Bloomington/Monroe County
Metropolitan Planning Organization

2013 Crash Report

Calendar Years 2011 through 2013

October 2015

BLOOMINGTON • MONROE COUNTY
mpo

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Executive Summary

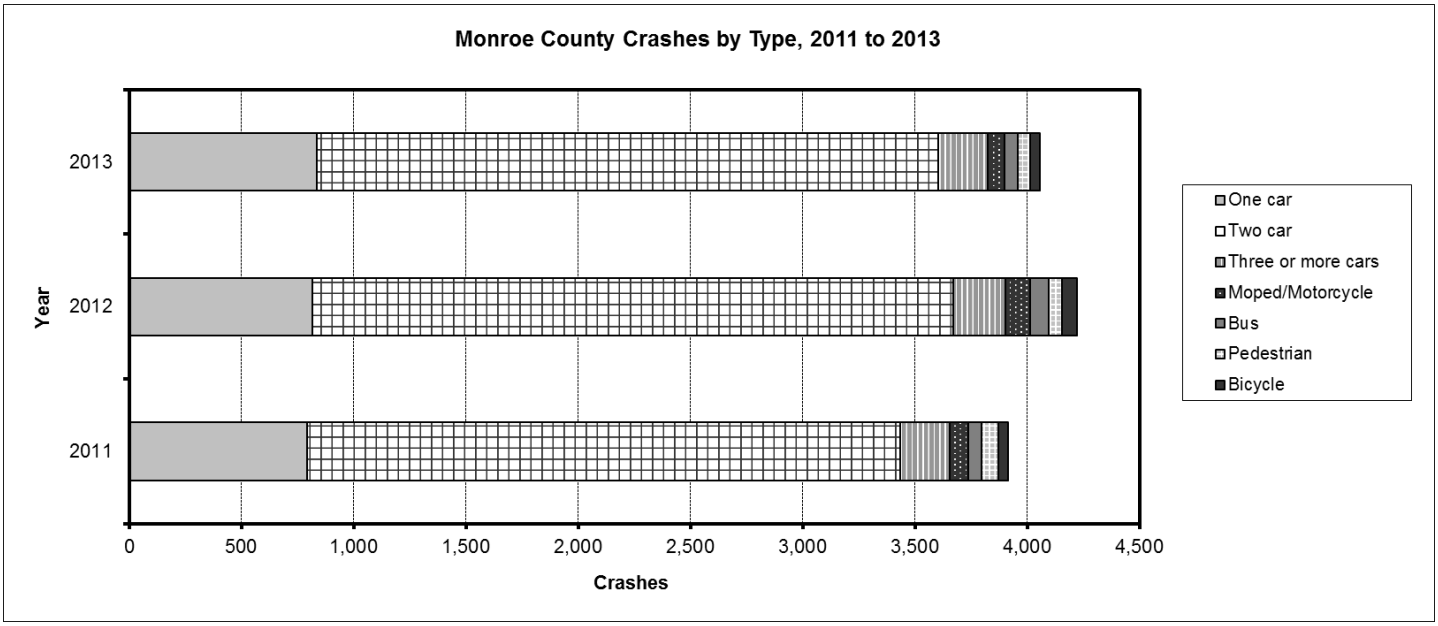
The current version of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Crash Report continues the MPO's effort to provide a thorough analysis of the causes and trends of crashes in Monroe County. This year's report includes crash data from 2011 to 2013.

This report has been compiled to provide information to the Citizen's Advisory Committee, Technical Advisory Committee, and Policy Committee of the MPO. Additionally, the report will be available to local government agencies, Indiana University, and the general public through the MPO website and the office of the Bloomington Planning Department.

A summary of the crash trends reported within Monroe County is provided below to highlight general information on crash data within Monroe County. In the following sections, detailed tables, charts, and summaries are provided to highlight information on the frequency, severity, and other related characteristics of crashes that occurred from 2011 to 2013. Additionally, the appendix contains information and analysis that may be of interest to some readers.

Summary of Crash Trends from 2011 to 2013

A total of 12,195 crashes were reported between 2011 and 2013 (Table 1). This figure represents a negligible (1%) increase from the previous period, as reported in last year's crash report (12,056 crashes from 2010 to 2012). Just over three quarters of the total crashes reported in Monroe County involved no injuries (property damage or unknown), and the rest reported various levels of severity in injuries sustained.



A further breakdown of the total 12,195 crashes provides useful insights into trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, and crashes that resulted in fatalities. Over the course of the three years analyzed, there were 22 fatal crashes (Table 4), leading to 24 fatalities. The greatest number of fatal crashes multiple cars (8), seven were from single-car crashes, six involved mopeds/motorcycles, and one involved a pedestrian. There were no fatal crashes involving a bicycle or a bus.

The time distribution of crashes continues to follow a predictable pattern. The greatest number of crashes occurred during weekday rush hours between 4:00 P.M. and 6:00 P.M., with an average slightly greater than 1 crash per hour (Figure 1). The weekend also follows a predictable pattern in terms of frequency of crashes, but the crash rate has a more even

distribution through the day and early evening hours. Between the hours of 7:00 PM and 4:00 PM, the weekend experiences a higher crash frequency than during the week. Friday continued to have the highest number of crashes overall, while Sunday had the lowest number of crashes (Figure 2).

State highways are prominently featured in the list of intersections with the highest crash frequency, or total number of crashes over the time period (Table 2). This could be attributable to several factors, but higher traffic volumes and speeds on these roads are the primary factors. The intersection at State Road 37 & W 3rd St topped the list, followed by State Road 37 & W Bloomfield Rd then State Road 46 & E 3rd St. Because these intersections continue to exhibit high numbers of crashes from year to year, safety analysis and possible improvements should be considered. Locations that show a high number of crashes, but do not involve state managed highways, should also be considered for safety improvements through the MPO's Highway Safety Improvement Program (Table A1).

The leading cause of crashes during the study period was once again failure to yield right of way with 2,497 incidents (Table 3). Other leading causes include following too closely, reaction to other driver behaviors, and unsafe backing. These causes can be addressed through law enforcement and education efforts as well as through physical improvements. Running off the right side of the road and speeding in adverse weather present opportunities for physical safety improvements, such as guard rails, rumble strips, and interactive signage. These types of improvements should be explored further to reduce crashes.

Bicycle and pedestrian crashes are an important consideration due to a relatively high number of non-motorized trips in the area, and the sensitivity to injury of individuals using these modes. It is well understood that when compared to other types of crashes, those involving bicyclists and pedestrians are much more likely to result in a fatality or incapacitating injury. Therefore, reducing the frequency of these crashes is a priority. The intersection of E 7th St & Jordan Ave had the highest number of bicycle crashes, and warrants further investigation.

Introduction

Mobility continues to be a defining aspect of life in the United States and around the world. Investment in transportation infrastructure has led to new opportunities for trade, travel, recreation, relocation, and economic growth. The BMCMPO receives approximately $3.1 million per year of federal transportation funding allocated from the Indiana Department of Transportation to invest in our local transportation network. Despite this continued investment, the effectiveness of our transportation system is undermined by human, economic, and financial costs attributable to motor vehicle crashes.

Motor vehicle crashes are a significant cause of death, injury, property loss and productivity loss in the United States. Data for 2012 shows that unintentional accidents were the 5th leading cause of death overall, and of the 127,792 total unintentional accident-related deaths reported, 38,251 (30%) are attributed to transportation.[1] While it may not be possible to completely eliminate motor vehicle crashes, gaining a better understanding of their causes can help transportation planners and engineers reduce their frequency and severity. This report attempts to characterize the motor vehicle crashes in Monroe County, Indiana, providing the basis for informed transportation policies and infrastructure investments.

The annual Crash Reports demonstrate that motor vehicle crashes contribute to a significant loss of life, property, and productivity in Monroe County. Through continued efforts in crash reporting and analysis, a better understanding of crash trends will be attained. From this information, targeted infrastructure investments should further improve safety on roads within the county. Therefore, the purpose of this report is twofold. First, the report provides a consistent and straightforward means to disseminate annual crash data which can be utilized by any interested individual or organization. Second, the report provides another tool for civil engineers, transportation planners, and local policy makers to use when considering mitigation strategies aimed to reduce the frequency and severity of transportation related crashes. Specifically, the Indiana Department of Transportation and the BMCMPO require Local Public Agencies (LPAs) to use crash data as part of the Highway Safety Improvement Program (HSIP). This program provides federal funding to target areas with high incidences of crashes. It is the overall goal of HSIP to reduce the number of fatal and incapacitating injury crashes. Through annual reporting and analysis, effective mitigation strategies can be implemented to further curtail crashes within Monroe County.

This report focuses on a three year period from 2011 to 2013. By focusing on a longer time horizon, random variations in annual crashes do not unduly influence the trends reported. For instance, annual variations in bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location-specific crashes can be significant, even though there may not be an actual change in the likelihood of those crashes. By using a three-year window, identified trends are more likely to be meaningful. However, results from 2013 alone are often highlighted to provide a snapshot of the most recent year.

[1] Centers for Disease Control, National Center for Health Statistics. National Vital Statistics Reports – Deaths: Final Data for 2012. Volume 63, Number 9. http://www.cdc.gov/nchs/data/nvsr/nvsr63/nvsr63_09.pdf. Accessed on September 17, 2015.

Methodology and Data Considerations

The data for the Bloomington/Monroe County Crash Report originates from the "Automated Report and Information Exchange System" (ARIES) of the Indiana State Police. This system contains crash data from police reports since 2003. The police report data is organized by collisions, units (vehicles), and individuals. These entities are related to one another by a field in each table (Master Record Number), but can also be analyzed independently. It is possible to retrieve information regarding collisions (e.g., where and when did the greatest number of crashes occur?), vehicles involved (e.g., how many crashes involved bicycles?), and individuals involved (e.g., how old were the crash victims?). It is also possible to perform more complex analyses using attributes from each of these entities (e.g., which location had the most elderly crash victims?).

