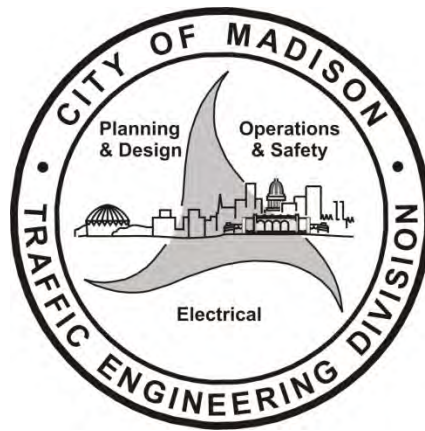




# City of Madison, WI 2019 Crash Facts







## Traffic Engineering Division

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The City of Madison's annual Crash Facts contains statistics, charts and tables summarizing the most common factors for 2019 crashes. The report is divided into nine sections: ***Intersection Crash Summary, Roundabout Crash Summary, Non-Intersection Crash Summary, Bicycle Crash Summary, Pedestrian Crash Summary, Motorcycle Crash Summary, Moped Crash Summary, Fatal Crash Summary, and 5-Year Intersection EPDO (Equivalent Property Damage Only) Crash Summary.***

Two major updates have been made to our Crash Facts reports starting from last year. First, **5-year average crash data** is provided as a reference to the single year data. Second, a **5-year Intersection EPDO Crash Summary** is added. For the EPDO analysis, each crash is weighted based on the crash severity and the equivalent damage only crash cost, using the EPDO factors developed by the Wisconsin Traffic Operations and Safety Lab and Madison Area Transportation Planning Board. This year, we also **expanded the reporting boundaries of intersections** from just at the intersection to 250 feet each leg from the intersection to capture the crashes near the intersection such as rear-end crashes and to be consistent with the practice of other reporting agencies. While this is a big step forward for the 2019 data and beyond, staff resource does not allow us to reapply the same methodology to data of the previous years. Thus, the 5-year average data in this report may be skewed and is provided for reference only.

All of the information in the report is derived from a crash database that contains information about **"reportable" crashes**, or crashes that have met the statutory requirements to be reported to the State of Wisconsin. The crash information is collected and reviewed throughout the year. Only the data for reportable crashes occurring within the municipal limits or at shared municipality locations are entered.

Each crash is mapped using GIS software. Using this software allows Traffic Engineering staff to review crash information by location and type, along with other features in the same vicinity, such as objects, time of day, and road and weather conditions. This information, along with diagrammed crashes, assists staff in reviewing crashes and planning strategies to reduce crashes more efficiently.

Sincerely,

Yang Tao, PhD, PE  
City Traffic Engineer

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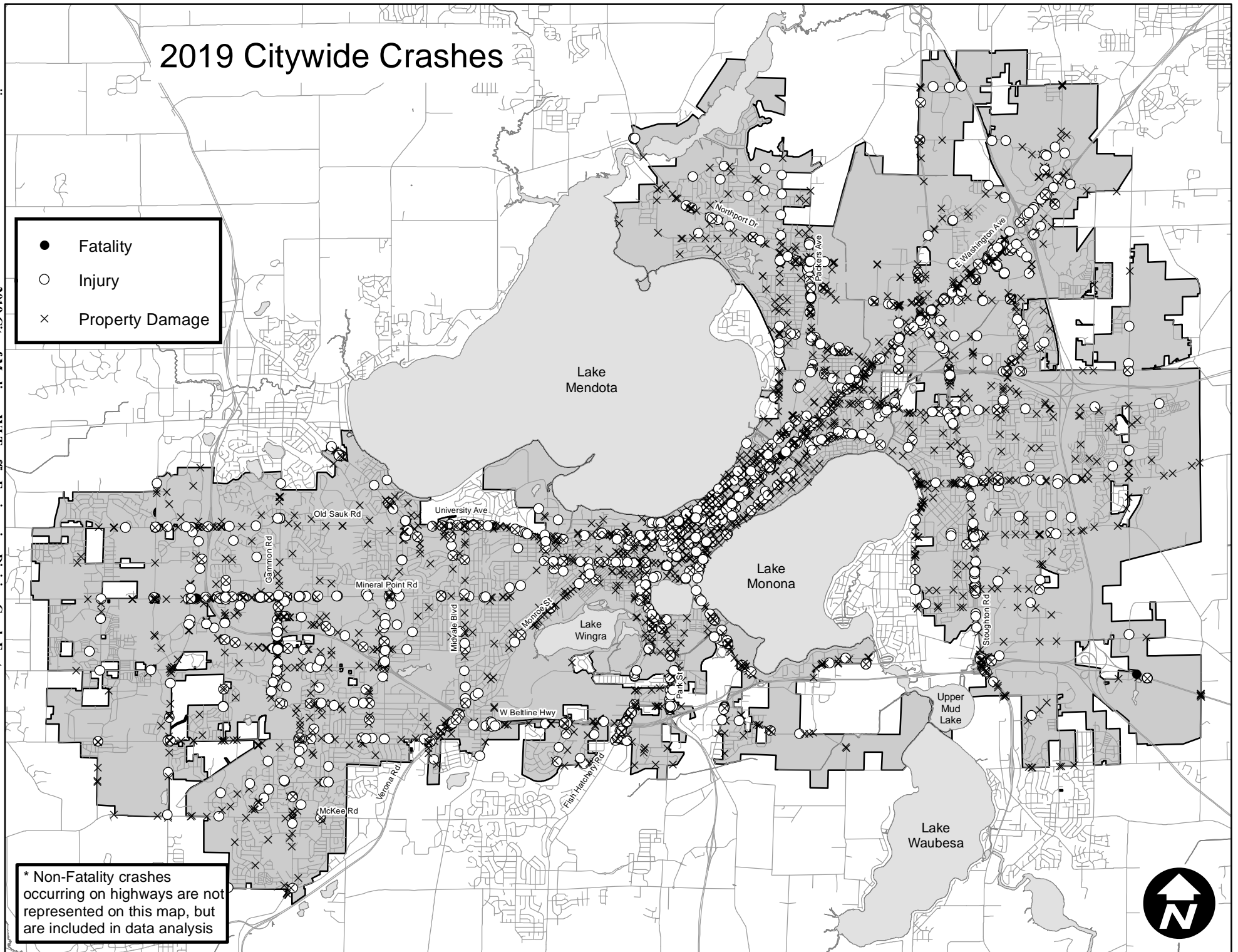
## **Maps**

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# 2019 Citywide Crashes

- Fatality
- Injury
- × Property Damage

\* Non-Fatality crashes occurring on highways are not represented on this map, but are included in data analysis



