



Traffic Crash Comparison Summary Report 3rd Quarter 2014

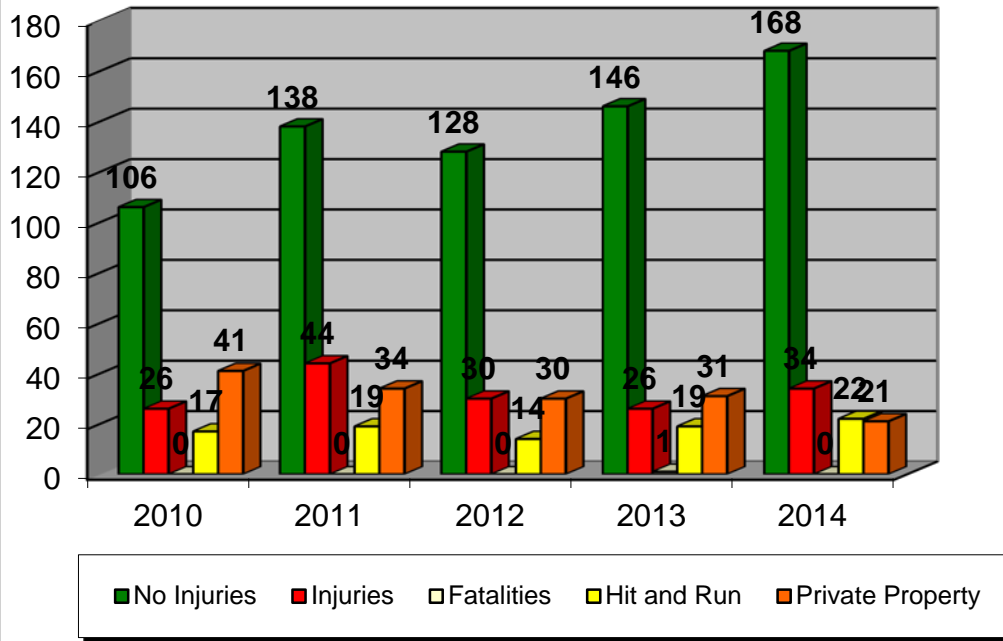
The following report reflects the 3rd Quarter of 2014 crash data and compares the results with what occurred during the same quarter of four previous calendar years. This report reflects the percent change between 2013 vs. 2014.

Traffic Crash Totals

NC = No Change

	2010	2011	2012	2013	2014	Percent change from 2013
No Injuries	106	138	128	146	168	+15%
Injuries	26	44	30	26	34	+31%
Fatalities	0	0	0	1	0	-100%
Total	132	182	158	173	202	+17%
Of the above 3 types crashes that were Hit and Run	17	19	14	19	22	+16%
Private Property	41	34	30	31	21	-32%

3rd Quarter 2010-2014 Crashes



Crash Report Comparison Continued

NC = No Change

Contributory Causes	2010	2011	2012	2013	Percent of total for quarter 2013	2014	Percent of total for quarter 2014	% Change from 2014.
Failure to yield	15	29	18	26	15%	38	19%	+4%
Follow too closely	24	23	32	29	17%	32	16%	-1%
Speed	31	45	28	29	17%	32	16%	-1%
Alcohol	1	1	3	2	1%	7	1%	NC
Backing	14	9	20	18	10%	12	6%	-4%
Weather	1	2	1	2	1%	0	0%	-1%
Improper turn	3	4	3	3	2%	4	2%	NC
Distractions	10	17	11	19	11%	16	8%	-3%
Improper lane usage	2	2	2	13	8%	8	4%	-4%
Animal	0	4	1	3	2%	3	2%	NC
Driving Skills	3	8	2	2	1%	5	2%	+1%
Disregard Traffic Control Device	4	4	3	2	1%	0	0%	-1%
Improper Passing	2	0	1	4	2%	1	<1%	-2%
Unable to determine	8	7	7	10	6%	13	7%	+1%
Equipment	0	2	0	1	<1%	5	2%	+2%
Other	14	25	26	10	6%	26	13%	+7%

*The percent change field (% Change) reflects the percent change for each category and is based on its' relationship to the total number of crashes for each respective calendar year

Conclusions: Failure to yield, following too closely and speed are consistently a related factor that is a contributory cause for crashes.

