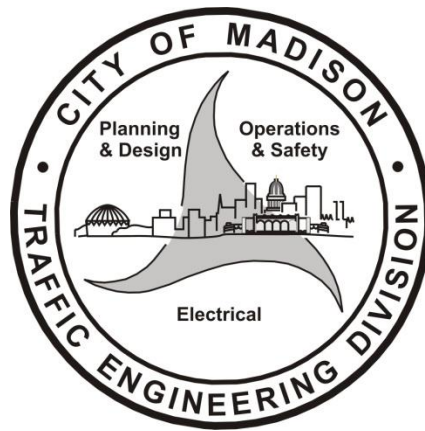




City of Madison, WI 2018 Crash Facts





Traffic Engineering Division

Yang Tao, PhD, PE, City Traffic Engineer

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The City of Madison's annual Crash Facts contains statistics, charts and tables summarizing the most common factors for 2018 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.*

There are two main updates to this year's Crash Facts report. 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. The EPDO factors recently developed by the Wisconsin Traffic Operations and Safety Lab and the Madison Area Transportation Planning Board are used.

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, road and weather conditions, etc. This information, along with diagrammed crashes, assists the engineers in reviewing crashes and planning strategies to reduce crashes more efficiently.

Sincerely,

Yang Tao, PhD, PE
City Traffic Engineer

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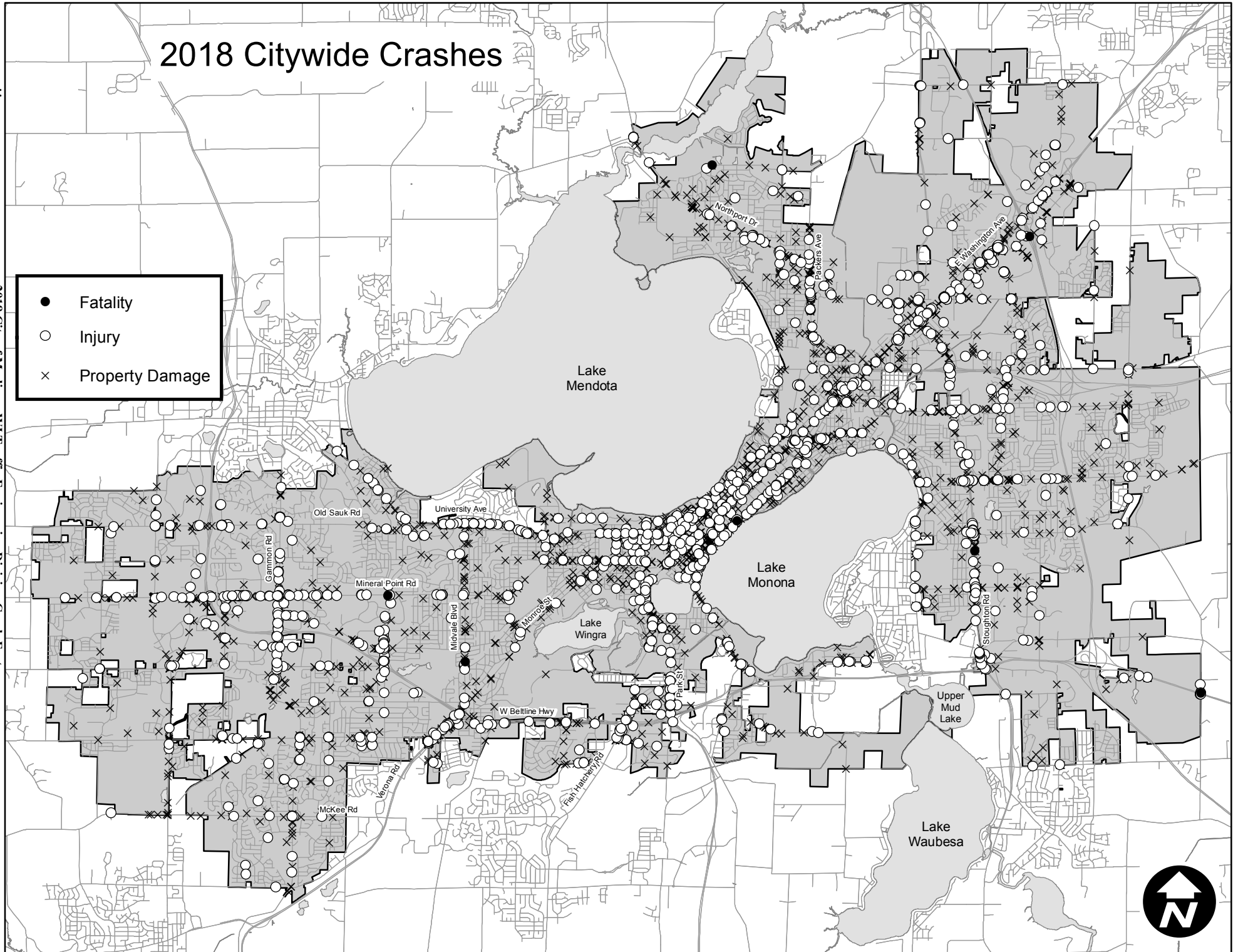
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Maps