# Annual Crash Overview

## Crash Totals

**Total Number of Crashes.....4,969**

**Fatal Crashes.....(Total Fatalities 7).....7**

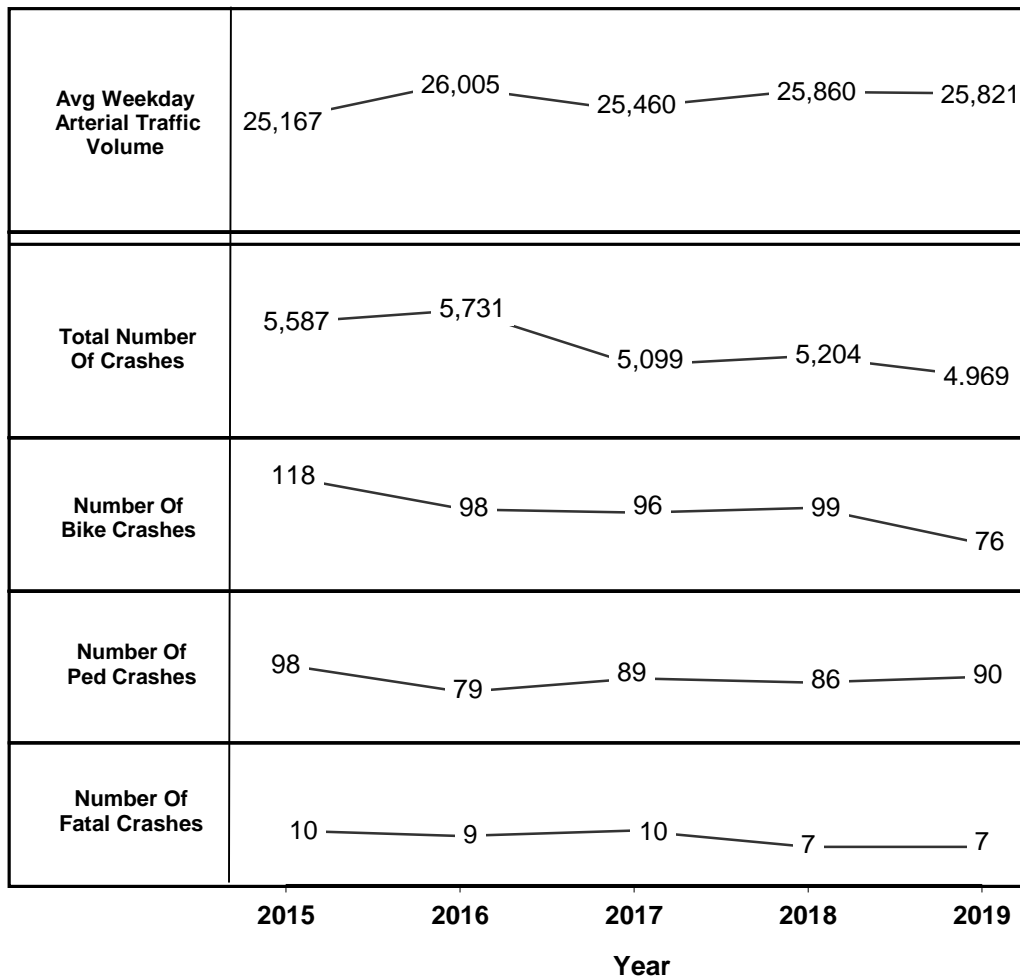
### Crash Totals by General Location\*\*

Intersection Crashes..... 3,489  
 Roundabout Crashes..... 81  
 Non-Intersection Crashes..... 785  
 Hwy Crashes..... 602

### Crash Totals Involving Bicyclists or Pedestrians\*\*

Bicycle-Motor Vehicle Crashes..... 76  
 Pedestrian-Motor Vehicle Crashes..... 90

## 5-Year Graphical Crash History



**\*\*Not including crashes that occurred on private property and roadways maintained by the University of Wisconsin**

## Annual Crash Overview

### Injuries / Fatalities / Property Damage Due To Crashes

Total Number of Injuries.....	1,720
Total Number of Fatalities .....	7

### Estimated Economic Loss From Injuries / Fatalities / Property Damage Due To Crashes<sup>1</sup>

Total Number of Injuries.....	1,720	
Incapacitating Injuries .....	94	\$9,362,400
Non-Incapacitating Injuries .....	724	\$20,851,200
Possible Injuries .....	902	\$21,287,200
Total Number of Fatalities.....	7	\$12,019,000
Total Number of Crashes		
With Property Damage Only .....	3,683	\$46,405,800
<b>Grand Total .....</b>		<b>\$109.9 million</b>

---

<sup>1</sup> Economic loss measures the economic loss to a community resulting from traffic crashes. The costs above were calculated using the 2018 National Safety Council estimates factored up by the CPI for 2019.



# INTERSECTION CRASH SUMMARY

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# Intersection Crash Summary

## CRASHES / INJURIES / FATALITIES

**Total Number Of Reported Intersection Crashes..... 3,489**

Number of injury crashes..... ( Total Injuries 1271 ) 942

Number of fatal crashes..... ( Total Fatalities 3 ) 3

## COMMON ELEMENTS OF INTERSECTION CRASHES

### **Most Common Driver Factors Reported For All Intersection Crashes**

Failed to Yield Right-Of-Way..... 25%

Unknown..... 16%

Following Too Close..... 15%

### **Most Common Driver Factors Reported For Signalized Intersection Crashes**

Failed to Yield Right-Of-Way..... 23%

Following Too Close..... 17%

Unknown..... 17%

### **Most Common Manner Of Collision Reported For All Intersection Crashes**

Front To Rear..... 33%

Front To Side..... 30%

Sideswipe/Same Direction..... 16%

## INTERSECTION CRASHES / TRAFFIC CONTROL

Type Of Traffic Control	Number Of Crashes	% Of Int. Crashes
Signal	1832	53%
Stop	1404	40%
No Control	150	4%
Stop (All Way)	74	2%
Yield	21	1%
Stop (Multi)	8	0%

**\*\*Percentages rounded and may not total 100%\*\***

# Intersection Crash Summary

## TOP 30 HIGHEST CRASH INTERSECTIONS

(All or Partially Within City of Madison Limits)