As with any database, the validity of conclusions resulting from the data is contingent upon accurate and complete data entry. Lack of information from hit-and-run collisions, confusion surrounding alternate names of roads (e.g., Country Club Drive, Winslow Road), misspelled or mis-entered street names, GPS errors, and incomplete data entry undoubtedly introduce some error into the results of this report. Therefore, results should not be interpreted rigidly.

A significant effort was made to correct data errors and validate results. It is important to note that the methodology was improved for this report. Consequently, some minor inconsistencies may be evident when comparing crash reports from different years. Therefore, it should be understood that the most recently issued crash report reflects the best and most accurate crash information. Regardless of methodological changes and slight differences between reports, the overall findings of this report are consistent with those of past years.

Collisions were categorized for analysis based on the type and severity of the crash. If the crash included a moped, motorcycle, bus, bicyclist or pedestrian, it was classified as a "moped/motorcycle", "bus", "bicycle" or "pedestrian" crash, accordingly, regardless of the number of vehicles involved. If the crash involved only motor vehicles, the "crash type" classification was based on the number of cars: one car, two cars, or three or more cars. The "severity" classification of a collision was based on the most severe injury that resulted from the crash. For example, if a crash resulted in a fatality as well as a non-incapacitating injury, the severity of the crash was classified as "Fatal Injury." Most data methods used in the report are self-explanatory.

Collisions were analyzed using available geographic, road inventory, and traffic count data. Individual crashes were located based on the reported geographic coordinates, which were available for more than 94% of all records. A crash frequency was determined for each intersection by tabulating the total number of crashes that occurred within a 250-ft radius of the center of the intersection. Crash rates were determined from available traffic counts conducted by the City of Bloomington, Monroe County, and the Indiana Department of Transportation, utilizing standard adjustments and engineering judgment as necessary.

When reading the report, it is important to understand the distinction between "crashes" and "individuals." The term "crash" is used when the characteristics of the crash itself are under consideration, whereas the terms "individual" and "fatality" are used when the focal point is the people involved. For example, the "Fatal Injury" column of Table 1 ("Crash by Type and Severity, 2011-2013") shows how many crashes resulted in a fatal injury in 2011, but it would be incorrect to interpret this column as the number of fatalities in 2011, since more than one fatality can result from a single crash.

Analysis

Crash Characteristics

This section provides a summary of crash characteristics in Monroe County, including the type and severity of crashes from 2011-2013. These factors reflect trends in the overall safety of the transportation system.

In 2011, a total of 3,914 motor vehicle crashes were reported in Monroe County (Table 1). Of these, nine resulted in one or more fatalities, while sixty-two caused incapacitating injuries. For the vast majority of crashes (3,074), no injuries were reported. Two-car crashes were the most common, comprising 68% of the total. One-car crashes and those involving three or more cars were also common, accounting for 20% and 6% of total crashes reported, respectively. Crashes involving a pedestrian, cyclist, moped/motorcycle, or bus were much less frequent.

Crashes types vary widely in the likelihood resulting injury. As shown in Figure 1, crashes involving a pedestrian, cyclist, moped/motorcycle were much more likely to involve injury than other types of crashes. Figure 2 shows that these three crash types account for just 5% of all crashes, but 21% of all injuries.

Table 1. Crashes by Type and Severity, 2011-2013

	Crash Type	Severity				Annual Total	Percent of Annual
		Fatal Injury	Incapacitating Injury	Non-incapacitating	No injury/unknown		
2011	One car	3	13	123	652	791	20.2%
	Two car	3	17	428	2194	2642	67.5%
	Three or more cars	0	6	71	146	223	5.7%
	Bus	0	0	2	55	57	1.5%
	Bicycle	0	3	34	4	41	1.0%
	Moped/Motorcycle	3	13	48	19	83	2.1%
	Pedestrian	0	10	63	4	77	2.0%
	Total	**9**	**62**	**769**	**3074**	**3914**	**100.0%**
	Percent of Annual Total	**0.2%**	**1.6%**	**19.6%**	**78.5%**	**100.0%**	
2012	One car	4	18	136	660	818	19.4%
	Two car	1	32	462	2359	2854	67.6%
	Three or more cars	1	5	91	135	232	5.5%
	Bus	0	1	4	75	80	1.9%
	Bicycle	0	5	51	10	66	1.6%
	Moped/Motorcycle	2	19	65	25	111	2.6%
	Pedestrian	1	10	45	6	62	1.5%
	Total	**9**	**90**	**854**	**3270**	**4223**	**100.0%**
	Percent of Annual Total	**0.2%**	**2.1%**	**20.2%**	**77.4%**	**100.0%**	
2013	One car	0	20	118	700	838	20.7%
	Two car	1	35	381	2351	2768	68.2%
	Three or more cars	2	7	75	134	218	5.4%
	Bus	0	0	2	56	58	1.4%
	Bicycle	0	2	35	9	46	1.1%
	Moped/Motorcycle	1	10	50	16	77	1.9%
	Pedestrian	0	5	45	3	53	1.3%
	Total	**4**	**79**	**706**	**3269**	**4058**	**100.0%**
	Percent of Annual Total	**0.1%**	**1.9%**	**17.4%**	**80.6%**	**100.0%**	
3-Year	**Total**	**22**	**231**	**2329**	**9613**	**12195**	
	Percent of 3-Year Total	**0.2%**	**1.9%**	**19.1%**	**78.8%**	**100.0%**	

Figure 1. Crash Type by Severity, 2011-2013

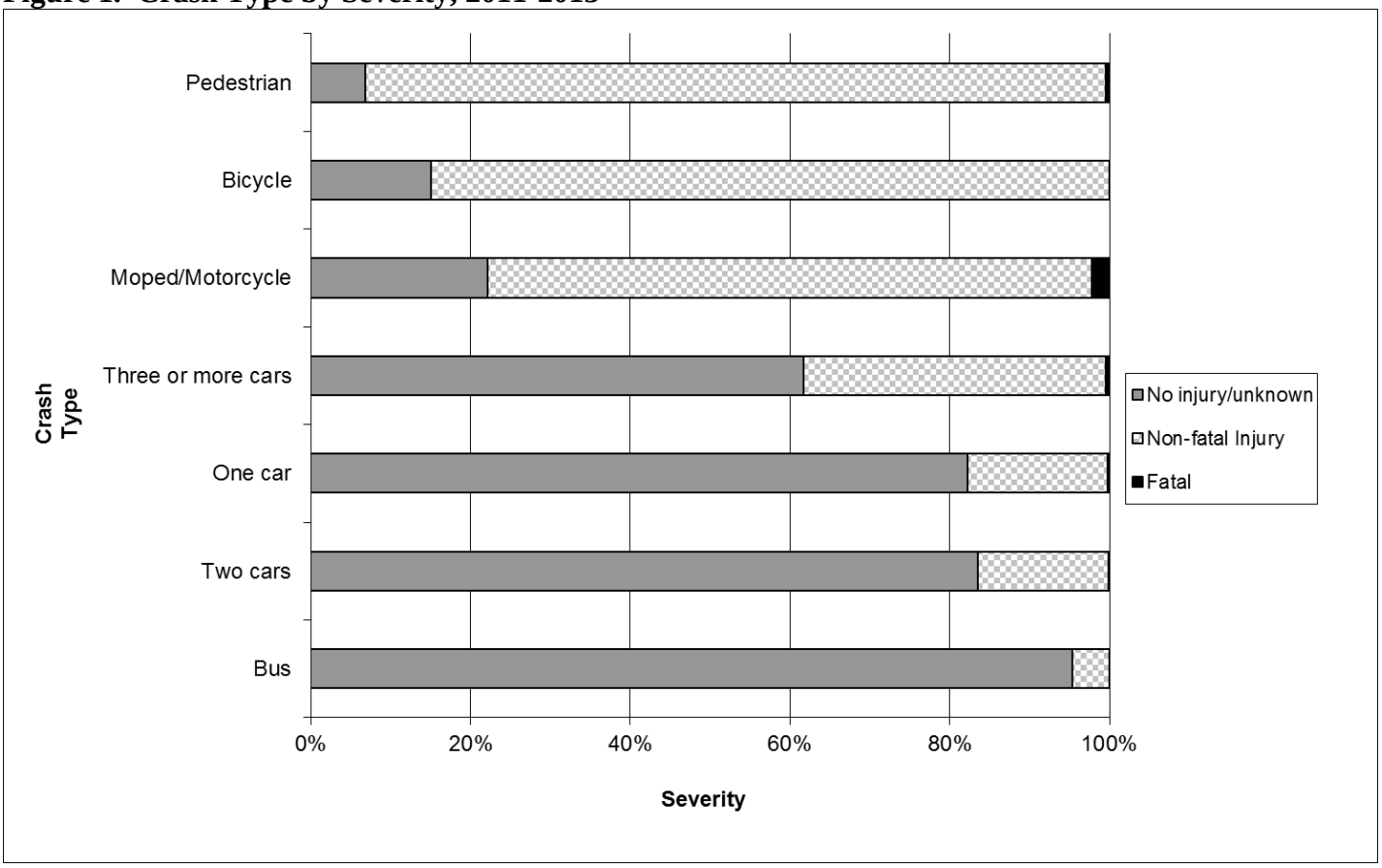
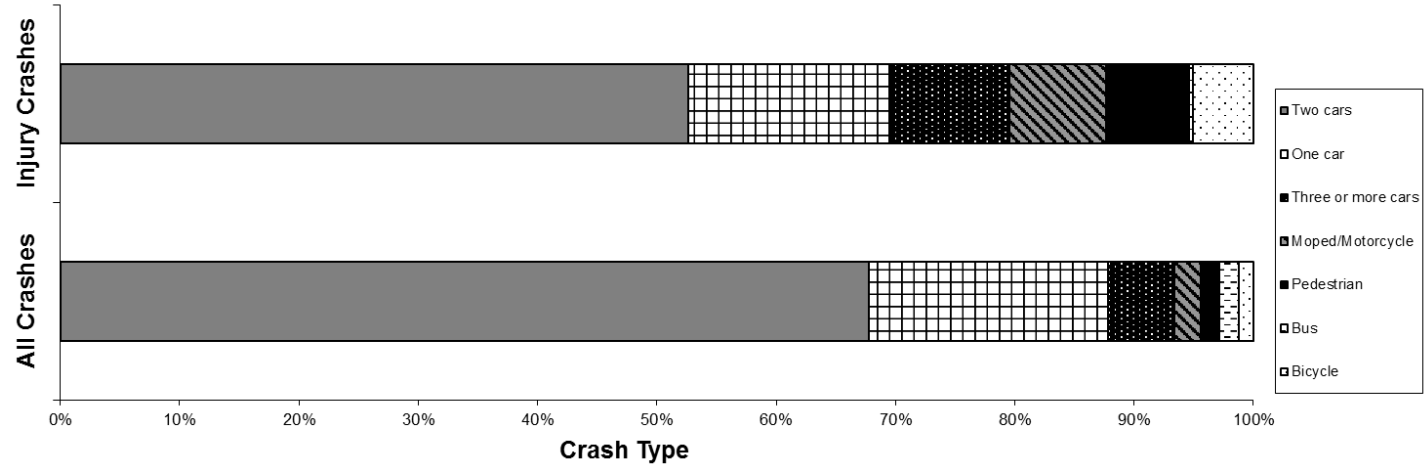