| | |
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2018 Citywide Crashes

- Fatality
- Injury
- × Property Damage



Annual Crash Overview

Crash Totals

Total Number of Crashes.....5,204

Fatal Crashes.....(Total Fatalities 8).....7

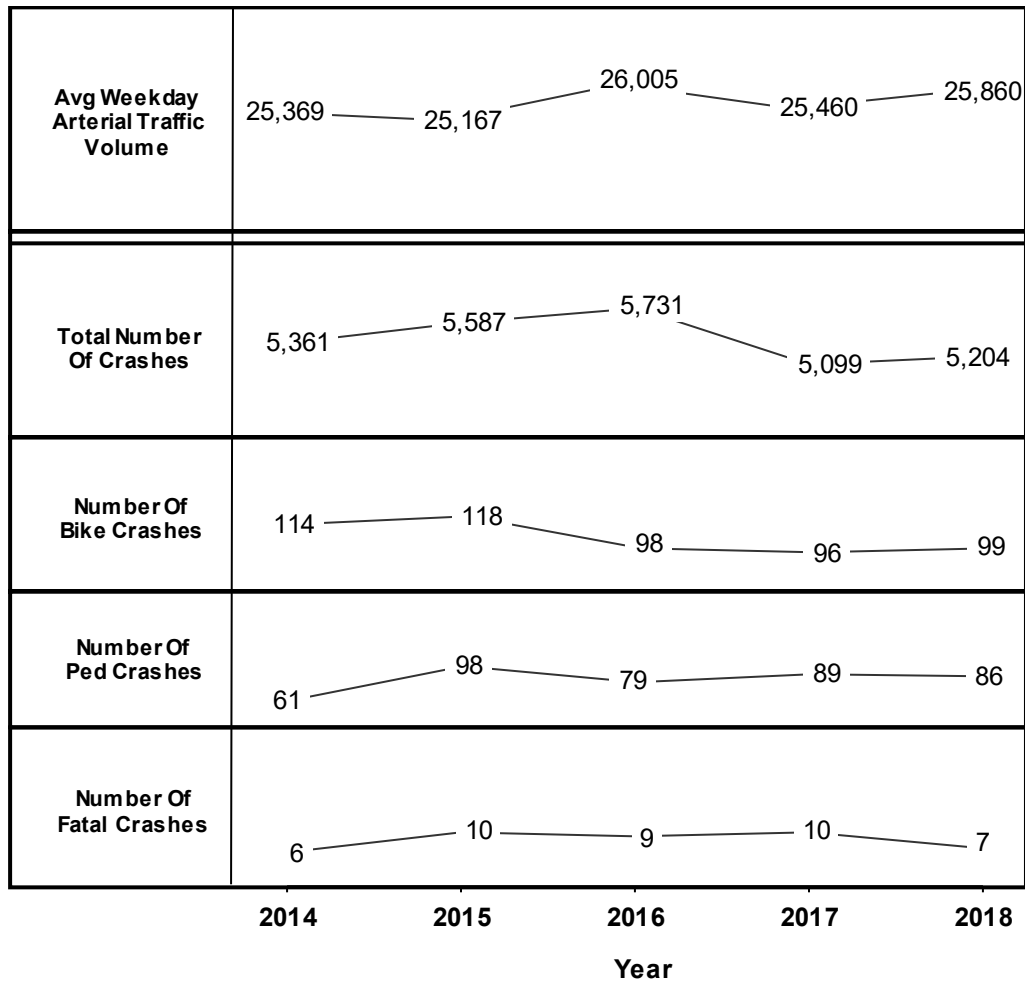
Crash Totals by General Location**

Non-Intersection Crashes..... 2,934
 Roundabout Crashes..... 66
 Intersection Crashes..... 1,555
 Hwy Crashes..... 625

Crash Totals Involving Bicyclists or Pedestrians**

Bicycle-Motor Vehicle Crashes..... 99
 Pedestrian-Motor Vehicle Crashes..... 86

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.....1,779
Total Number of Fatalities 8

Estimated Economic Loss From Injuries / Fatalities / Property Damage Due To Crashes¹

Total Number of Injuries..... 1,779

| | | |
|-----------------------------------|-----------|--------------|
| Incapacitating Injuries | 100 | \$9,570,000 |
| Non-Incapacitating Injuries | 711 | \$19,695,000 |
| Possible Injuries | 968 | \$22,070,400 |

Total Number of Fatalities 8 \$13,184,000

Total Number of Crashes
With Property Damage Only 3,812 \$46,125,200

Grand Total\$110.6 million

¹ Economic loss measures the economic loss to a community resulting from traffic crashes. The costs above were calculated using the 2017 National Safety Council estimates factored up by the CPI for 2018.

INTERSECTION CRASH SUMMARY