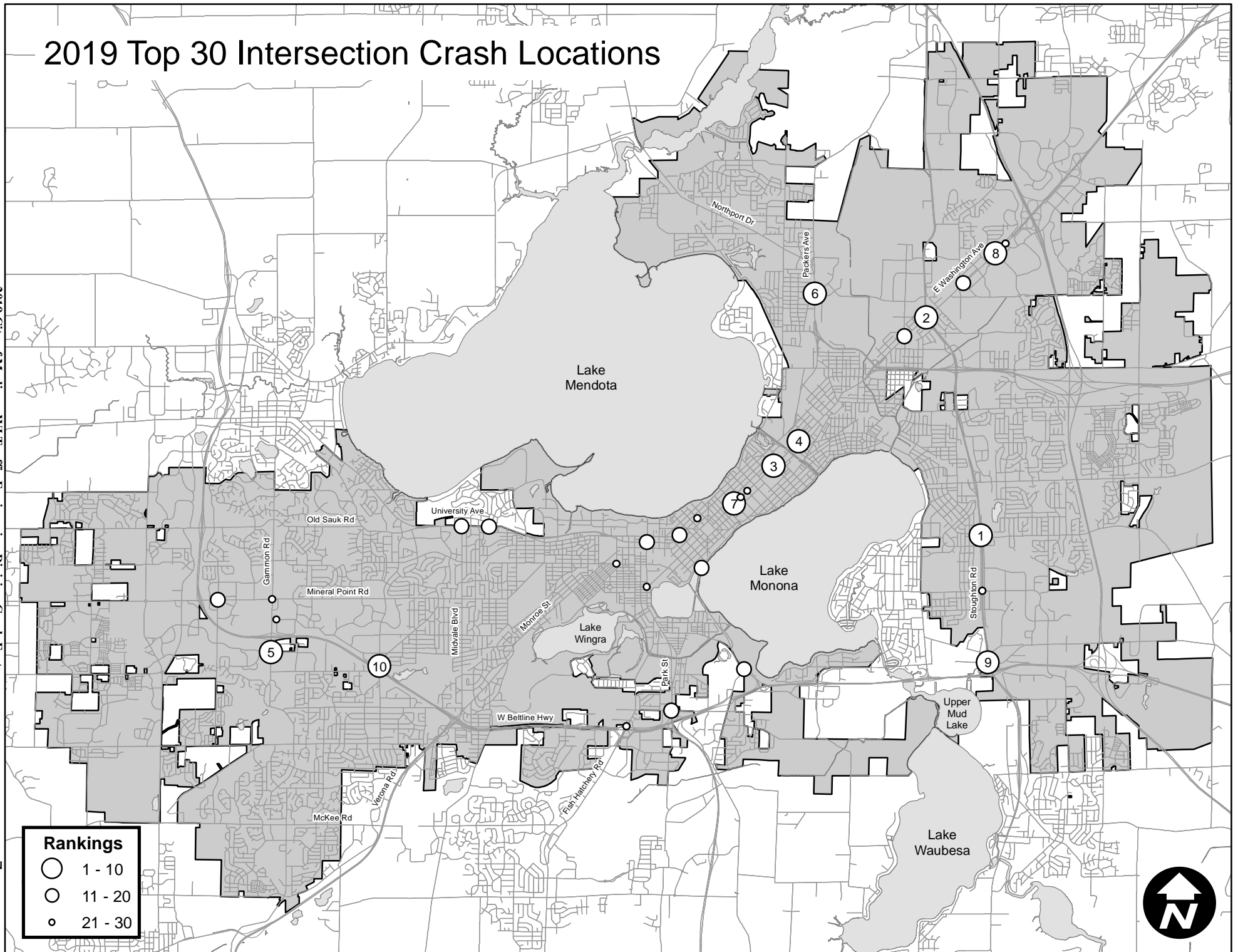
2019 Rank	**5-Year Average Rank	Intersection		2019 Crash Count	**5-Year Average Crash Count	Type of Traffic Control	Other Muni Other Roadway
1	31	Buckeye Rd & S Stoughton Rd	*	28	12	Signal	Blo-T USH
2	15	N Stoughton Rd & E Washington Ave	*	26	15	Signal	USH
3	9	N Baldwin St & E Washington Ave	*	23	13	Signal	USH
4	9	N First St & E Washington Ave	*	23	14	Signal	USH
5	27	S Gammon Rd & Watts Rd		21	12	Signal	
6	42	International Ln & Packers Ave	*	21	10	Signal	STH
7	29	N Blount St & E Washington Ave	*	20	10	Stop	USH
8	82	E Washington Ave & Zeier Rd	*	20	9	Signal	USH
9	234	E Broadway & S Stoughton Rd	*	20	8	Signal	Mon-C USH
10	12	W Beltline Hwy & S Whitney Way	*	18	12	Signal	USH
11	70	N Fair Oaks Ave & E Washington Ave		18	8	Signal	
12	28	W Johnson St & N Park St		18	10	Signal	
13	31	N Broom St & W Johnson St		17	11	Signal	
14	40	N Midvale Blvd & Rose Pl	*	17	10	Signal	Sho-V CTH
15	97	John Nolen Dr & Rimrock Rd	*	17	7	Signal	Mad-T CTH
16	61	John Nolen Dr & North Shore Dr	*	17	9	Signal	USH
17	39	W Badger Rd & S Park St	*	16	9	Signal	USH
18	72	S High Point Rd & Mineral Point Rd		16	8	Signal	
19	22	Portage Rd & Thierer Rd	*	16	11	Signal	USH
20	233	Hill St & Shorewood Blvd	*	16	7	Signal	Sho-V CTH
21	204	S Park St & Vilas Ave	*	16	7	Signal	USH
22	159	N Livingston St & E Washington Ave	*	15	6	Stop	USH
23	24	S Gammon Rd & Mineral Point Rd		15	12	Signal	
24	63	East Springs Dr & E Washington Ave	*	15	8	Signal	USH
25	58	Odana Rd & W Platte Dr		14	8	Stop	
26	226	N Randall Ave & Regent St		14	5	Signal	
27	28	E Johnson St & Wisconsin Ave		14	9	Signal	
28	72	WB W Beltline Hwy Exit Ramp & Fish Hatchery Rd	*	14	8	Signal	CTH
29	184	N Paterson St & E Washington Ave	*	14	7	Signal	USH
30	113	Pflaum Rd & S Stoughton Rd	*	14	7	Signal	USH

\*\*5-Year Averages for reference only. Averages are not an accurate representation due to changes in intersection crash counting method for 2019 (and for future years) as compared to previous years.

2019 intersection crash counts include crashes that occurred within 250' of intersection. Previous counts (2015-2018) used in 5-Year Average calculations include crashes occurring within the intersection and not beyond the crosswalks.

\* Multi-government shared jurisdiction location. See Other Muni or Other Roadway

# 2019 Top 30 Intersection Crash Locations



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# ROUNDAABOUT CRASH SUMMARY

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# Roundabout Crash Summary

## CRASHES / INJURIES / FATALITIES

**Total Number Of Reported Roundabout Crashes..... 81**

Number of injury crashes..... ( Total Injuries 14 ) 9

Number of fatal crashes..... ( Total Fatalities 0 ) 0

## COMMON ELEMENTS OF ROUNDABOUT CRASHES

### **Most Common Driver Factors Reported For All Roundabout Crashes**

Failed to Yield Right-Of-Way..... 47%

Unknown..... 20%

Failed To Keep In Designated Lane..... 11%

### **Most Common Manner Of Collision Reported For All Roundabout Crashes**

Angle..... 23%

Rear End..... 17%

Left Turn Into Traffic From Same Direction..... 17%

## ROUNDABOUT CRASH TOTALS

(All or Partially Within City of Madison Limits)

