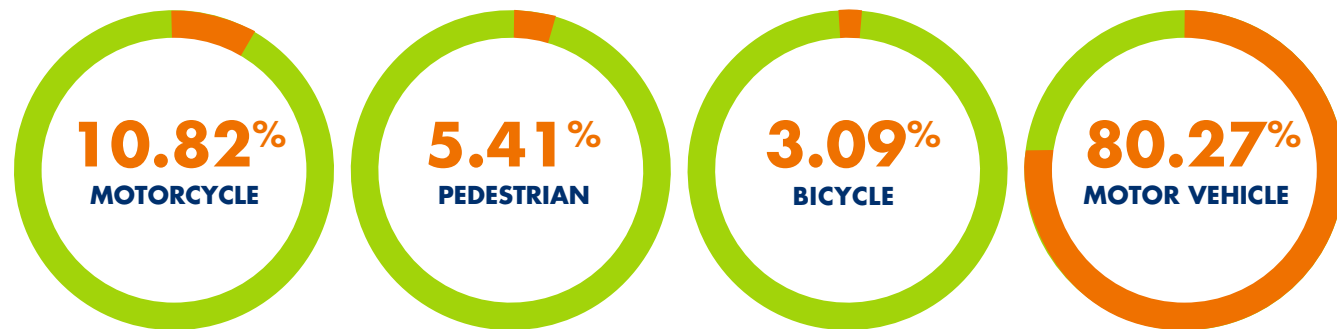


CONTRIBUTING FACTORS CONTINUED

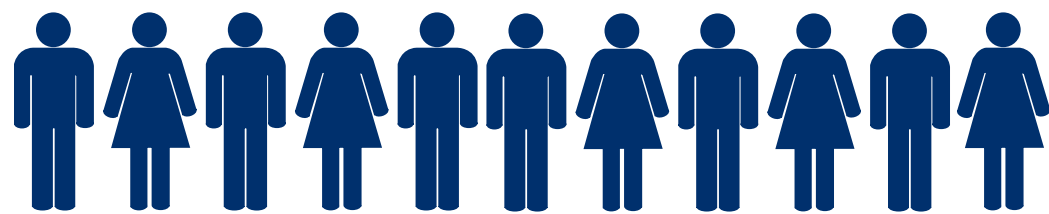
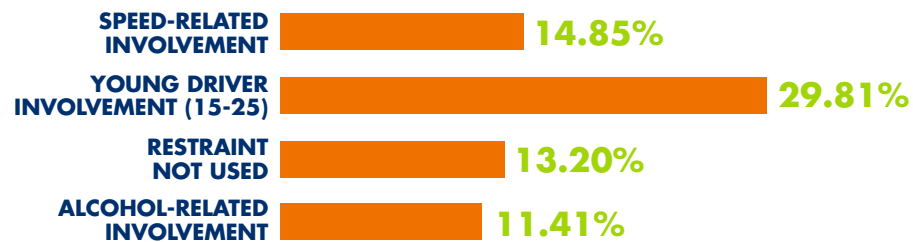
Collisions between two or more motor vehicles represented the highest number of deaths and serious injuries at intersections, with a total of 16,047, followed by motorcycle-involved crashes with 2,163.

INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY VEHICLE TYPE



Young drivers were, on average, disproportionately involved in serious injuries and deaths at Ohio intersections. This is likely caused by their lack of driving experience, which can lead them to make mistakes such as misjudging the speed of oncoming traffic when turning. Among drivers of all ages, speeding, not wearing a seat belt, and driving under the influence of alcohol were also significant factors in intersection-related serious injuries and deaths.

INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY RELATED SHSP EMPHASIS AREAS



AN AVERAGE OF 11 PEOPLE DIED OR WERE SERIOUSLY INJURED EACH DAY IN INTERSECTION CRASHES.