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Intersection Crash Summary

CRASHES / INJURIES / FATALITIES

| | | |
|---|------------------------|--------------|
| Total Number Of Reported Intersection Crashes..... | | 1,555 |
| Number of injury crashes..... | (Total Injuries 739) | 564 |
| Number of fatal crashes..... | (Total Fatalities 1) | 1 |

COMMON ELEMENTS OF INTERSECTION CRASHES

Most Common Driver Factors Reported For All Intersection Crashes

| | |
|--|-----|
| Failure To Yield..... | 45% |
| Disregard Traffic Control..... | 19% |
| Failure To Keep Vehicle Under Control..... | 8% |

Most Common Driver Factors Reported For Signalized Intersection Crashes

| | |
|--|-----|
| Failure To Yield..... | 38% |
| Disregard Traffic Control..... | 27% |
| Failure To Keep Vehicle Under Control..... | 7% |

Most Common Manner Of Collision Reported For All Intersection Crashes

| | |
|--|-----|
| Angle..... | 62% |
| No Collision With Another Vehicle..... | 10% |
| Sideswipe/Same Direction..... | 10% |

INTERSECTION CRASHES / TRAFFIC CONTROL

| Type Of Traffic Control | Number Of Crashes | % Of Int. Crashes |
|-------------------------|-------------------|-------------------|
| Signal | 877 | 56% |
| Stop | 582 | 37% |
| Stop (All Way) | 47 | 3% |
| No Control | 37 | 2% |
| Yield | 9 | 1% |
| Stop (Multi) | 3 | 0% |
| Stop (All) | 1 | 0% |