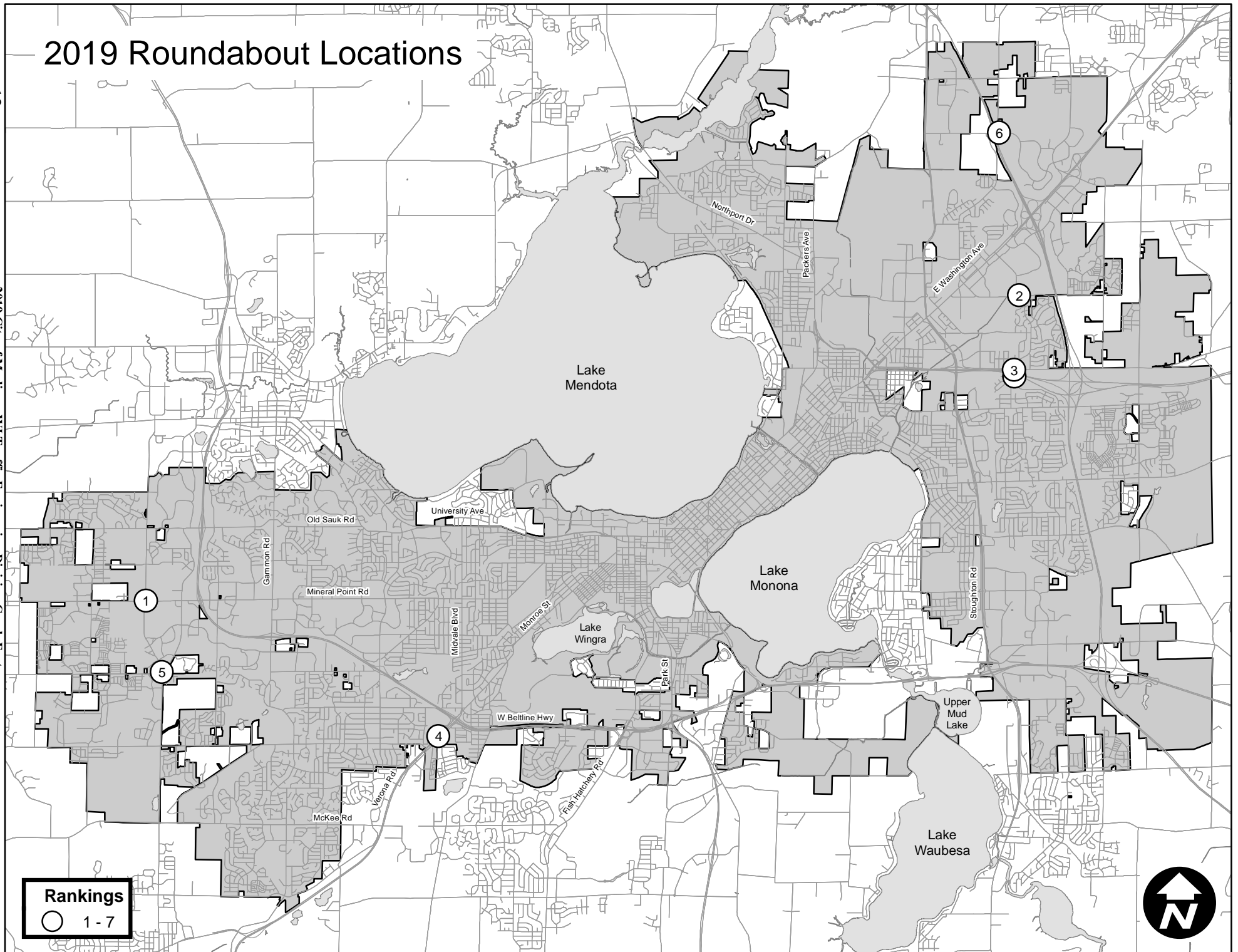
2019 Rank	**5-Year Average Rank	Intersection		2019 Crash Count	**5-Year Average Crash Count	Other Muni Other Roadway
1	1	Mineral Point Rd & N Pleasant View Rd	*	34	36	CTH
2	2	Lien Rd & N Thompson Dr		19	18	
3	4	Commercial Ave & N Thompson Dr	*	9	8	CTH
4	5	Verona Rd Frontage Rd (E) & Verona Rd Frontage		8	4	
5	3	County Rd M & Valley View Rd	*	5	13	CTH
6	7	Eastpark Blvd & Hanson Rd		4	1	
7	6	N Thompson Dr & EB State Rd 30 Exit Ramp	*	2	2	STH

\*\*5-Year Averages for reference only. Averages are not an accurate representation due to changes in intersection crash counting method for 2019 (and for future years) as compared to previous years.

2019 intersection crash counts include crashes that occurred within 250' of intersection. Previous counts (2015-2018) used in 5-Year Average calculations include crashes occurring within the intersection and not beyond the crosswalks.

\* Multi-government shared jurisdiction location. See Other Muni or Other Roadway

# 2019 Roundabout Locations



# NON-INTERSECTION CRASH SUMMARY

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# Non-Intersection Crash Summary

## CRASHES / INJURIES / FATALITIES

**Total Number Of Reported Non-Intersection Crashes..... 785**

Number of injury crashes..... ( *Total Injuries*                      251 ) ..... 183

Number of fatal crashes..... ( *Total Fatalities*                      3 ) ..... 3