Note: all data from 2008-2012, except Overview section

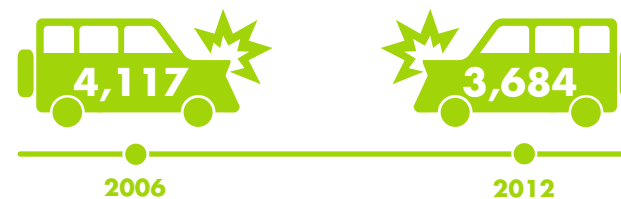


INTERSECTION DATA FACT SHEET

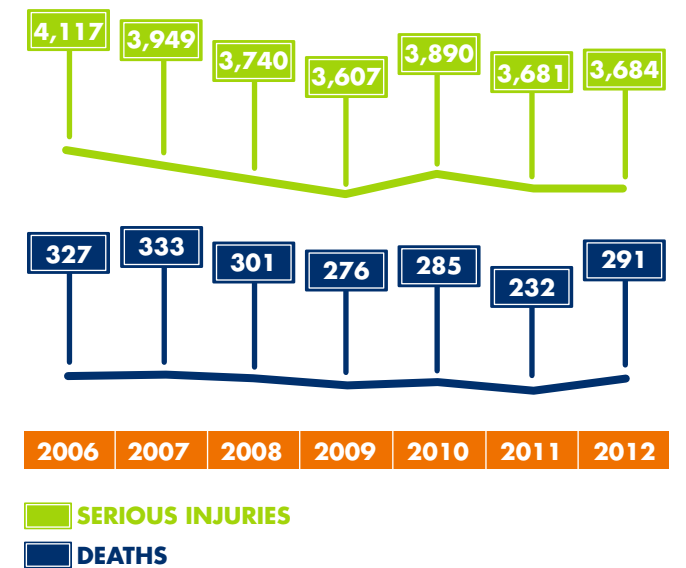
OVERVIEW OF INTERSECTION-RELATED CRASHES

Between 2006 and 2012, 2,045 people died and 26,668 people were seriously injured in intersection-related crashes.

Since Ohio's first SHSP was adopted in 2006, serious injuries declined by 11 percent and deaths decreased 12 percent.

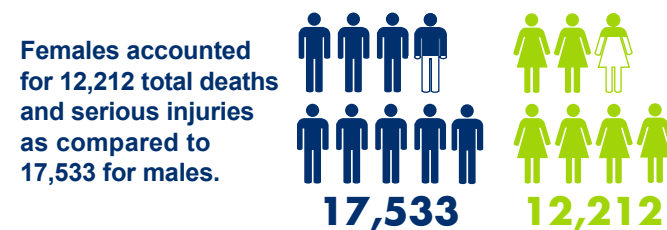


These crashes represent about 26 percent of all traffic deaths and 37 percent of all serious injuries in Ohio each year. Intersections posed a risk to all road users - vehicle occupants, pedestrians and bicyclists, and motorcycle riders. The risks increase based on the size, complexity, and speed of the intersecting roadways.



WHO WAS INVOLVED IN CRASHES

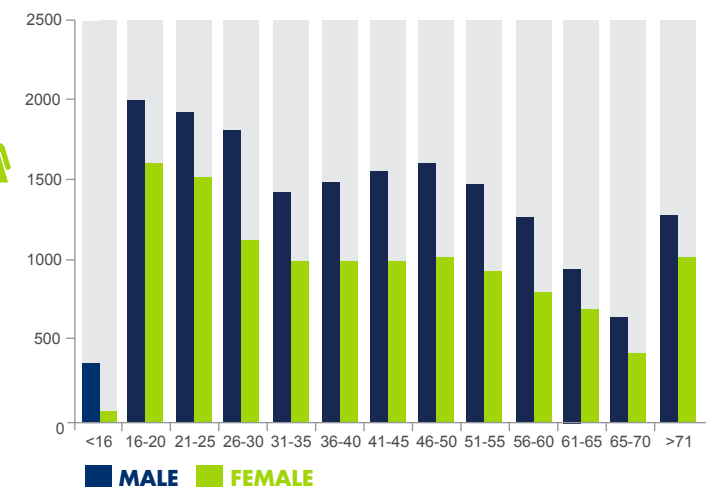
Male drivers were involved in the most intersection-related deaths and serious injuries.



Male drivers between the ages of 16 and 25 accounted for the highest number of deaths and serious injuries, but another spike occurred among men age 46-50. A noticeable spike occurred among drivers over 71, which may be attributed to difficulty in judging gaps in traffic.

Note: all data from 2008-2012, except Overview section

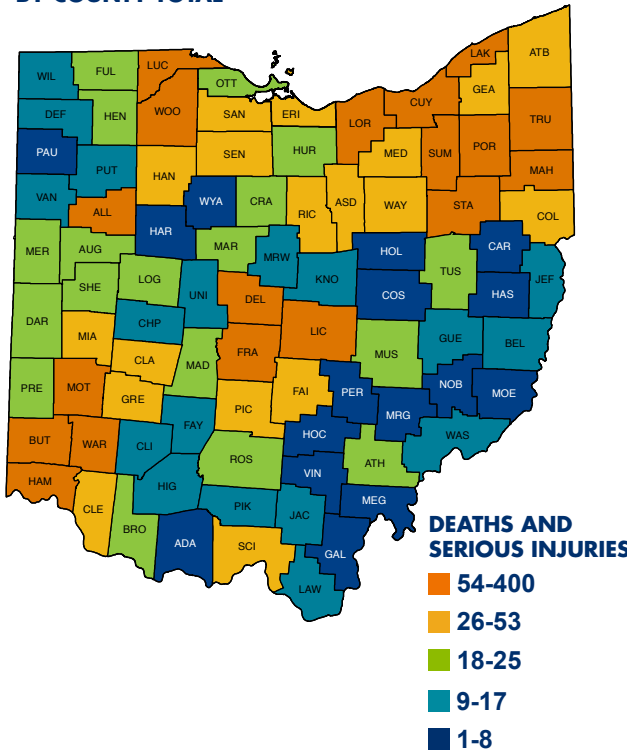
INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY DRIVER AGE AND GENDER