Figure 2. Crash Type by Severity, 2011-2013



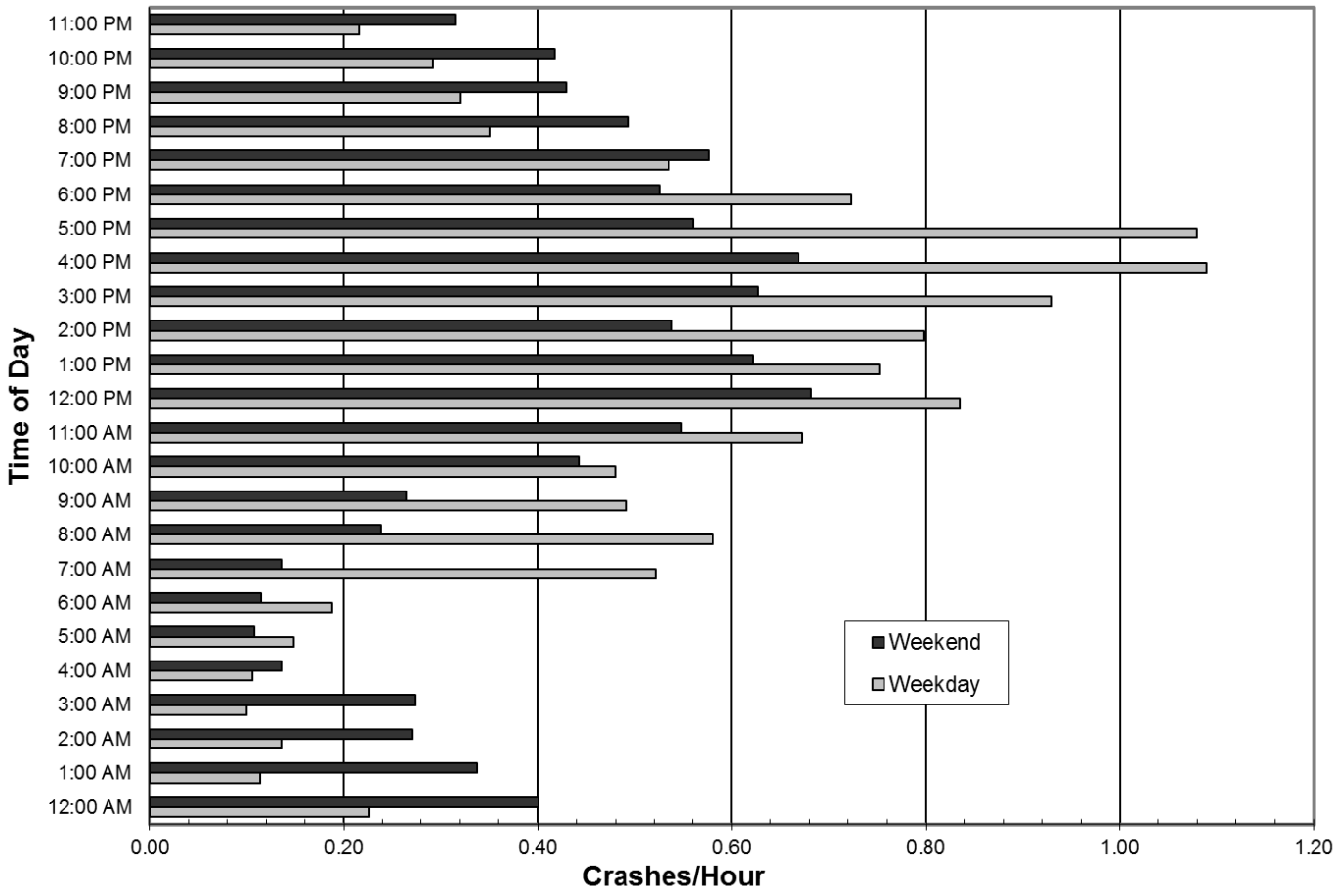
Time of Crashes

This section summarizes the number of crashes by hour and day. Information relating to the timing of crashes can be used by law enforcement agencies and emergency responders for planning purposes. Additionally, decision makers may use this information in an attempt to reduce peak crash times.

On weekdays, the number of crashes typically peaked in conjunction with the morning rush hour, 7:00 AM to 9:00 AM, and then increased gradually throughout the day until peaking again in conjunction with the evening rush hour, 4:00 PM to 6:00 PM. The late afternoon was the most likely time for a crash to occur, with more than one per hour.

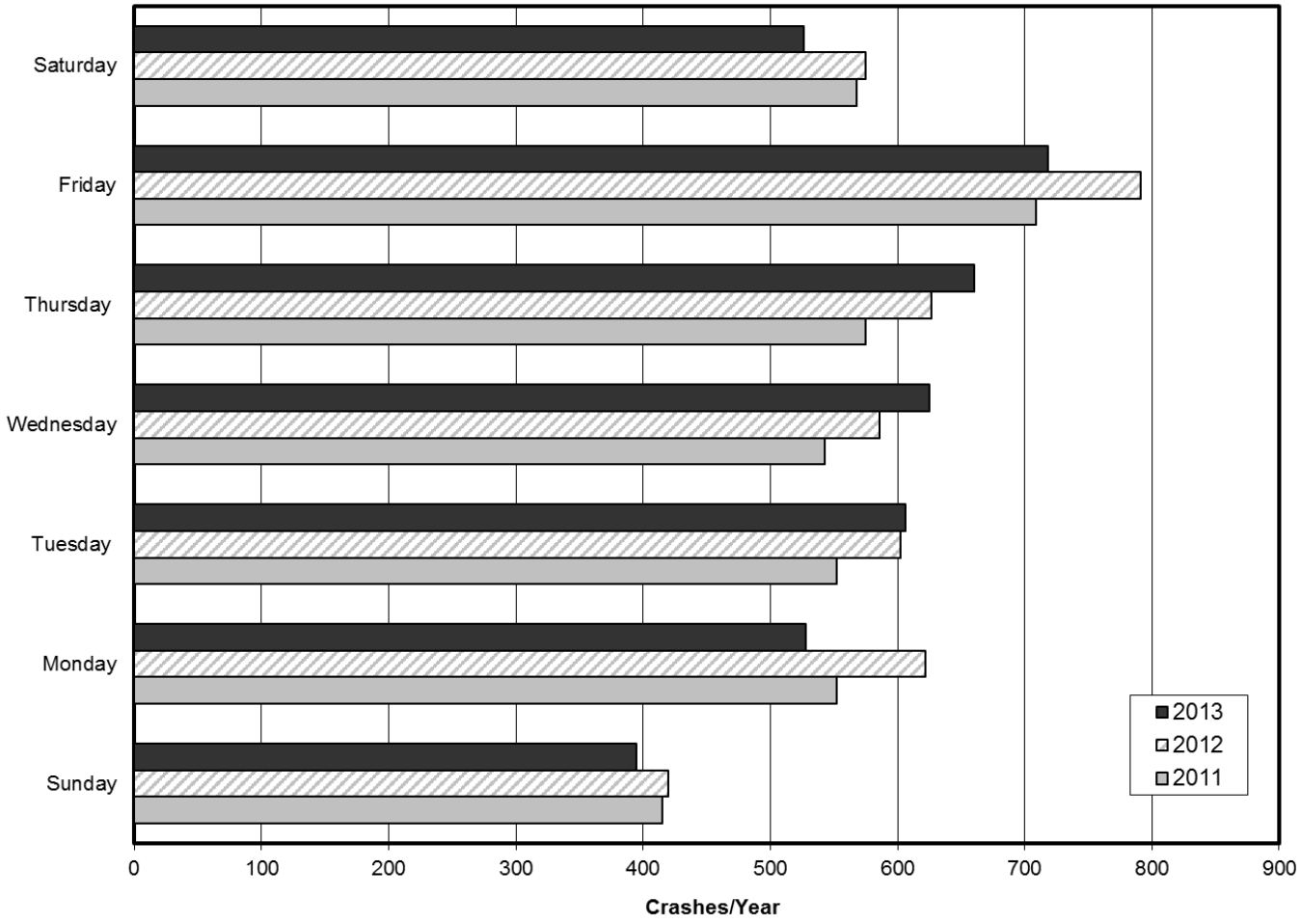
The hourly distribution of crashes for the weekend was less varied than for the work week. Crashes in the late evening and early morning were much more common during the weekend, and rush hour peaks were not as prevalent as on weekdays. During the study period, a greater number of crashes occurred on Fridays than on any other day and the fewest crashes occurred on Sundays (Figure 4).