## COMMON ELEMENTS OF NON-INTERSECTION CRASHES

### **Most Common Driver Factors Reported For All Non-Intersection Crashes**

Unknown..... 18%

Following Too Close..... 18%

Failed to Yield Right-Of-Way..... 13%

Failure To Control..... 10%

Operated Motor Vehicle In Inattentive, Careless or Erratic Manner..... 10%

### **Most Common Manner Of Collision Reported For All Non-Intersection Crashes**

Front To Rear..... 39%

No Collision W/Vehicle In Transport..... 23%

Sideswipe/Same Direction..... 16%

Front To Side..... 13%

Front To Front..... 3%

Sideswipe/Opposite Direction..... 2%

Rear To Side..... 2%

Unknown..... 1%

Other..... 1%

**\*\*Not Including Highway Non-Intersection Crashes\*\***

# Non-Intersection Crash Summary

## TOP 30 HIGHEST CRASH NON-INTERSECTION LOCATIONS

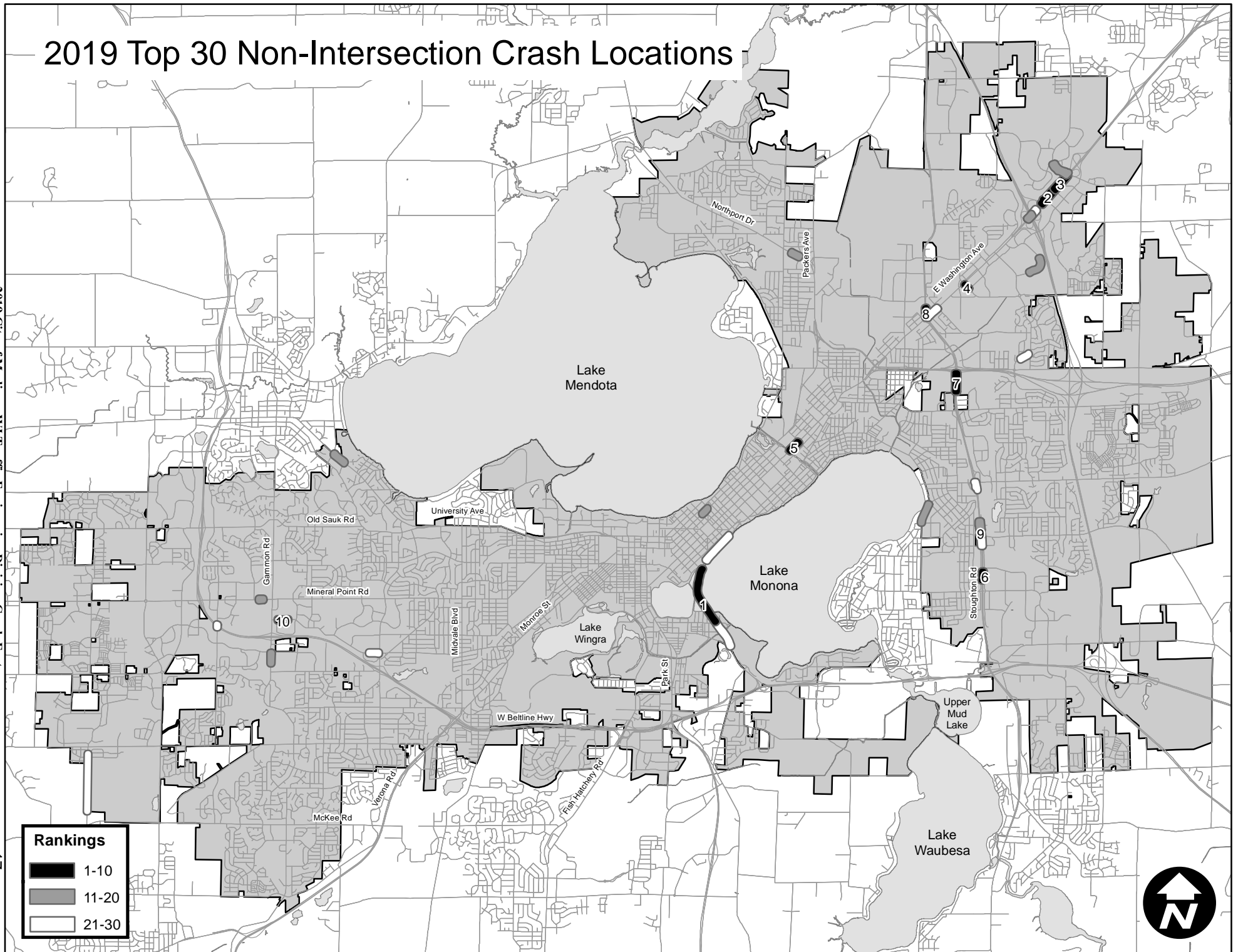
2019 Rank	**5-Year Average Rank	Location	2019 Crash Count	**5-Year Average Crash Count	Estimated Traffic On Average Day
1	4	400 John Nolen Dr	16	21	47,700
2	7	5300 E Washington Ave	16	18	53,850
3	38	5400 E Washington Ave	11	10	53,850
4	323	1750 Thierer Rd	9	6	6,450
5	31	1800 E Washington Ave	8	9	51,950
6	185	2200 S Stoughton Rd	7	4	47,750
7	6	300 N Stoughton Rd	7	19	53,250
8	26	1500 N Stoughton Rd	6	9	32,100
9	7	1700 S Stoughton Rd	6	17	48,400
10	87	6800 Odana Rd	5	6	16,550
11	272	4100 Monona Dr	5	3	20,950
12	461	4500 American Pkwy	5	3	25,950
13	29	700 S Gammon Rd	5	8	31,150
14	169	7100 Mineral Point Rd	5	4	32,550
15	44	1800 Northport Dr	5	7	37,050
16	110	1600 S Stoughton Rd	5	5	48,400
17	313	5000 E Washington Ave	5	4	53,850
18	1092	2100 East Springs Dr	4	1	11,950
19	32	100 E Johnson St	4	8	21,150
20	623	6000 University Ave	4	2	36,450
21	58	500 John Nolen Dr	4	6	37,150
22	20	1 John Nolen Dr (W of Monona Terrace Signals)	4	10	43,450
23	12	1800 S Stoughton Rd	4	14	47,750
24	350	900 S Stoughton Rd	4	3	48,400
25	9	3700 E Washington Ave	4	17	53,700
26	138	5100 E Washington Ave	4	6	53,850
27	1094	2000 Woods Rd	3	1	4,650
28	910	800 N Thompson Dr	3	1	12,950
29	38	5500 Odana Rd	3	8	14,850
30	1056	550 S High Point Rd	3	1	15,800

\*\*5-Year Averages for reference only. Averages are not an accurate representation due to changes in intersection crash counting method for 2019 (and for future years) as compared to previous years.

2019 intersection crash counts include crashes that occurred within 250' of intersection. Previous counts (2015-2018) used in 5-Year Average calculations include crashes occurring within the intersection and not beyond the crosswalks.

**\*\*Not Including Highway Non-Intersection Crashes\*\***

# 2019 Top 30 Non-Intersection Crash Locations



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# BICYCLE CRASH SUMMARY

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# Bicycle Crash Summary

## CRASHES / INJURIES / FATALITIES

**Total Number Of Reported Bicycle Crashes..... 76**

Number of injury crashes..... ( Total Injuries 67 ) ..... 65

Number of fatal crashes..... ( Total Fatalities 0 ) ..... 0

## COMMON ELEMENTS OF BICYCLE CRASHES

### **Most Common Auto Operator Factors Reported**

Failed to Yield Right-Of-Way..... 41%

No Contributing Action..... 32%

Unknown..... 11%

### **Most Common Bicycle Operator Factors Reported**

No Improper Action..... 55%

Unknown..... 9%

Sudden Movement Into Traffic..... 8%

Failure To Yield Right-Of-Way..... 8%

Disregarded Signal..... 8%

### **Most Common Manner Of Collision Reported For All Bicycle Crashes**

Vehicle Going Straight & Bike From Left..... 17%

Vehicle Turning Right & Bike From Opposite Direction..... 14%

Vehicle Turning Left & Bike From Right..... 12%

## BICYCLE CRASHES / TRAFFIC CONTROL

Type Of Traffic Control	Number Of Crashes	% Of Bicycle Crashes
Signalized Intersection	36	47%
Stop Controlled Intersection	29	38%
Non-Intersection	6	8%
Uncontrolled Intersection	3	4%
All Way Stop Controlled Intersection	2	3%

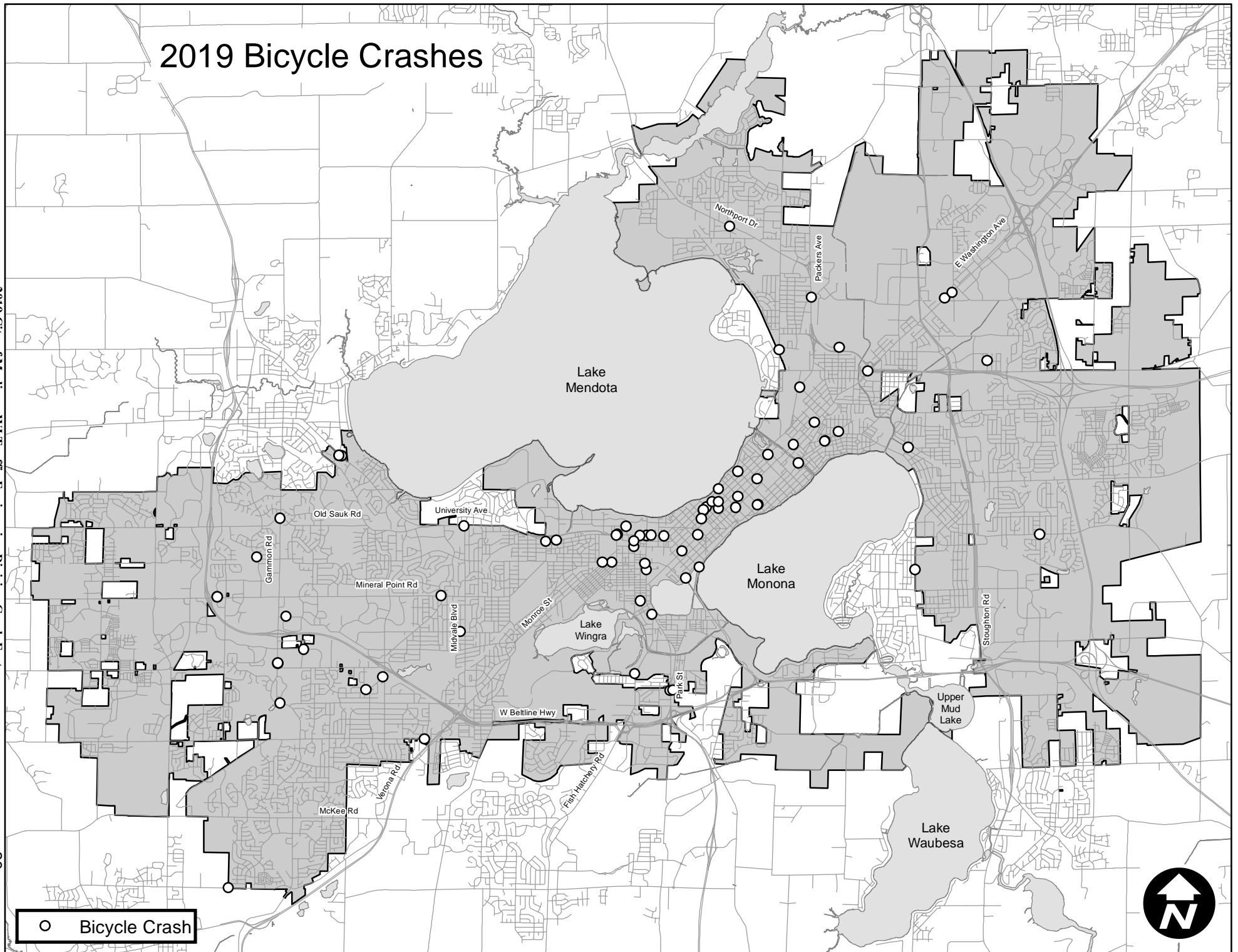
**\*\*Percentages rounded and may not total 100%\*\***