Percentages rounded and may not total 100%

Intersection Crash Summary

TOP 30 HIGHEST CRASH INTERSECTIONS

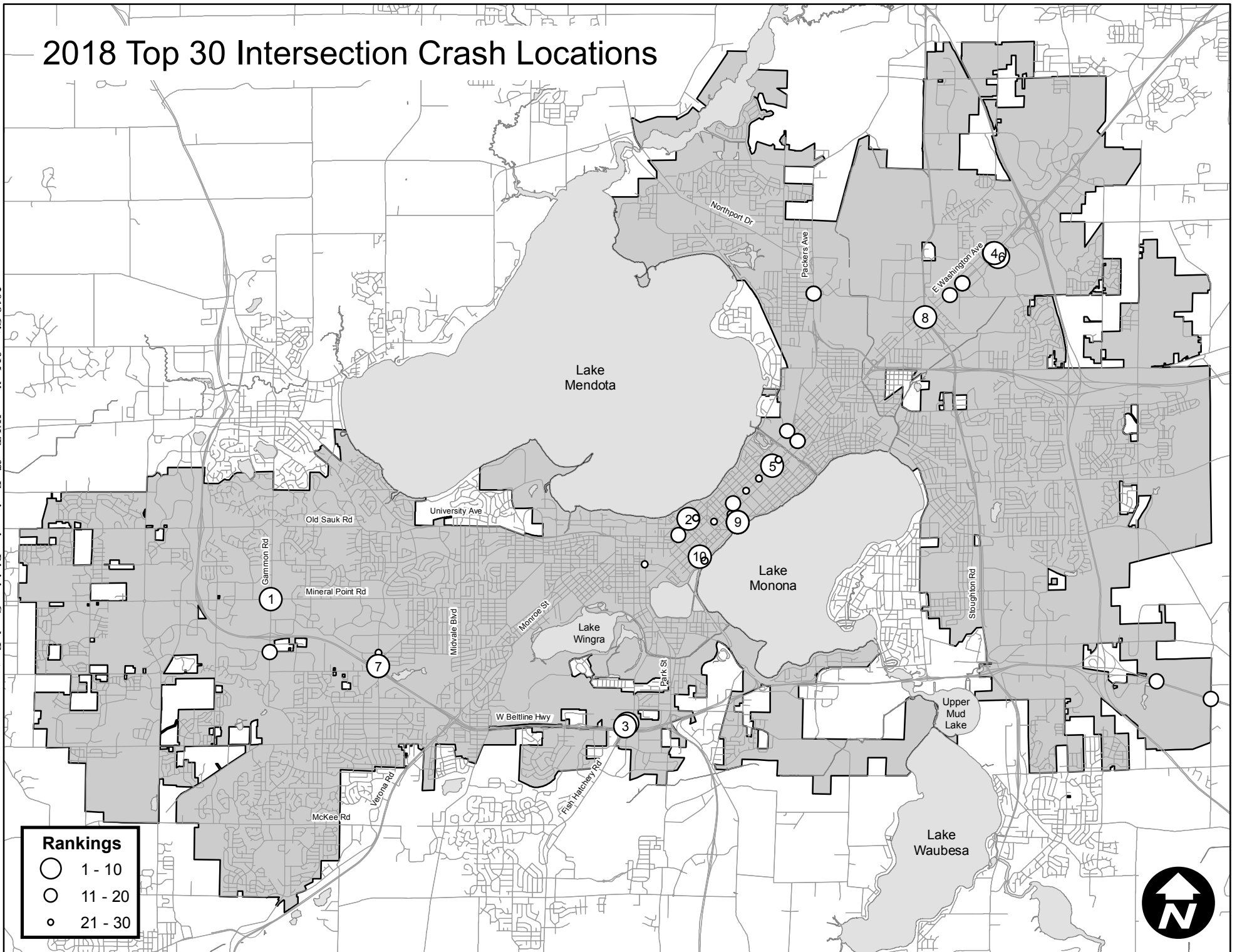
(All or Partially Within City of Madison Limits)