Figure 3. Crashes by Time of Day, 2011-2013 [2]



[2] Hours shown represent the beginning of the hour. For example, "12:00 AM" represents the time period from 12:00 AM to 12:59 AM.

Figure 4. Crashes by Day of Week, 2011-2013



Crash Locations

This section addresses the spatial distribution of crashes in Monroe County in order to highlight problematic intersections. Two methods are used. First, all of the intersections in Monroe County are ordered based on crash frequency, or the total number of crashes that occurred at each location over the 3-year period. The top 50 intersections in Monroe County with the highest crash frequency are listed in Table 2. Second, the highest frequency crash locations are ranked based on crash rate, or the total number of crashes divided by the total number of entering vehicles over the time period (Table 3). Third, the highest frequency crash locations are ranked based on the overall severity of crashes that occurred at each location. Analyzing crash frequency, crash rates, and crash severity can help transportation planners, engineers, and officials to identify locations that may have hazardous geometric or operational deficiencies.

In the most recent year, 2013, the intersection with greatest crash number of crashes was State Road 37 & W 3rd St, where 36 crashes were reported (Table 2). This same intersection had the greatest number crashes during the period from 2011 to 2013, with 112 reported crashes. The highest frequency crash locations have remained consistent over time, with 88% of the locations in Table 2 having appeared in the previous year's analysis, covering the period 2010 to 2012.

However, locations with a high crash total are not necessarily more hazardous than locations with a lower crash total. To account for the effect of traffic volume on the total number of crashes at a particular location, a normalized crash rate was calculated for each of the intersections in Table 2 (Table 3)[3]. The latest available traffic counts from INDOT, the City of Bloomington, and Monroe County were used to estimate the number of vehicles entering the intersection over the time period[4]. During the period from 2011 to 2013, the intersection with the greatest crash rate according to this analysis was State Road 45 & S Gillham Dr.

Finally, some locations may be prone to serious crashes that lead to personal injury and loss of life. To compare crash locations based on the seriousness of the crashes that occur there, fatal and personal injury crashes can be weighted relative to crashes that led to property damage only. A standard weighting scale was used to calculate a severity number for each of the intersections in Table 2 (Table 4)[5]. During the period from 2011 to 2013, the intersection with the greatest severity number was State Road 37 & W 3rd St, followed by State Road 37 & W Bloomfield Rd.

The methodology used in this report does not help identify locations which have a higher than expected crash total, crash rate, or severity index. Therefore, future reports should consider comparing intersections with similar operating characteristics. Additionally, a method to calculate a crash rate for every intersection in the network should be explored. These additional analyses will further aid transportation planners, engineers, and officials in effectively identifying hazardous locations, and securing funding to fix them.

[3] Crash Rate = N / ((Intersection_AADT) * 3 years * 365 days * 10^-6),
where N = total number of crashes from 2011 to 2013, and
where Intersection_AADT = sum of average annual daily traffic entering the intersection

[4] Traffic counts from obtained from the best available state and local sources.

[5] Severity Number = (Fatal Crashes * 12) + (Incapacitating Injury Crashes * 6) + (Non-Incapacitating Injury Crashes *3) + (Property Damage Only Crashes)

Table 2. Top 50 Crash Locations by Crash Total, 2011-2013

Crash Frequency Rank	Previous Rank	Intersection	Juris-diction	Year			3-Year Total
				2010	2012	2013	
1	2	State Road 37 & W 3rd St	IN	32	44	36	**112**
2	1	State Road 37 & W Bloomfield Rd	IN	36	35	32	**103**
3	3	State Road 46 & E 3rd St	IN	35	35	26	**96**
4	6	State Road 45/46 Bypass & E 10th St	IN	25	35	28	**88**
5	3	State Road 46 & Pete Ellis Dr	IN	21	34	25	**80**
6	5	State Road 46 & S Kingston Dr	IN	18	43	16	**77**
7	12	State Road 45 & S Gillham Dr	IN	24	26	26	**76**
8	6	State Road 45/46 Bypass & N College Ave/N Walnut St	IN	29	17	16	**62**
8	9	State Road 45 & S Liberty Dr	IN	15	24	23	**62**
10	8	State Road 45 & S Curry Pike/S Leonard Springs Rd	IN	25	22	13	**60**
11	20	E 10th St & N Union St	COB	21	15	23	**59**
11	12	State Road 37 & W Vernal Pike	IN	20	17	22	**59**
13	10	W 3rd St & S College Ave	COB	17	24	13	**54**
13	16	State Road 45/46 Bypass & N Kinser Pike	IN	21	18	15	**54**
15	22	E 17th St & N Jordan Ave	COB	25	8	20	**53**
16	9	State Road 48 & S Liberty Dr	IN	21	17	13	**51**
16	18	E 3rd St & S Jordan Ave	COB	22	12	17	**51**
18	12	W 10th St & N College Ave	COB	17	21	12	**50**
19	17	State Road 48 & S Gates Dr	IN	20	13	15	**48**
20	28	State Road 45 & N Pete Ellis Dr/N Range Rd	IN	11	18	17	**46**
21	35	E 3rd St & S Fess Ave	COB	12	13	19	**44**
21	25	W Kirkwood Ave & N Walnut St	COB	12	18	14	**44**
21	32	W 4th St & S Walnut St	COB	12	14	18	**44**
24	24	W 3rd St & N Walnut St	COB	10	22	10	**42**
25	-	State Road 48 & N Curry Pike	IN	7	17	17	**41**
25	19	State Road 46 & S Smith Rd	IN	15	17	9	**41**
27	15	W 3rd St & S Cory Ln	COB	24	10	6	**40**
27	25	W 7th St & N Walnut St	COB	12	12	16	**40**
27	-	E 3rd St & S Swain Ave	COB	10	10	20	**40**
27	39	W Kirkwood Ave & N Rogers St	COB	12	16	12	**40**
27	28	W 2nd St & S College Ave	COB	12	15	13	**40**
32	21	State Road 37 & W Tapp Rd	IN	11	11	17	**39**
32	45	S Walnut St & W Country Club Dr/E Winslow Rd	COB	10	16	13	**39**
34	39	S Walnut Street Pike & E Winslow Rd	COB	10	13	15	**38**
35	38	E 10th St & N Sunrise Dr	COB	11	12	14	**37**
35	45	E 10th St & N Woodlawn Ave	COB	11	9	17	**37**
35	22	E 10th St & N Fee Ln	COB	15	10	12	**37**
35	32	E Rhorer Rd & S Walnut Street Pike	MC	12	16	9	**37**
39	31	E 3rd St & S Woodlawn Ave	COB	16	11	9	**36**
39	28	E 3rd St & S Washington St	COB	12	13	11	**36**
41	37	E 10th St & N Jefferson St	COB	12	16	7	**35**
41	25	E 10th St & N Jordan Ave	COB	10	15	10	**35**
41	-	E 2nd St & S College Mall Rd	COB	10	12	13	**35**
44	32	W 17th St & N Kinser Pike/N Madison St	COB	15	10	9	**34**
44	43	E 17th St & N Dunn St	COB	18	10	6	**34**
44	35	E 3rd St & S Highland Ave	COB	10	14	10	**34**
44	-	State Road 45/46 Bypass & E 17th St	IN	13	9	12	**34**
44	39	W 7th St & N College Ave	COB	7	15	12	**34**
49	-	E 3rd St & S Grant St	COB	10	11	12	**33**
50	50	E 13th St & N Indiana Ave	COB	11	10	10	**31**
50	45	E 7th St & N Jordan Ave	COB	13	12	6	**31**
50	-	State Road 46 & N Union Valley Rd	IN	12	10	9	**31**

Table 3. Top 50 Crash Locations by Crash Rate, 2011-2013

Crash Rate Rank	Crash Frequency Rank	Intersection	Jurisdiction	3-Year Total	Crashes per Million Entering Vehicles
1	7	State Road 45 & S Gillham Dr	IN	76	4.53
2	6	State Road 46 & S Kingston Dr	IN	77	3.53
3	11	E 10th St & N Union St	COB	59	2.97
4	2	State Road 37 & W Bloomfield Rd	IN	103	2.94
5	5	State Road 46 & Pete Ellis Dr	IN	80	2.86
6	1	State Road 37 & W 3rd St	IN	112	2.73
7	18	W 10th St & N College Ave	COB	50	2.70
8	27	E 3rd St & S Swain Ave	COB	40	2.70
9	21	E 3rd St & S Fess Ave	COB	44	2.66
10	35	E 10th St & N Sunrise Dr	COB	37	2.57
11	41	E 10th St & N Jefferson St	COB	35	2.53
12	50	E 13th St & N Indiana Ave	COB	31	2.51
13	4	State Road 45/46 Bypass & E 10th St	IN	88	2.44
14	50	E 7th St & N Jordan Ave	COB	31	2.36
15	3	State Road 46 & E 3rd St	IN	96	2.27
16	35	E Rhorer Rd & S Walnut Street Pike	MC	37	2.23
16	44	E 3rd St & S Highland Ave	COB	34	2.21
16	15	E 17th St & N Jordan Ave	COB	53	2.11
19	39	E 3rd St & S Woodlawn Ave	COB	36	2.09
20	34	S Walnut Street Pike & E Winslow Rd	COB	38	2.01
21	21	W 4th St & S Walnut St	COB	44	1.95
22	16	E 3rd St & S Jordan Ave	COB	51	1.92
23	21	W Kirkwood Ave & N Walnut St	COB	44	1.89
24	35	E 10th St & N Woodlawn Ave	COB	37	1.84
25	44	E 17th St & N Dunn St	COB	34	1.78
26	27	W 7th St & N Walnut St	COB	40	1.67
27	20	State Road 45 & N Pete Ellis Dr/N Range Rd	IN	46	1.65
28	8	State Road 45 & S Liberty Dr	IN	62	1.63
28	39	E 3rd St & S Washington St	COB	36	1.61
30	44	W 17th St & N Kinser Pike/N Madison St	COB	34	1.60
31	13	W 3rd St & S College Ave	COB	54	1.59
32	27	W 3rd St & S Cory Ln	COB	40	1.50
33	25	State Road 46 & S Smith Rd	IN	41	1.50
34	27	W Kirkwood Ave & N Rogers St	COB	40	1.47
35	8	State Road 45/46 Bypass & N College Ave/N Walnut St	IN	62	1.46
36	49	E 3rd St & S Grant St	COB	33	1.42
37	44	W 7th St & N College Ave	COB	34	1.41
38	27	W 2nd St & S College Ave	COB	40	1.40
38	10	State Road 45 & S Curry Pike/S Leonard Springs Rd	IN	60	1.39
40	35	E 10th St & N Fee Ln	COB	37	1.37
40	13	State Road 45/46 Bypass & N Kinser Pike	IN	54	1.35
42	16	State Road 48 & S Liberty Dr	IN	51	1.31
43	11	State Road 37 & W Vernal Pike	IN	59	1.24
44	41	E 10th St & N Jordan Ave	COB	35	1.22
45	41	E 2nd St & S College Mall Rd	COB	35	1.19
46	24	W 3rd St & N Walnut St	COB	42	1.16
47	19	State Road 48 & S Gates Dr	IN	48	1.16
48	32	S Walnut St & W Country Club Dr/E Winslow Rd	COB	39	1.07
49	44	State Road 45/46 Bypass & E 17th St	IN	34	1.05
50	25	State Road 48 & N Curry Pike	IN	41	0.98
51	32	State Road 37 & W Tapp Rd	IN	39	0.82
52	50	State Road 46 & N Union Valley Rd	IN	31	0.78