# Bicycle Crash Summary

## LOCATIONS WITH TWO OR MORE BICYCLE CRASHES

Location	Number of Crashes	Type of Traffic Control
Allen Blvd & St Dunstan Dr	3	Signalized Intersection
100 E Johnson St	2	Non-Intersection
800 S Gammon Rd	2	Non-Intersection
Big Sky Dr & Mineral Point Rd	2	Stop Controlled Intersection
Division St & Eastwood Dr	2	Signalized Intersection
N Park St & University Ave	2	Signalized Intersection
N Randall Ave & University Ave	2	Signalized Intersection
S Paterson St & Williamson St	2	Signalized Intersection

# 2019 Bicycle Crashes



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# PEDESTRIAN CRASH SUMMARY

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# Pedestrian Crash Summary

## CRASHES / INJURIES / FATALITIES

**Total Number Of Reported Pedestrian Crashes..... 90**

Number of injury crashes..... ( Total Injuries 79 ) 77

Number of fatal crashes..... ( Total Fatalities 3 ) 3

## COMMON ELEMENTS OF PEDESTRIAN CRASHES

### **Most Common Auto Operator Factors Reported**

Failed to Yield Right-Of-Way..... 42%

No Contributing Action..... 24%

Unknown..... 21%

### **Most Common Pedestrian Factors Reported**

No Improper Action..... 49%

Unknown..... 13%

Sudden Movement Into Traffic..... 11%

### **Most Common Manner Of Collision Reported For All Pedestrian Crashes**

Vehicle Going Straight & Pedestrian From Right..... 22%

Vehicle Going Straight & Pedestrian From Left..... 18%

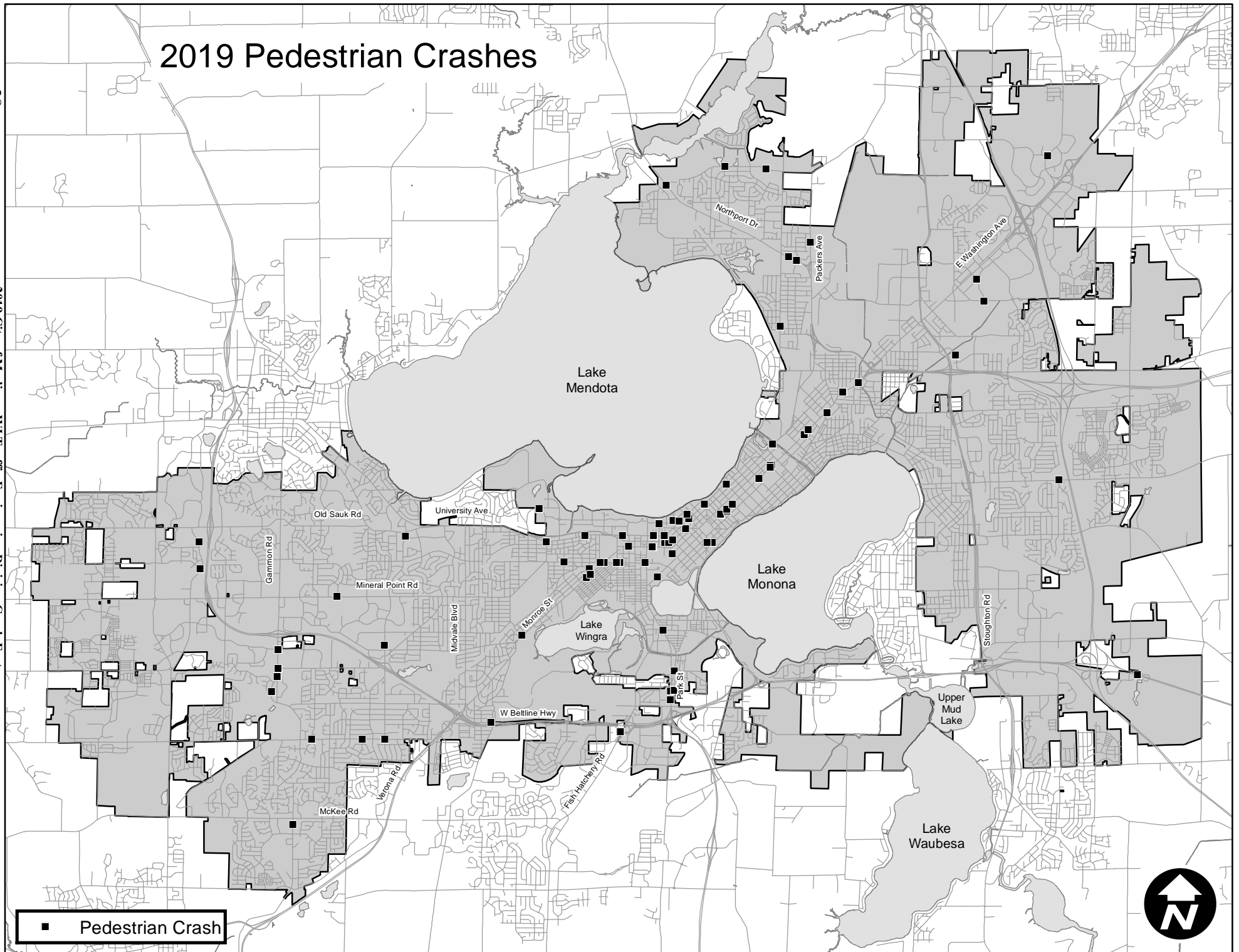
Vehicle Turning Left & Pedestrian From Right..... 14%

## PEDESTRIAN CRASHES / TRAFFIC CONTROL

Type Of Traffic Control	Number Of Crashes	% Of Ped. Crashes
Signalized Intersection	42	47%
Stop Controlled Intersection	35	39%
Non-Intersection	7	8%
All Way Stop Controlled Intersection	4	4%
Uncontrolled Intersection	1	1%
Hwy Non-Intersection	1	1%

\*\*Percentages are rounded and may not total 100%\*\*

# 2019 Pedestrian Crashes



# MOTORCYCLE CRASH SUMMARY

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# Motorcycle Crash Summary

## CRASHES / INJURIES / FATALITIES

<b>Total Number Of Reported Motorcycle Crashes.....</b>	<b>44</b>
Number of injury crashes..... ( <i>Total Injuries</i> 48 )	42
Number of fatal crashes..... ( <i>Total Fatalities</i> 1 )	1

## COMMON ELEMENTS OF MOTORCYCLE CRASHES

### **Most Common Auto and Motorcycle Operator Factors Reported**

No Contributing Action.....	57%
Failure To Control.....	27%
Failed to Yield Right-Of-Way.....	25%

### **Most Common Motorcycle Operator Factors Reported**

\*Due to changes with data collected in DT4000 Crash Reports, Motorcycle Operator Factors now grouped with Auto Operator Factors.

