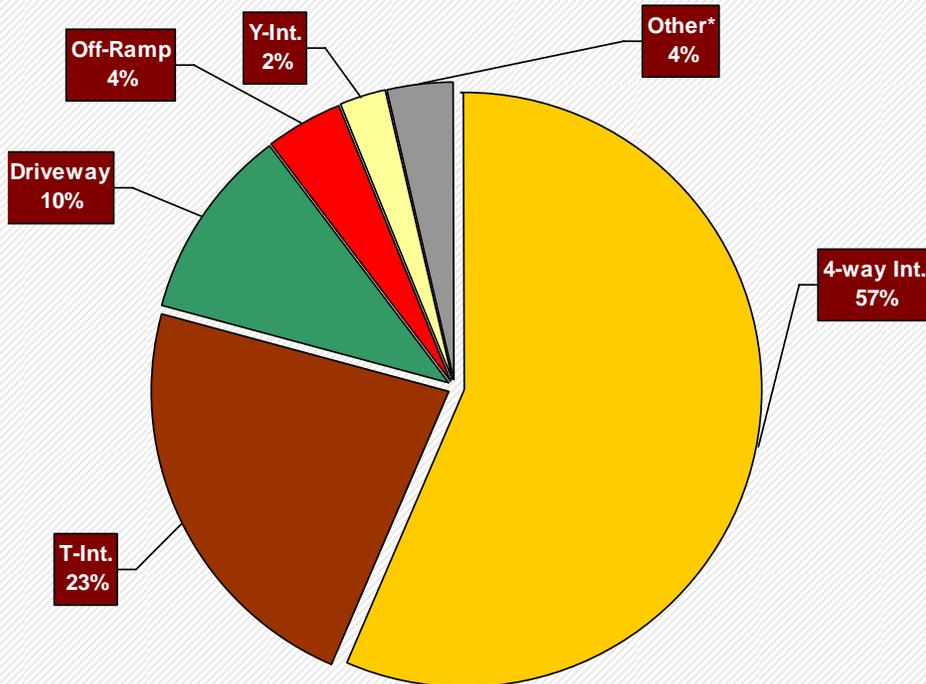




## 2005 FATAL INTERSECTION CRASHES BY INTERSECTION TYPE



\*The "Other" category includes on-ramps, crossovers, railway grade crossings, circle/roundabouts, shared use paths or trails, and unknown.

### WEEKLY FOCUS: INTERSECTIONS



- In Ohio, 33% of all 2005 fatal crashes and 48% of all injury crashes occurred at intersections. Nationally, nearly 25% of all fatal crashes occurred at intersections<sup>1</sup>.
- Fatal crashes at intersections occurred most frequently at 4-way intersections (57%), followed by T-intersections (23%) and driveways (10%).
- Failure-to-yield (together with running red lights/stop signs) at intersections were cited as contributing circumstances in 79% of fatal intersection crashes, and in 26% of all fatal crashes.
- Fatal intersection crashes occurred disproportionately in the late afternoon and evening hours: 39% took place from 3:00 - 8:59 p.m. (22% from 9:00 p.m. to 2:59 a.m.; 13% from 3:00 - 8:59 a.m.; and 27% from 9:00 a.m. - 2:59 p.m.).
- Nearly half (49%) of all fatal intersection crashes in 2005 occurred during the months of June, July, August, and September.
- Primary traffic controls reported in 2005 fatal intersection crashes are as follows: 41% stop sign; 23% pavement markings; 20% traffic signal; 13% no controls; and 3% other<sup>2</sup>.

<sup>1</sup>Source: NCHRP. 2005. A Guide for Reducing Collisions at Signalized Intersections. Online: [http://gulliver.trb.org/publications/nchrp\\_rpt\\_500v12.pdf](http://gulliver.trb.org/publications/nchrp_rpt_500v12.pdf).

<sup>2</sup>"Other" category includes traffic flashers, railroad crossbucks, railroad gates, other, and not reported.

Note: All 2005 data is provisional (completed through approximately 11/30/2005).