Table 4. Top 50 Crash Locations by Crash Severity, 2011-2013

Crash Severity Rank	Intersection	Juris-diction	Fatality	Incapacitating	Minor Injury	Property Damage Only	Severity Number
1	State Road 37 & W 3rd St	IN	0	2	27	83	**176**
2	State Road 37 & W Bloomfield Rd	IN	0	0	34	69	**171**
3	State Road 46 & E 3rd St	IN	0	0	15	81	**126**
4	State Road 45/46 Bypass & E 10th St	IN	0	1	16	71	**125**
5	State Road 46 & S Kingston Dr	IN	0	0	21	56	**119**
6	State Road 46 & Pete Ellis Dr	IN	0	1	12	67	**109**
7	State Road 37 & W Vernal Pike	IN	0	4	13	42	**105**
8	State Road 45 & S Gillham Dr	IN	1	0	3	72	**93**
8	State Road 45/46 Bypass & N College Ave/N Walnut St	IN	0	1	13	48	**93**
8	State Road 45 & S Curry Pike/S Leonard Springs Rd	IN	0	1	14	45	**93**
8	State Road 45/46 Bypass & N Kinser Pike	IN	1	0	14	39	**93**
12	W 3rd St & S College Ave	COB	0	2	12	40	**88**
13	State Road 45 & S Liberty Dr	IN	0	0	12	50	**86**
14	W 3rd St & S Cory Ln	COB	0	1	19	20	**83**
15	S Walnut St & W Country Club Dr/E Winslow Rd	COB	0	2	16	21	**81**
16	State Road 48 & S Liberty Dr	IN	0	0	14	37	**79**
16	W Kirkwood Ave & N Walnut St	COB	0	3	10	31	**79**
18	E 10th St & N Union St	COB	0	1	7	51	**78**
18	E 3rd St & S Jordan Ave	COB	0	1	11	39	**78**
20	State Road 45 & N Pete Ellis Dr/N Range Rd	IN	0	0	14	32	**74**
21	State Road 46 & S Smith Rd	IN	0	0	16	25	**73**
22	W 10th St & N College Ave	COB	0	0	10	40	**70**
23	State Road 48 & N Curry Pike	IN	0	2	9	30	**69**
23	W Kirkwood Ave & N Rogers St	COB	0	1	12	27	**69**
23	E 7th St & N Jordan Ave	COB	0	2	14	15	**69**
26	E 3rd St & S Fess Ave	COB	0	0	11	33	**66**
27	E 17th St & N Jordan Ave	COB	0	0	5	48	**63**
28	State Road 48 & S Gates Dr	IN	0	0	7	41	**62**
29	W 3rd St & N Walnut St	COB	0	1	7	34	**61**
29	W 17th St & N Kinser Pike/N Madison St	COB	0	1	11	22	**61**
31	W 2nd St & S College Ave	COB	0	0	9	31	**58**
31	S Walnut Street Pike & E Winslow Rd	COB	0	0	10	28	**58**
31	E 10th St & N Woodlawn Ave	COB	0	1	8	28	**58**
34	E 2nd St & S College Mall Rd	COB	0	0	11	24	**57**

Crash Severity Rank	Intersection	Juris-diction	Fatal	Incapacitating	Personal Injury	Property Damage Only	Severity Number
34	State Road 45/46 Bypass & E 17th St	IN	0	1	9	24	**57**
34	State Road 46 & N Union Valley Rd	IN	0	2	8	21	**57**
37	State Road 37 & W Tapp Rd	IN	0	1	6	32	**56**
37	E Rhorer Rd & S Walnut Street Pike	MC	0	1	7	29	**56**
37	E 3rd St & S Washington St	COB	0	0	10	26	**56**
40	E 3rd St & S Swain Ave	COB	0	0	7	33	**54**
41	W 4th St & S Walnut St	COB	0	0	4	40	**52**
41	W 7th St & N Walnut St	COB	0	0	6	34	**52**
43	W 7th St & N College Ave	COB	0	0	8	26	**50**
43	E 3rd St & S Grant St	COB	0	1	6	26	**50**
45	E 10th St & N Fee Ln	COB	0	0	6	31	**49**
45	E 10th St & N Jordan Ave	COB	0	0	7	28	**49**
47	E 13th St & N Indiana Ave	COB	0	0	8	23	**47**
48	E 10th St & N Jefferson St	COB	0	1	3	31	**46**
48	E 3rd St & S Highland Ave	COB	0	0	6	28	**46**
50	E 10th St & N Sunrise Dr	COB	0	0	4	33	**45**
51	E 3rd St & S Woodlawn Ave	COB	0	0	4	32	**44**
52	E 17th St & N Dunn St	COB	0	0	3	31	**40**

Crash Factors

This section summarizes the primary crash factors from 2011 to 2013. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. For instance, unsafe speeds can be addressed by traffic enforcement and road design, while the tendency of motorists to drive off the road can be mitigated with a guardrail or rumble strips. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol.

Table 5 shows the top 10 primary crash factors for 2011-2013, which account for over three-quarters of total crashes. Failure to yield right of way was once again the most common cause of crashes, contributing to nearly 2,500 crashes from 2011 to 2013. Following too closely and unsafe backing were also significant crash factors.

Table 5. Top 10 Primary Crash Factors by Severity, 2011-2013

Rank	Primary Factor	Severity				3-Year Total
		Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	No Injury/ Unknown	
1	Failure To Yield Right Of Way	3	56	651	1787	**2,497**
2	Following Too Closely	1	23	478	1439	**1,941**
3	Unsafe Backing	0	2	28	1258	**1,288**
4	Other	1	18	136	832	**987**
5	Ran Off Road Right	6	37	204	651	**898**
6	Speed Too Fast For Weather Conditions	0	8	95	410	**513**
7	Animal/object In Roadway	0	5	34	450	**489**
8	Disregard Signal/Reg Sign	0	18	158	277	**453**
9	Improper Turning	0	3	31	417	**451**
10	Unsafe Lane Movement	0	3	35	346	**384**

Fatalities

This section provides a focused look at motor vehicle fatalities in Monroe County from 2011 to 2013. As with previous sections, the material presented here can be useful for enforcement, education, and decision-making.

In 2013 there were four fatalities in Monroe County (Table 6). Of these, two resulted from crashes involving three or more vehicles, one resulted from a two-car crash, and one from crash involving a moped or motorcycle. Over the period from 2011 to 2013, the average annual number of fatalities per 100,000 residents was 5.7 for Monroe County. This figure is well below the U.S. average of 10.63 fatalities per 100,000 people for 2010[6].

An investigation of the causal factors leading to fatal crashes shows that running off the road to the right and veering left of the centerline are the most common cause of crashes leading to a fatality (Table 7).

Table 6. Fatalities by Crash Type, 2011-2013

Year	Crash Type						Total	Fatalities per 100,000 Population
	One car	Two cars	Three cars or more	Moped and Motorcycle	Bicycle	Pedestrian		
2011	3	3	0	3	0	0	**9**	**6.4**
2012	6	1	1	2	0	1	**11**	**6.4**
2013	0	1	2	1	0	0	**4**	**2.8**
Total	**7**	**5**	**3**	**6**	**0**	**1**	**24**	**5.7**

Table 7. Top Primary Crash Factors for Fatal Crashes, 2011-2013

Rank	Primary Factor	Fatal Injury	% of Total
1	Ran Off Road Right	6	**27%**
2	Left Of Center	6	**27%**
3	Failure To Yield Right Of Way	3	**14%**
4	Unsafe Speed	2	**9%**
5	Pedestrian Action	1	**5%**
6	Following Too Closely	1	**5%**
7	Improper Lane Usage	1	**5%**
8	Overcorrecting/Oversteering	1	**5%**
9	Other	1	**5%**
	Total	**22**	**100%**

[6] U.S. Department of Transportation, National Center for Statistics & Analysis. Fatality Analysis Reporting System, Web-Based Encyclopedia. http://www-fars.nhtsa.dot.gov/ Accessed on April 12, 2013

Fatal Crash Locations

This section summarizes the locations for crashes that resulted in fatalities. From 2011 to 2013, there were 22 fatal crashes, which resulted in 24 fatalities. The locations of these fatal crashes are identified in Table 8. Location information will aid transportation planners and engineers to identify problematic locations. Fatalities are a major factor in determining HSIP funding eligibility (see the Table A1 in the appendix for more information).