Crash Report Comparison Continued

Age of Drivers	2010	2011	2012	2013	Percent of total for quarter 2013	2014	Percent of total for quarter 2014	% Change
0 – 24	39	60	51	64	37%	76	38%	+1%
25 – 34	21	29	28	26	15%	36	18%	+3%
35 – 44	25	34	20	12	7%	27	13%	+6%
45 – 54	9	21	24	25	14%	19	9%	-5%
55 – 64	15	5	10	16	9%	11	5%	-4%
65 – 74	5	11	6	9	5%	8	4%	-1%
75 – 84	4	4	4	3	2%	5	2%	NC
85 – 94	2	0	1	2	1%	0	0%	-1%
95 +	0	0	0	0	0%	0	0%	NC
Unknown	12	18	14	16	9%	20	10%	+1%

*N/R- not record

Conclusions: There are no significant changes to report. 0-24 continues to be most age of at fault drivers.

Weather Conditions	2010	2011	2012	2013	Percent of total for quarter 2013	2014	Percent of total for quarter 2014	% Change
Clear	120	161	144	157	91%	184	91%	NC
Rain	7	16	10	12	7%	14	7%	+1%
Snow	0	0	0	0	0%	0	0%	NC
Fog	2	2	1	1	<1%	2	<1%	NC
Other/Unknown	3	3	3	3	2%	2	<1%	-2%

Conclusions: There are no significant changes to report. Clear conditions continue to be the leader.

Crash Report Comparison Continued

Light Conditions	2010	2011	2012	2013	Percent of total for quarter 2013	2014	Percent of total for quarter 2014	% Change
Light	111	155	140	148	86%	166	82%	-4%
Dark	16	26	16	23	13%	33	17%	+4 %
Unknown/Other	5	1	2	2	1%	3	1%	NC

NC = No Change

Conclusions: There are no significant changes to report. Daylight with clear conditions still continues to lead the way.

TIME RANGE	2010	2011	2012	2013	Percent of total quarter 2013	2014	Percent of total for quarter 2014	% Change
0600 – 0959	17	22	23	24	14%	25	12%	-2%
1000 – 1359	26	49	43	40	23%	43	21%	-2%
1400 – 1759	55	67	52	65	38%	79	39%	+1%
1800 – 2159	20	32	32	29	17%	45	22%	+5%
2200 – 0159	8	8	6	11	6%	7	3%	-3%
0200 – 0559	5	4	2	4	2%	3	1%	-1%
Unknown	1	0	0	0	0%	0	0%	NC

Conclusions: The bulk of the crashes occur 6am to 10pm. Within that 1400hrs to 1800 are the peak times.

Crash Report Comparison Continued

<u>DAY OF WEEK</u>	2010	2011	2012	2013	Percent total of quarter 2013	2014	Percent of total for quarter 2014	% Change
Monday	14	31	17	25	14%	41	21%	+7%
Tuesday	23	27	25	23	13%	34	17%	+4%
Wednesday	14	21	19	23	13%	27	13%	NC
Thursday	21	26	23	27	16%	33	16%	NC
Friday	21	37	30	31	18%	29	14%	-4%
Saturday	23	20	27	29	17%	20	10%	-7%
Sunday	16	20	17	15	9%	18	9%	NC

Conclusions: Mondays were the highest crash volume day of the week.

Resident vs. Nonresident Drivers

	Percent	2010	Percent	2011	Percent	2012	Percent	2013	Percent	2014	Percent
Resident (60543)	47 %	53	40%	51	28 %	62	39%	56	32%	66	33%
Nonresident	47 %	67	51%	112	62 %	82	52%	101	58%	114	56%
Unknown	6%	12	9%	19	10%	14	9%	16	9%	22	11%
Total		132		182		158		173		202	

Conclusions: The above data continues to reflect nonresidents represent at least half of all crashes. This is due in part to the large volume of commuter traffic either visiting our retail centers or traveling through the Village of Oswego.