### **Most Common Manner Of Collision Reported For All Motorcycle Crashes**

No Collision W/Vehicle In Transport.....	45%
Front To Side.....	27%
Sideswipe/Same Direction.....	14%

## MOTORCYCLE CRASHES / TRAFFIC CONTROL

Type Of Traffic Control	Number Of Crashes	% Of Motorcycle Crashes
Stop Controlled Intersection	15	34%
Signalized Intersection	15	34%
Non-Intersection	8	18%
Hwy Non-Intersection	3	7%
Yield Controlled Roundabout Intersect	1	2%
Uncontrolled Intersection	1	2%
All Way Stop Controlled Intersection	1	2%

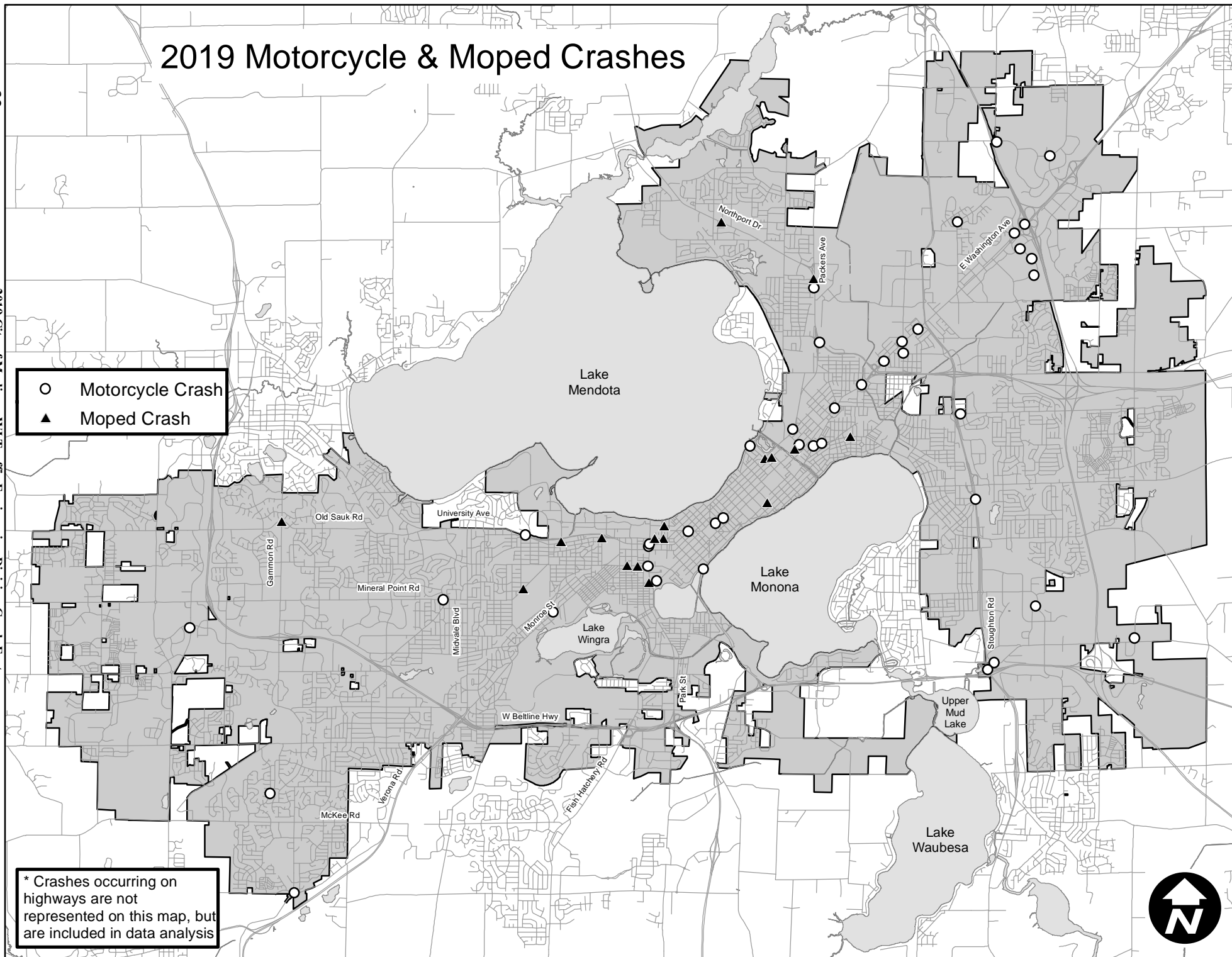
\*\*Percentages rounded and may not total 100%\*\*

\*\*Highway Crashes Included in Data Analysis\*\*

# 2019 Motorcycle & Moped Crashes

- Motorcycle Crash
- ▲ Moped Crash

\* Crashes occurring on highways are not represented on this map, but are included in data analysis



# MOPED CRASH SUMMARY

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# Moped Crash Summary

## CRASHES / INJURIES / FATALITIES

**Total Number Of Reported Moped Crashes..... 17**

Number of injury crashes..... ( *Total Injuries* 18 ) 17

Number of fatal crashes..... ( *Total Fatalities* 0 ) 0

## COMMON ELEMENTS OF MOPED CRASHES

### **Most Common Auto and Moped Operator Factors Reported**

No Contributing Action..... 82%

Unknown..... 18%

Following Too Close..... 18%

### **Most Common Moped Operator Factors Reported**

\*Due to changes with data collected in DT4000 Crash Reports, Moped Operator Factors now grouped with Auto Operator Factors.

### **Most Common Manner Of Collision Reported For All Moped Crashes**

Front To Rear..... 41%

Front To Side..... 29%

No Collision W/Vehicle In Transport..... 18%

## MOPED CRASHES / TRAFFIC CONTROL

Type Of Traffic Control	Number Of Crashes	% Of Moped Crashes
Stop Controlled Intersection	8	47%
Signalized Intersection	7	41%
Non-Intersection	1	6%
All Way Stop Controlled Intersection	1	6%