Table 8. Fatal Crash Locations by Type, 2011-2013

Location	Juris-diction	Total Deaths	Number of Crashes				
			One Car	Two Cars	Three or More Cars	Moped or Motorcycle	Pedestrian
E Moores Pike & S Olcott Blvd	COB	1	0	0	0	1	0
E Rhorer Rd & S Nimit Dr	MC	1	0	0	0	0	1
N Dunn St & N Old State Road 37	COB	1	0	0	0	1	0
N Kinser Pike & W Rosewood Dr	COB	1	1	0	0	0	0
Old State Road 37 & S E Rhorer Rd	MC	1	1	0	0	0	0
S Fairfax Rd & E Schacht Rd	MC	1	0	1	0	0	0
S Victor Pike from W Fluck Mill Rd to W Tramway Rd	MC	3	1	0	0	0	0
State Road 37 & W Wayport Rd	IN	1	0	1	0	0	0
State Road 37 From E Zikes Rd To E Smithville Rd	IN	1	0	0	0	1	0
State Road 37 From W Simpson Chapel Rd To S Lee Paul Rd	IN	1	1	0	0	0	0
State Road 446 & E Chandler Rd	IN	1	0	0	0	1	0
State Road 446 from E Allens Creek Rd to S Chapel Hill Rd	IN	1	0	1	0	0	0
State Road 446 From Moores Pk To Old State Road 446	IN	1	1	0	0	0	0
State Road 45 & S Gillham Rd	IN	1	0	1	0	0	0
State Road 45 & W Sparks Rd	IN	1	1	0	0	0	0
State Road 45 from S Breeden Rd to E Church Rd (Greene County)	IN	1	0	0	1	0	0
State Road 45 from S Breeden Rd to S Burch/Stanford Rd	IN	1	0	0	1	0	0
State Road 45 from S Darrell Dr to S Dunlap Rd	IN	1	0	0	0	1	0
State Road 45/46 Bypass & Kinser Pike	IN	1	0	0	1	0	0
State Road 46 Fom E Kent Rd To N Brummetts Creek Rd	IN	1	0	1	0	0	0
State Road 48 from W Vernal Pike to W State Road 43	IN	1	0	0	0	1	0
W Popcorn Rd from S Rockport Rd to S Ketcham Rd	MC	1	1	0	0	0	0

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2011 to 2013. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, data from the 2011 American Community Survey indicates that 5.2% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 16.6% walk[7]. The combined walking and biking commute rate ranks 2nd among U.S. cities with a population of greater than 65,000 people[8]. However, as described in this report, individuals using these modes of transportation are particularly vulnerable to injury.

In 2013, there were 46 reported crashes involving a cyclist and 53 involving a pedestrian (Table 1). This included five pedestrian and two bicycle crashes that resulted in incapacitating injuries. During the period from 2011 to 2013, 345 pedestrian and bicycle crashes were reported, resulting in one pedestrian fatalityS.

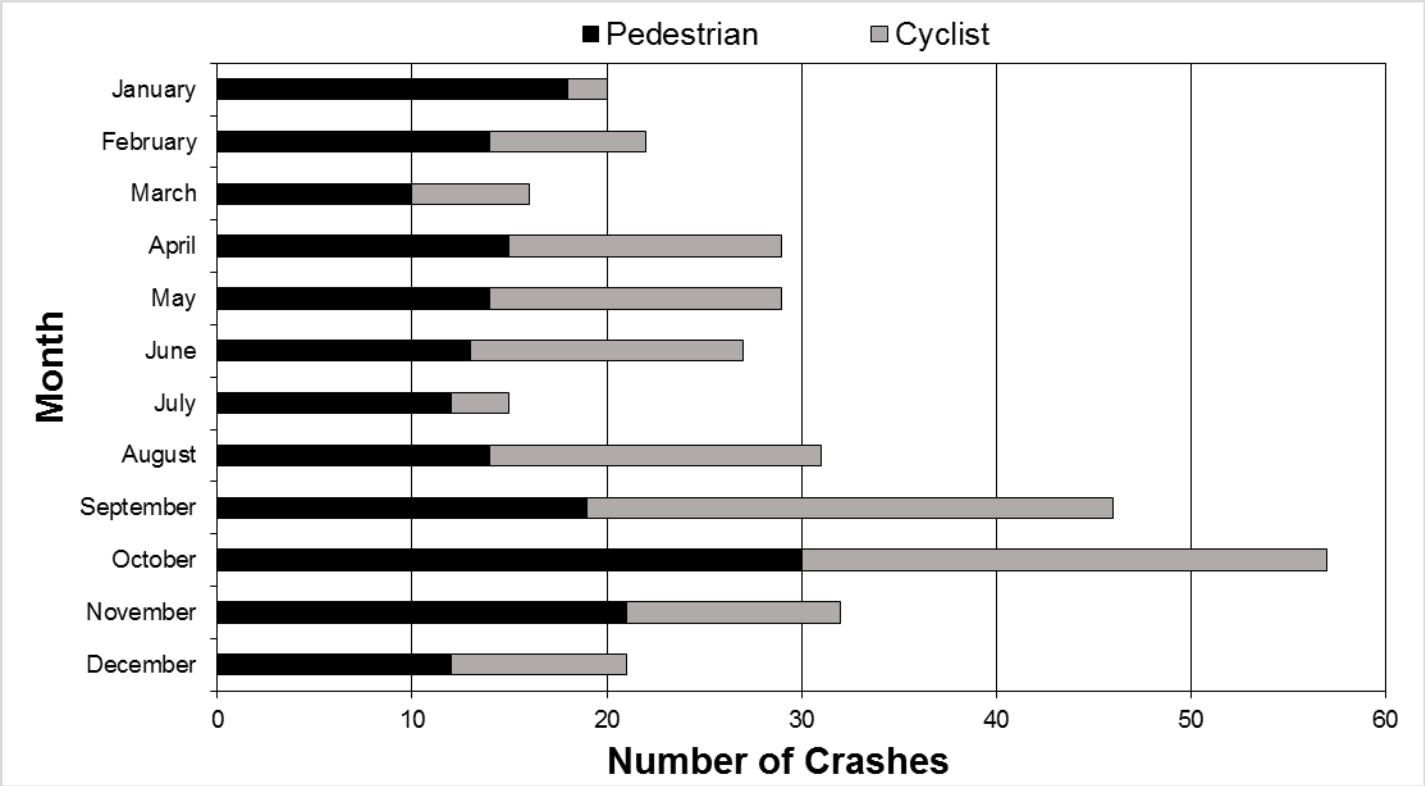
It is well understood that crashes involving these modes of transportation more often result in injury when compared with other crash types, therefore there is a need to reduce the frequency and severity of these crashes. Figure 5 shows that the frequency of bicycle and pedestrian crashes peaks each year in May and October. This information could be used by local agencies to help deploy enforcement and education strategies that will result in the greatest reduction in crashes.

Table 9. Top Bicycle and Pedestrian Crash Locations, 2011-2013

Intersection	Jurisdiction	Crash Type		Total
		Bicycle	Pedestrian	
E 7th St & N Jordan Ave	COB	13	3	16
N Jordan Ave, North of Drive to IU Music School	COB	2	2	4
W 6th St & N Morton St	COB	2	2	4
E 3rd St & S Jordan Ave	COB	1	3	4
W 7th St & N College Ave	COB	1	3	4
State Road 37 & W 3rd St	IN		3	3
W 1st St & S College Ave	COB	2	1	3
E 2nd st & W 2nd St	COB	2	1	3
E 3rd St & S Kingston Dr	COB		3	3
E Miller Dr & S Walnut St	COB	1	2	3
E 3rd St & S Washington St	COB	2	1	3
E Kirkwood Ave & N Dunn St	COB	2	1	3
W 3rd St & S Cory Ln	COB	3		3
W 17th St & N Kinser Pike/N Madison St	COB		3	3
E 2nd St & S Washington St	COB	3		3
E 10th St & N Union St	COB	1	2	3
W Kirkwood Ave & S Walnut St	COB	1	2	3
E 10th St & N Jordan Ave	COB		3	3
E 7th St & N Walnut St	COB	2	1	3
W Kirkwood Ave & N Rogers St	COB	1	2	3

[7] US Census Bureau. 2011 American Community Survey, 1-Year Estimate. http://www.census.gov/acs/Accessed on April 11, 2013.
[8] Ibid.

Figure 5. Bicycle and Pedestrian Crashes by Month, 2011-2013



Conclusion

This report has demonstrated a number of meaningful trends relating to motor vehicle crashes in Monroe County. The information should be used to inform transportation decision-making and, ultimately, lead to a safer, more efficient transportation system.

Some problem areas noted in this and past reports have already been improved or are in the process of being addressed, such as at many locations along the State Road 37/I-69 corridor. In future years, we will be able to analyze the impact of improvements at the E Atwater Ave and S Henderson St intersection which were completed in 2011, and the curve realignment of N Dunn & Old State Route 37 which is currently in progress. Evaluation of past and future crash data at these, and other, locations will further aid in implementing appropriate and effective mitigation strategies to reduce crashes.

This report has identified many locations that would require further study to see if physical improvements could be implemented to improve safety. Several intersections along State Roads (37, 45, 46, Bypass) continue to be problematic due to the sheer frequency of crashes. Due to jurisdictional boundaries at these locations, state and local officials, engineers, and staff will need to coordinate targeted safety improvements and reach agreements before any improvements can occur.

Data and analysis on other attributes are included within the report (e.g. bus, moped, motorcycle, fatalities, causes, locations, severity of crashes), providing additional information to identify trends and/or areas of concern. Information regarding spring and fall spikes in bicycle and pedestrian crashes should be used to inform education and enforcement strategies. Future versions of this report may consider a more detailed analysis of age- and alcohol-related factors. An improved understanding of these factors would help the community to better focus its efforts on reducing serious traffic injuries and their impact on our community, which is one of the primary purposes of this report.

