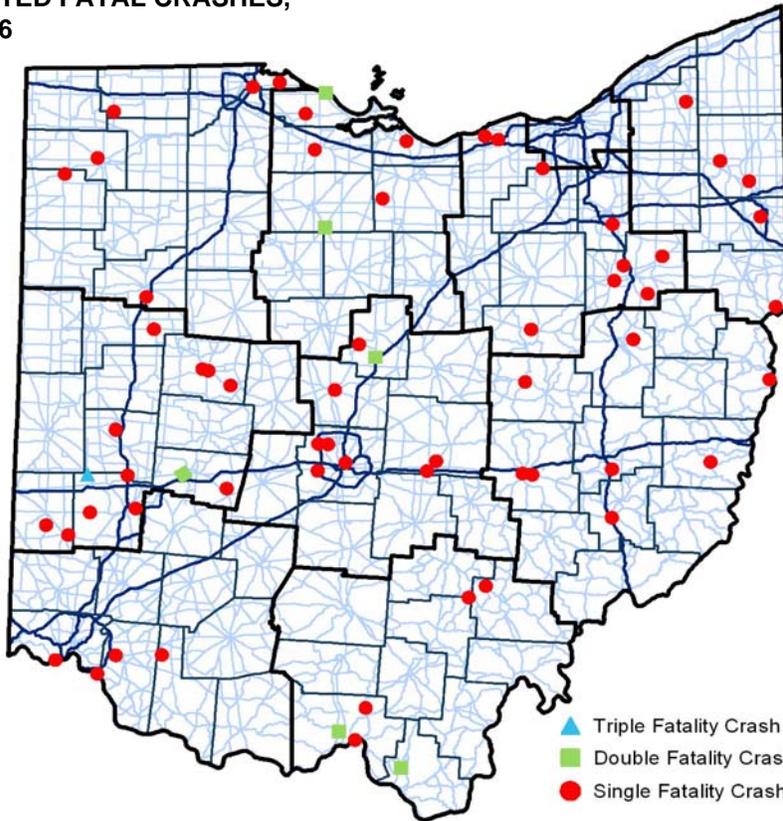




## STATEWIDE REPORTED FATAL CRASHES, 08/30/2006-09/26/2006



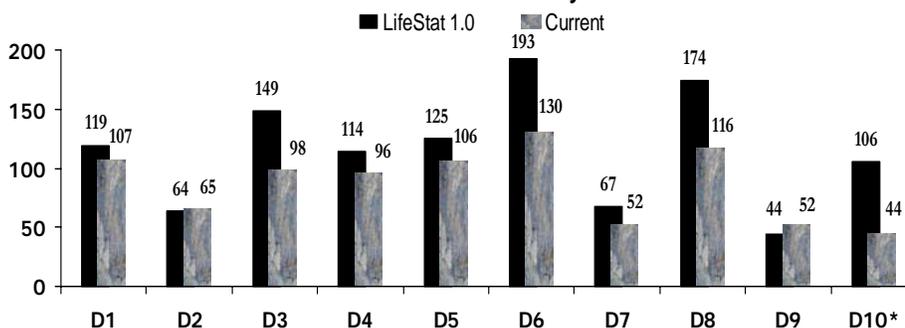
Statewide Reported Fatal Crashes 08/30/06-09/26/06		
Rural	Urban	Total
52	14	66
<b>Total Fatalities: 74</b>		

- ▲ Triple Fatality Crash (1)
- Double Fatality Crash (6)
- Single Fatality Crash (59)

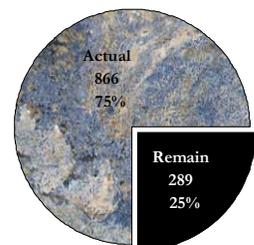
### FATAL CRASH FACTS:

	Past Four Weeks	YTD	Top Crash Causes:	YTD
Alcohol-Related	9	251	Improper Speed	218
Intersection	14	184	Failure to Yield	165
Commercial Vehicle Involved	9	111	Driving Off Roadway	160
Motorcycle Involved	9	115	Left of Center	91
Pedestrian	5	61	Following too Closely	28

### Year-To-Date Fatalities by District



LifeStat 1.0 = 1,155  
Year-To-Date = 866



Statewide LifeStat 1.0

\* Includes Cuyahoga County



## Crashes on Entrance & Exit Ramps<sup>1</sup>

Twenty-five (71%) of the 35 fatal crashes on entrance and exit ramps since 2005 occurred while entering or exiting Interstates.



- As busy traffic interchanges, entrance and exit ramps are frequent sites of motor vehicle crashes. In fact, more crashes per mile driven occur on freeway entrance and exit ramps than any other segment on interstate highways.<sup>2</sup>
- There have been 35 *fatal* crashes and 3,321 *injury* crashes on Ohio entrance and exit ramps from 2005 to 2006 year-to-date<sup>1</sup>. The majority (70%) of the *fatal* crashes occurred on *exit* ramps.
- Three out of four (76%) *fatal and injury* crashes on entrance and exit ramps involved a collision between two motor vehicles. Nearly one-quarter (24%) of the remaining crashes involved a vehicle rollover; 27% involved a single vehicle running off the road; and 38% involved crashes with guardrails or medians.
- Nearly two-thirds (64%) of *fatal and injury* crashes on ramps occurred on dry road conditions. Wet roads were somewhat more problematic on entrance ramps: one-third of *fatal and injury* crashes on entrance ramps took place on wet roads, compared to 28% for exit ramps.
- Precise location of ramp crashes can be difficult to determine. Consistently recording the latitude and longitude will significantly improve entrance and exit ramp crash data.

<sup>1</sup> All data reflects the period from 01/01/2005-08/15/2006. 2006 data is provisional.

<sup>2</sup> McCart, Anne et al. 2003. "Types and Characteristics of Ramp-Related Motor Vehicle Crashes on Urban Interstate Roadways in northern Virginia." Journal of Safety Research. 35:107-114.