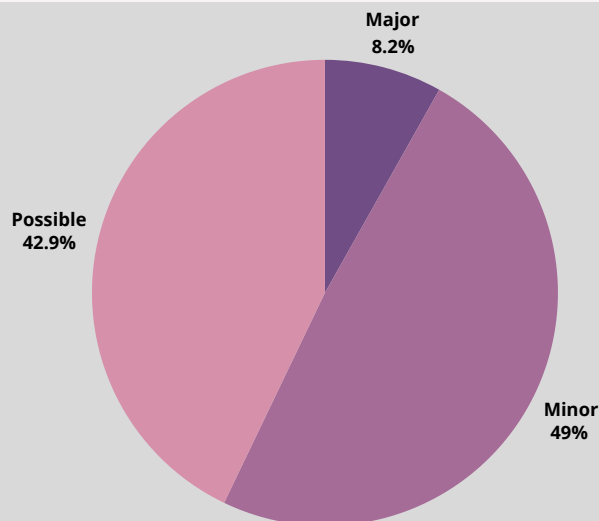
Crash Severity



23.2% of all Crashes
Involve Injury



14.7% People Involved in
Crashes were injured



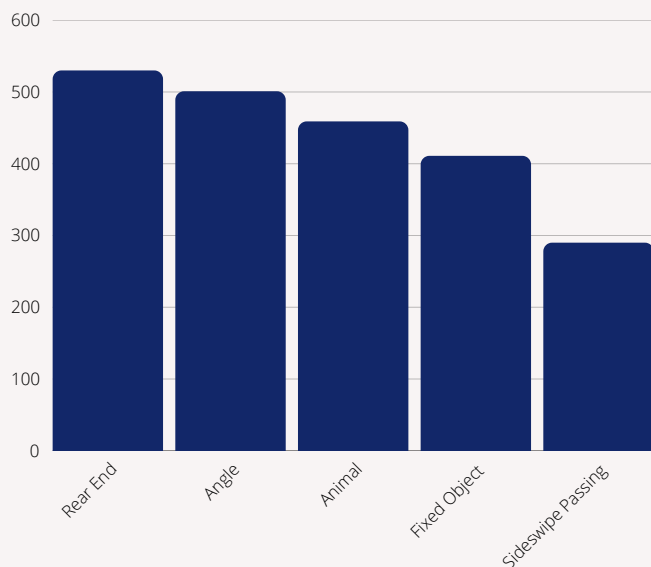
Injury Crashes Breakdown

2024 Crash Breakdown

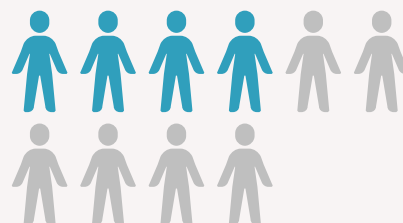
Allen County, Ohio



Top 5 Crash Type



Safety Equipment

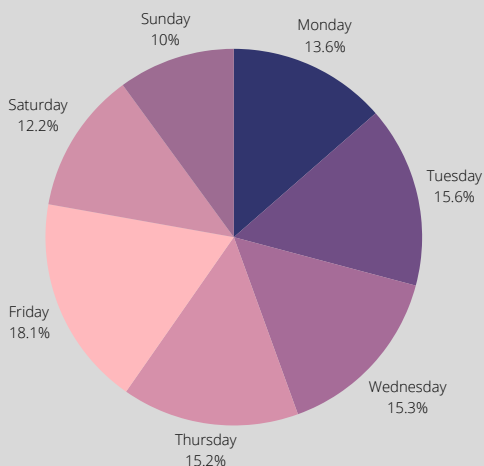


4 of 10 Fatalities in
2024 did not Utilize
Safety Equipment

Highest Crash Categories

- Crash Month - November (11.2%)
- Hour of Day - 5:00P.M. (8.18%)
- Light Conditions - Day Light (64.30%)
- Weather Conditions - Clear (61.72%)

Crashes by Day in Week



367 Speed Related
Crashes