In order to help identify locations which have a higher than expected crash total, crash rate, or severity index, future reports should consider comparing intersections with similar operating characteristics. Additionally, a method to calculate a crash rate for every intersection in the network should be explored. These additional analyses will further aid transportation planners, engineers, and officials in effectively identifying hazardous locations, and securing funding to fix them.

By identifying potentially problematic locations, this report has taken the first step to improving safety on our local roadways. It is expected that transportation planners, engineers, and local officials together will use this information to determine locations that need attention, and seek funding for necessary physical improvements or other means (enforcement, education) to improve safety.

Appendix

Figure A1. Top 50 Total Crash Locations, 2011-2013

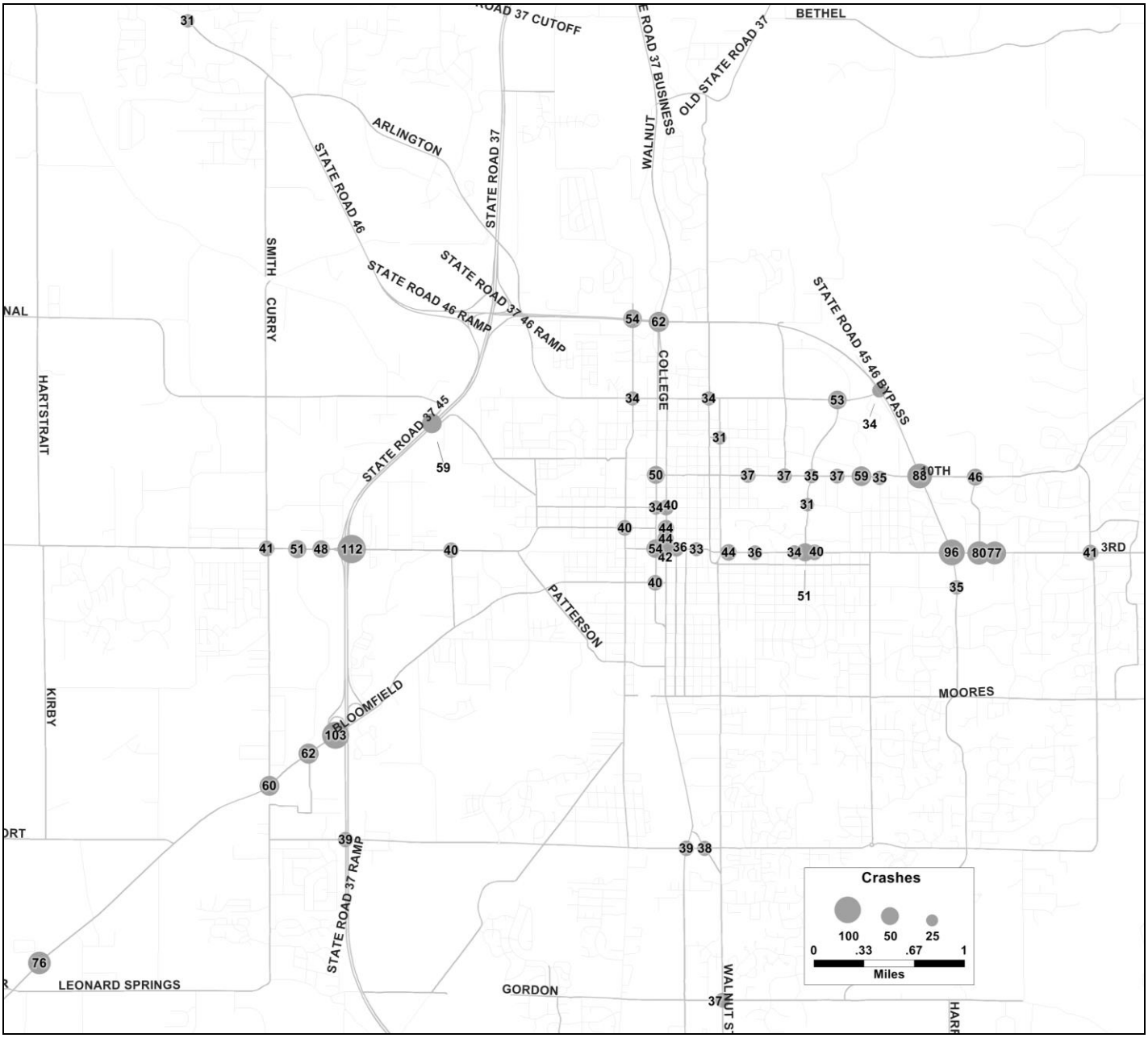


Figure A2. Fatal Crashes in Monroe County, 2011-2013

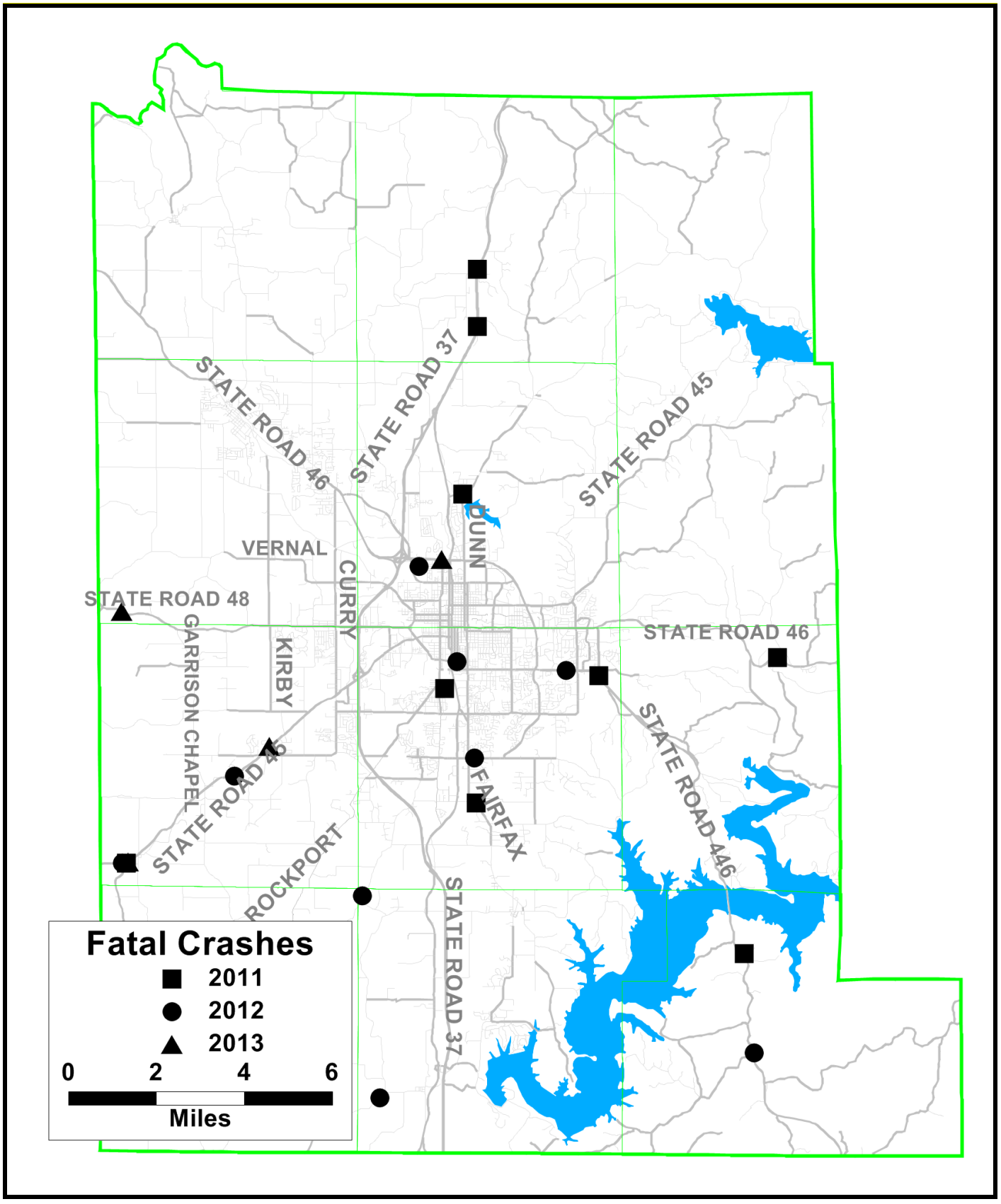


Figure A3. Fatalities by Gender and Crash Type, 2011-2013

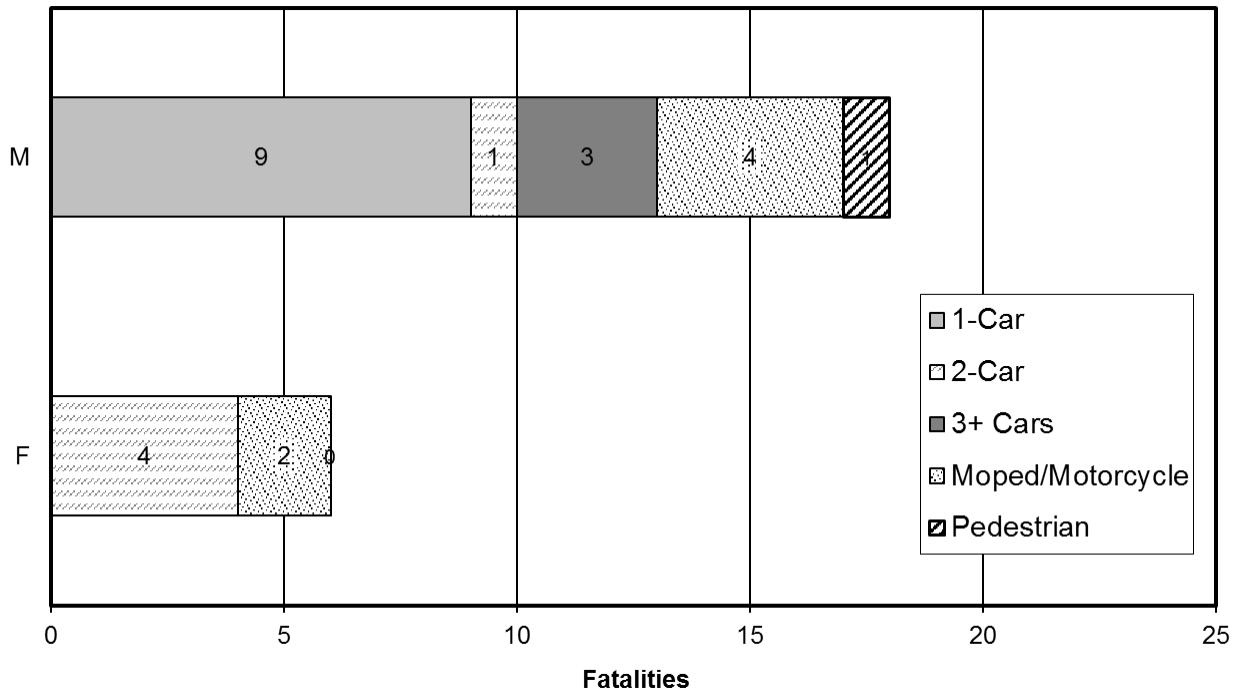
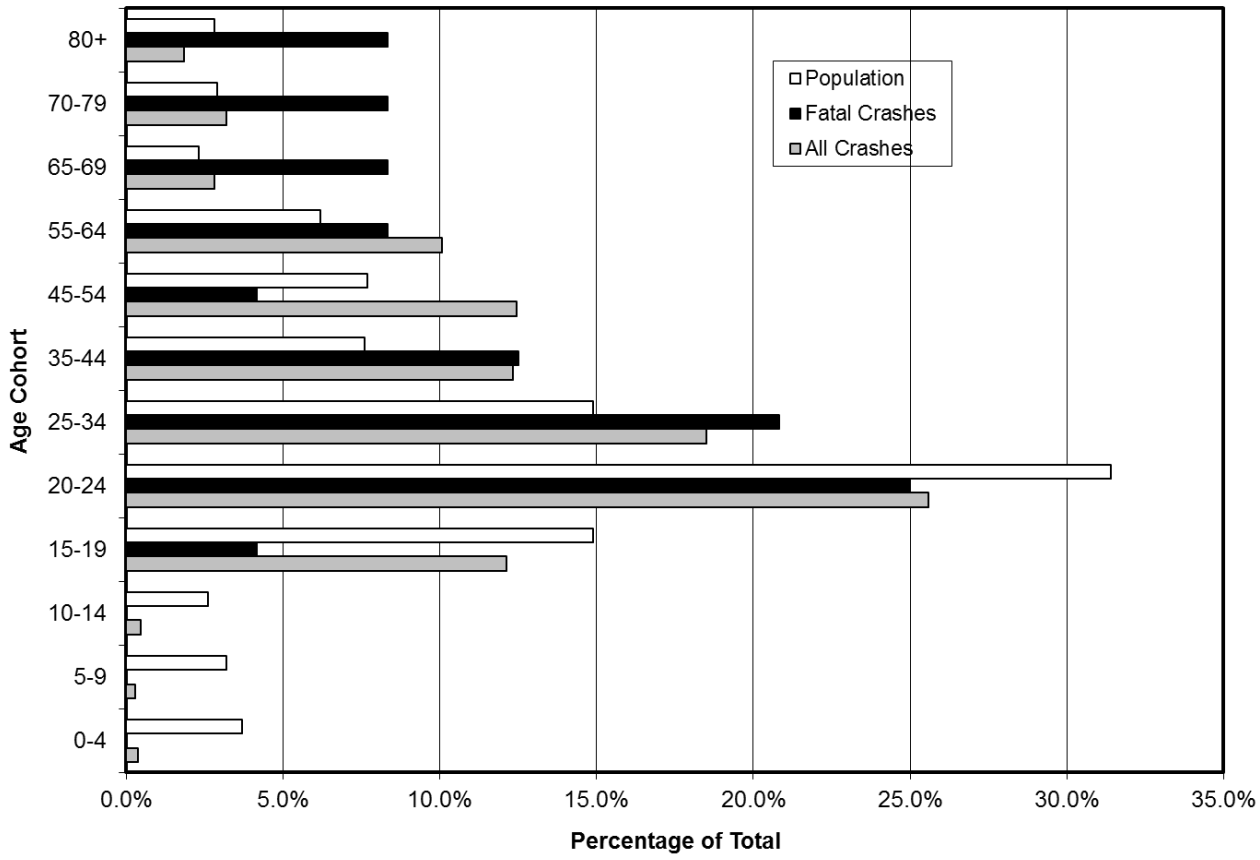


Figure A4. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age, 2011-2013[9, 10]



[9] For the purposes here, individuals whose age was not reported were excluded from the total number of individuals.
[10] American Community Survey, 5-Year Estimate, 2007-2011

HSIP Eligibility List

The Highway Safety Improvement Program (HSIP) is a program that provides federal funding for areas with a high incidence of crashes, as identified through the annual crash reports. Emphasis is paid to locations which have a high frequency of crashes resulting in fatal or incapacitating injuries. The intent of the funding is to leverage effective safety improvements in a timely fashion to reduce the severity and frequency of crashes.

Table A1 is the list of intersection locations that are automatically eligible for HSIP funding. According to BMCMPO guidelines, there are three criteria that determine eligibility for HSIP funding. In order to be eligible, a location must be: 1) within the Urban Area of the BMCMPO, 2) exclusive of INDOT facilities, and 3) rank in the top 50 locations when locations are ordered first by the frequency of crashes resulting in fatal or incapacitating injury, and then by the frequency of crashes of any type.