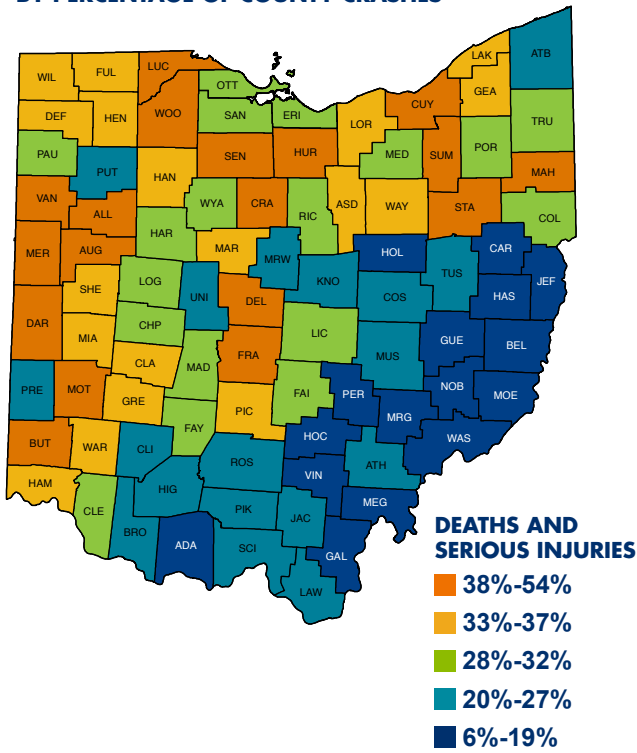
WHERE CRASHES OCCURRED

These maps rank Ohio counties by the number of deaths and serious injuries that occurred at intersections. Warm colors indicate more crashes relative to cool colors. **Most urbanized counties have a higher number of serious crashes at intersections. However, many rural counties have a higher percentage of serious injury crashes at intersections when compared to the total number of serious crashes occurring within the county each year.**

INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY COUNTY TOTAL

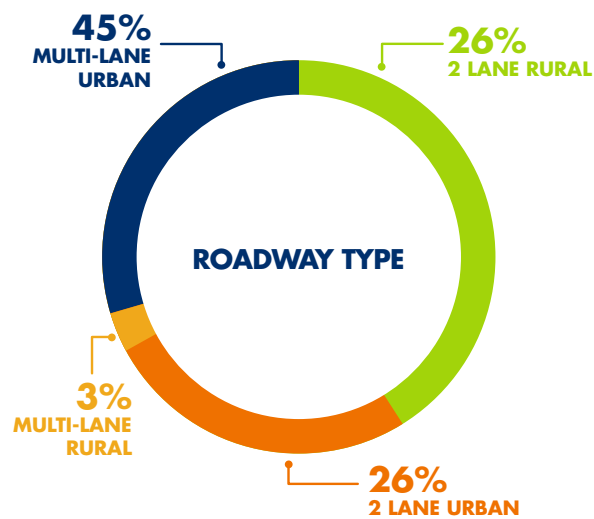
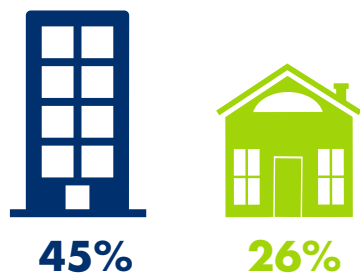


INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY PERCENTAGE OF COUNTY CRASHES



INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY ROADWAY TYPE

The number of intersection-related deaths and serious injuries on urban roads with multiple lanes is nearly double the amount on two lane rural roads.