\*\*Percentages rounded and may not total 100% \*\*

**\*\*Highway Crashes Included in Data Analysis\*\***

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# FATAL CRASH SUMMARY

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# Fatal Crash Summary

	Location				Road	Light	Weather	Traffic
	Date/Time		Crash Type		Condition	Condition	Condition	Control
	Fatality: Age-Sex-Role				Alcohol Present - Role		Drug Present - Role	
	Crash Description							
1	John Nolen Dr & North Shore Dr							
	Fri	19-Jul-19	2:45 PM	Left Turn Crossing Traffic From Left	Dry	Dark-Unlit	Clear	Signalized
	47 - M - Motorcyclist (Unit 1)							
	SB motorcycle traveling straight through red struck EB vehicle turning left.							
2	10 Dempsey Rd							
	Tue	23-Jul-19	8:23 PM	Single Vehicle Swerved	Dry	Day	Clear	
	26 - F - Motorcyclist							
	SB motorcycle swerved for oncoming traffic and lost control, striking embankment.							
3	1400 E Washington Ave							
	Thu	08-Aug-19	10:08 AM	Rear End	Dry	Dark-Lighted	Clear	
	71 - M - Driver (Unit 2)				Y - Driver (Unit 1)		Y - Driver (Unit 1)	
	EB vehicle 1 rear ends vehicle 2, causing vehicle 2 to strike light pole and come to rest against tree.							
4	1700 Northport Dr							
	Thu	12-Sep-19	10:07 PM	Single Vehicle Going Straight	Wet	Dark-Lighted	Rain	
	60 - M - Pedestrian							
	WB vehicle struck pedestrian crossing SB in crosswalk.							
5	Commerce Dr & Mineral Point Rd							
	Wed	18-Sep-19	12:58 PM	Left Turn Crossing Traffic From Right	Dry	Day	Clear	Signalized
	33 - M - Driver (Unit 1)				Y - Driver (Unit 1)		Y - Driver (Unit 1)	
	EB vehicle traveling straight through red struck WB vehicles turning left.							
6	N Baldwin St & E Washington Ave							
	Thu	10-Oct-19	7:30 PM	Single Vehicle Going Straight	Wet	Dark-Lighted	Rain	Signalized
	32 - M Pedestrian							
	WB vehicle struck pedestrian crossing SB without crosswalk.							
7	EB US Highway 12 & 18 (near Millpond Rd)							
	Mon	04-Nov-19	7:00 PM	Single Vehicle Going Straight	Dry	Dark-Unlit	Clear	
	35 - F - Pedestrian				Y - Driver (Unit 1)			
	EB vehicle struck pedestrian crossing SB without crosswalk.							

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# 5-YEAR INTERSECTION EPDO CRASH SUMMARY

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Madison is in the process to potentially adopt Vision Zero principals in its transportation safety analysis and improvement investments. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safety, healthy, equitable mobility for all. So in crash analysis, it is beneficial to investigate severity of crashes in addition to frequency of crashes. Vision Zero seeks to address crashes that cause more injury.

Many states are using an Equivalent Property Damage Only (EPDO) weighting scale, which assigns more weight to crashes with injuries. For example, a crash with a fatality could be worth 150 times a property damage only crash. Recently, Wisconsin Traffic Operations and Safety Lab and the Madison Area Transportation Planning Board developed Wisconsin specific EPDO factors for the state of Wisconsin. Crash and hospital databases were linked to categorize injuries by part of the body, fracture involvement, and threat to life. Wisconsin Crash Outcome Evaluation System (CODES) data was used to provide cost estimates for medical, societal and quality of life costs by person injured in a crash. Bureau of Labor Statistics data was also used to provide cost estimates for non-hospitalized crash cases. The following tables summarize their findings both in dollar amounts and in factors.

## ■ State of Wisconsin

### Crash Cost by Type and Severity

SEVERITY		CRASH TYPE		
		PED	BIKE	VEH
K	Fatal	\$3,305,922	\$3,147,627	\$3,782,512
A	Incapacitating	\$433,383	\$362,759	\$389,169
B	Non-Incapacitating	\$113,100	\$90,303	\$107,674
C	Possible Injury	\$73,539	\$60,060	\$56,365
O	Property Damage	\$35,692	\$49,042	\$24,322

Motor Vehicle-Pedestrian (PED), Motor Vehicle-Bicycle (BIKE), Motor Vehicle Only (VEH)

## EPDO Weights

### ■ State of Wisconsin

#### EPDO Weights by Crash Type and Severity

SEVERITY		CRASH TYPE		
		PED	BIKE	VEH
K	Fatal	135.9	129.4	155.5
A	Incapacitating	17.8	14.9	16.0
B	Non-Incapacitating	4.7	3.7	4.4
C	Possible Injury	3.0	2.5	2.3
O	Property Damage	1.5	2.0	<u>1.0</u>

Motor Vehicle-Pedestrian (PED), Motor Vehicle-Bicycle (BIKE), Motor Vehicle Only (VEH)

In this document, a 5-year Intersection EPDO Crash Summary is provided based on the EPDO factors developed by the Wisconsin Traffic Operations and Safety Lab and the Madison Area Transportation Planning Board. Each crash is weighted based on the crash severity and the equivalent damage only crash cost. The 5-year rolling average helps to even out the perturbations in crash numbers that can occur in a single year, and provides a better understanding of the general trend of traffic safety.

In the future, Vision Zero efforts will focus on intersections and corridors with high crash severities rather than on intersections and corridors with high crash numbers.

# Five-Year Intersection EPDO Summary

## TOP 30 HIGHEST EPDO INTERSECTIONS

(All or Partially Within City of Madison Limits)

Rank	Intersection	**EPDO Value	Crash Count	Crash Count By Severity		
				Fatal	Injury	PDO
1	N Stoughton Rd & E Washington Ave	441.5	76	2	20	54
2	N Baldwin St & E Washington Ave	292.6	67	1	22	44
3	Campus Dr & Farley Ave	242	36	1	17	18
4	John Nolen Dr & North Shore Dr	237.5	43	1	16	26
5	US Highway 12 & 18 & Brandt Rd	235.1	29	1	13	15
6	Acewood Blvd & Cottage Grove Rd	222.1	34	1	14	19
7	Mineral Point Rd & N Pleasant View Rd	203.7	181	0	11	170
8	Commerce Dr & Mineral Point Rd	185.1	17	1	4	12
9	N First St & E Washington Ave	176.7	68	0	26	42
10	Blossom Ln & E Buckeye Rd	166.2	13	1	6	6
11	S Gammon Rd & Mineral Point Rd	146	60	0	22	38
12	Ridge St & University Ave	144.4	10	1	3	6
13	Commercial Ave & N Sherman Ave	140.9	6	1	0	5
14	N Park St & Regent St	136.2	53	0	23	30
15	E Washington Ave & Zeier Rd	135.1	47	0	20	27
16	E Broadway & S Stoughton Rd	131.6	66	0	24	42
17	Lien Rd & E Washington Ave	128.8	53	0	23	30
18	S Gammon Rd & Watts Rd	128.3	58	0	18	40
19	Portage Rd & Thierer Rd	116.9	53	0	17	36
20	Buckeye Rd & S Stoughton Rd	115.1	67	0	16	51
21	US Highway 12 & 18 & Millpond Rd	108	34	0	14	20
22	E Johnson St & Wisconsin Ave	107.6	45	0	16	29
23	International Ln & Packers Ave	104.6	51	0	17	34
24	Lien Rd & N Thompson Dr	102.9	89	0	8	81
25	W Beltline Hwy & S Whitney Way	101.8	59	0	22	37
26	N Midvale Blvd & Rose Pl	95.7	56	0	12	44
27	W Badger Rd & S Park St	94.1	47	0	16	31
28	N Ingersoll St & E Washington Ave	92	41	0	17	24
29	John Nolen Dr & Rimrock Rd	90.8	46	0	13	33
30	N Broom St & W Johnson St	90.6	54	0	10	44

\*\*EPDO Value for reference only. EPDO Values are not an accurate representation due to changes in intersection crash counting method for 2019 (and for future years) as compared to previous years.

2019 intersection crash counts include crashes that occurred within 250' of intersection. Previous counts (2015-2018) used in 5-Year Average calculations include crashes occurring within the intersection and not beyond the crosswalks.