Table A1. Eligible HSIP Locations, 2011-2013

Current Rank	Location	Juris-diction	Fatal or Incapacitating Injury Crashes	Total Crashes	Fatal	Any Injury
1	W Kirkwood Ave & N Walnut St	COB	3	44	0	30%
2	W 3rd St & S College Ave	COB	2	54	0	26%
3	S Walnut St & W Country Club Dr/E Winslow Rd	COB	2	39	0	46%
4	E 7th St & N Jordan Ave	COB	2	31	0	52%
5	W 3rd St & S Patterson Dr	COB	2	28	0	39%
6	E 17th St St & N Walnut St	COB	2	25	0	28%
7	E 3rd St & E Morningside Dr	COB	2	23	0	26%
7	W 17th St & W Arlington Rd/N Monroe St	COB	2	23	0	48%
9	N Curry Pike & W Vernal Pike	MC	2	21	0	19%
10	W 11th St & N Rogers St	COB	2	9	0	33%
11	E 10th St & N Union St	COB	1	59	0	14%
12	E 3rd St & S Jordan Ave	COB	1	51	0	24%
13	W 3rd St & N Walnut St	COB	1	42	0	19%
14	W 3rd St & S Cory Ln	COB	1	40	0	50%
14	W Kirkwood Ave & N Rogers St	COB	1	40	0	33%
16	E Rhorer Rd & S Walnut Street Pike	MC	1	37	0	22%
16	E 10th St & N Woodlawn Ave	COB	1	37	0	24%
18	E 10th St & N Jefferson St	COB	1	35	0	11%
19	W 17th St & N Kinser Pike/N Madison St	COB	1	34	0	35%
20	E 3rd St & S Grant St	COB	1	33	0	21%
21	N College Ave & W Kirkwood Ave	COB	1	30	0	17%
22	E Grimes Ln & S Walnut St	COB	1	29	0	38%
23	W 3rd St & S Kimble Dr	COB	1	28	0	39%
24	W 2nd St & S Patterson Dr	COB	1	27	0	33%
25	E Miller Dr & S Walnut St	COB	1	26	0	23%
26	E Buick Cadillac Blvd & S College Mall Rd	COB	1	24	0	29%
26	W 1st St & S College Ave	COB	1	24	0	33%
26	E 17th St & N Fess Ave	COB	1	24	0	8%
26	E 17th St & N Lincoln St	COB	1	24	0	29%
30	S Fairfax Rd & S Walnut Street Pike	MC	1	21	0	43%
30	E Atwater Ave & S Henderson St	COB	1	21	0	48%
30	E 13th St & N Fee Ln	COB	1	21	0	24%
34	W 3rd St & S Landmark Ave	COB	1	19	0	26%
35	E 3rd St & S Roosevelt St	COB	1	18	0	28%
36	W Kirkwood Ave & N Madison St	COB	1	18	0	33%
36	E Longview Ave & N Pete Ellis Dr	COB	1	18	0	39%
38	S Curry Pike & W Roll Ave	MC	1	16	0	38%
38	N Smith Pike & W Woodyard Rd	MC	1	16	0	31%
40	W Allen St & W Bloomfield Rd	COB	1	15	0	20%
40	W 2nd St & S Walker St	COB	1	15	0	47%
40	E 3rd St & S High St	COB	1	15	0	27%
40	E 10th St & N Dunn St	COB	1	15	0	33%
40	W Arlington Rd, at SR 37	COB	1	15	0	33%
45	S College Ave & W Smith Ave	COB	1	14	0	21%
46	E 4th St & S Grant St	COB	1	13	0	8%
46	W 6th St & N Morton St	COB	1	13	0	31%
46	W Gourley Pike & N Kinser Pike	COB	1	13	0	38%
46	E Rhorer Rd & S Sare Rd	MC	1	13	0	46%
50	E Hillside Dr & S Nancy St	COB	1	12	0	33%
50	E Morningside Dr & N Smith Rd	COB	1	12	0	25%
50	N Adams St & W Kirkwood Ave	COB	1	12	0	17%