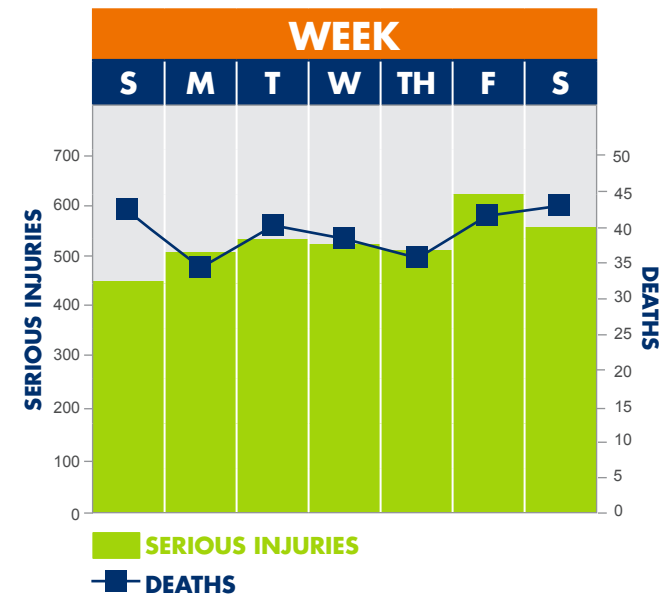


Note: all data from 2008-2012, except Overview section

WHEN CRASHES OCCURRED

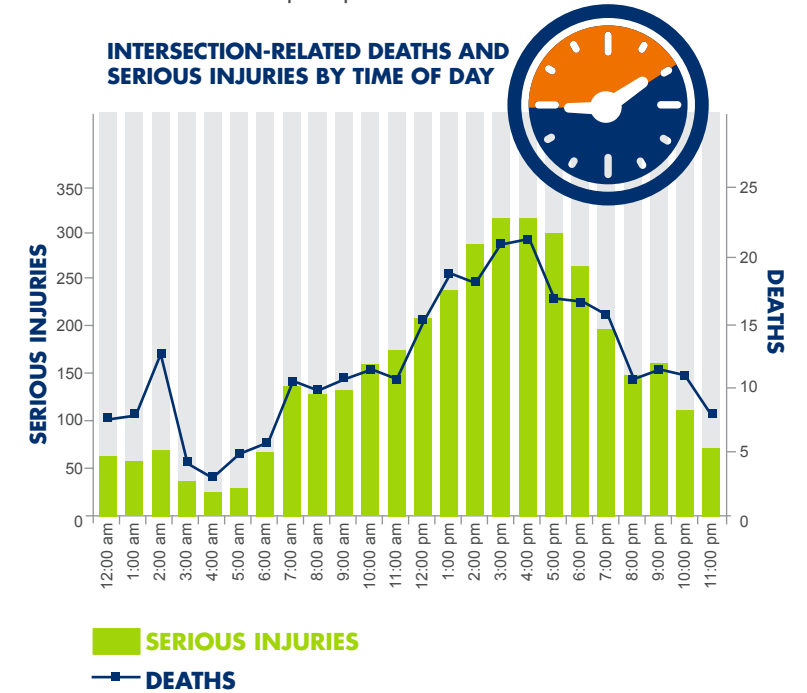
Intersection-related deaths and serious injuries were fairly evenly distributed throughout the week.

INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY DAY OF THE WEEK



Intersection crashes that resulted in a death and/or serious injury peaked in the afternoon between 2-7 p.m. as a result of rush-hour traffic. An average of 321 serious injuries and 20 deaths occurred at the 4 p.m. peak hour.

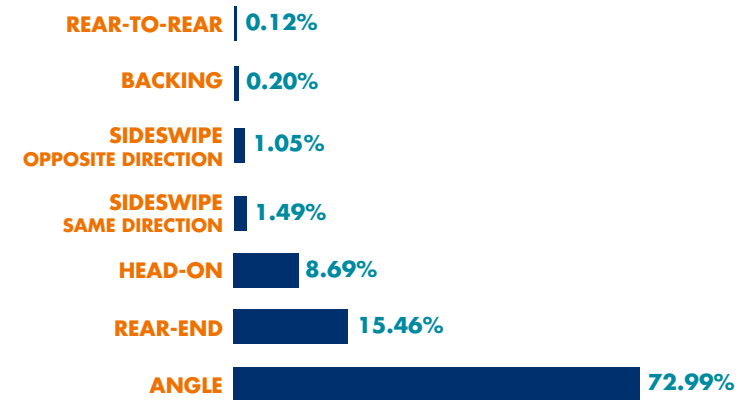
INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY TIME OF DAY



CONTRIBUTING FACTORS

The most significant cause of serious injuries and deaths at Ohio intersections involved angle crashes, which typically occurred when one vehicle failed to either stop or yield the right of way.

INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY COLLISION TYPE



Note: all data from 2008-2012, except Overview section

Lighting did not seem to have a significant effect on intersection-related crashes. Only 8 percent of deaths and serious injuries in intersection-related crashes occurred during dark conditions where there was no lighting.

INTERSECTION-RELATED DEATHS AND SERIOUS INJURIES BY LIGHT CONDITION