| 2018 Rank | 5-Year Average Rank | Intersection | | 2018 Crash Count | 5-Year Average Crash Count | Type of Traffic Control | Other Muni Other Roadway |
|-----------|---------------------|--|---|------------------|----------------------------|-------------------------|--------------------------|
| 1 | 24 | S Gammon Rd & Mineral Point Rd | | 18 | 11 | Signal | |
| 2 | 156 | N Carroll St & W Gorham St | | 12 | 5 | Stop | |
| 3 | 234 | WB W Beltline Hwy Exit Ramp & Fish Hatchery Rd | * | 12 | 6 | Signal | CTH |
| 4 | 11 | W Beltline Hwy & S Whitney Way | * | 12 | 11 | Signal | USH |
| 5 | 105 | E Washington Ave & Zeier Rd | * | 12 | 6 | Signal | USH |
| 6 | 13 | N Baldwin St & E Washington Ave | * | 12 | 11 | Signal | USH |
| 7 | 65 | East Towne Blvd & Zeier Rd | | 11 | 6 | Signal | |
| 8 | 17 | N Stoughton Rd & E Washington Ave | * | 11 | 12 | Signal | USH |
| 9 | 48 | S Blair St & John Nolen Dr | * | 11 | 9 | Signal | USH |
| 10 | 39 | S Broom St & W Wilson St | | 10 | 8 | Signal | |
| 11 | 38 | N Broom St & W Johnson St | | 10 | 9 | Signal | |
| 12 | 31 | N Blount St & E Washington Ave | * | 10 | 8 | Stop | USH |
| 13 | 99 | Portage Rd & Thierer Rd | * | 10 | 8 | Signal | USH |
| 14 | 35 | Lien Rd & E Washington Ave | * | 10 | 10 | Signal | USH |
| 15 | 30 | S Gammon Rd & Watts Rd | | 10 | 9 | Signal | |
| 16 | 139 | US Highway 12 & 18 & Brandt Rd | * | 9 | 5 | Stop | Cot-T USH |
| 17 | 36 | US Highway 12 & 18 & Millpond Rd | * | 9 | 9 | Stop | USH |
| 18 | 107 | N First St & E Johnson St | * | 9 | 6 | Signal | STH |
| 19 | 43 | International Ln & Packers Ave | * | 9 | 8 | Signal | STH |
| 20 | 13 | N First St & E Washington Ave | * | 9 | 11 | Signal | USH |
| 21 | 40 | S Blair St & E Main St | * | 8 | 7 | Stop | USH |
| 22 | 157 | E Washington Ave & N Webster St | | 8 | 5 | Signal | |
| 23 | 196 | N Paterson St & E Washington Ave | * | 8 | 5 | Signal | USH |
| 24 | 200 | N Dickinson St & E Washington Ave | * | 8 | 4 | Stop | USH |
| 25 | 57 | N Ingersoll St & E Washington Ave | * | 8 | 7 | Signal | USH |
| 26 | 41 | Odana Rd & S Whitney Way | | 8 | 8 | Signal | |
| 27 | 271 | Campus Dr & Farley Ave | * | 8 | 4 | Signal | Sho-V |
| 28 | 356 | S Broom St & John Nolen Dr | * | 8 | 3 | Signal | USH |
| 29 | 13 | N Park St & Regent St | | 8 | 11 | Signal | |
| 30 | 550 | Damon Rd & Emil St | | 7 | 2 | Stop | |

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

2018 Top 30 Intersection Crash Locations

2018 City of Madison, WI Traffic Engineering Division Crash Facts



Rankings

- 1 - 10
- 11 - 20
- 21 - 30



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ROUNDAABOUT CRASH SUMMARY

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Roundabout Crash Summary

CRASHES / INJURIES / FATALITIES

| | | |
|---|------------------------|-----------|
| Total Number Of Reported Roundabout Crashes..... | | 66 |
| Number of injury crashes..... | (Total Injuries 11) | 9 |
| Number of fatal crashes..... | (Total Fatalities 0) | 0 |

COMMON ELEMENTS OF ROUNDABOUT CRASHES

Most Common Driver Factors Reported For All Roundabout Crashes

| | |
|--|-----|
| Failure To Yield..... | 47% |
| Failure To Keep Vehicle Under Control..... | 15% |
| Following Too Close..... | 11% |

Most Common Manner Of Collision Reported For All Roundabout Crashes

| | |
|---|-----|
| Angle..... | 32% |
| Rear End..... | 20% |
| Left Turn Into Traffic From Same Direction..... | 14% |

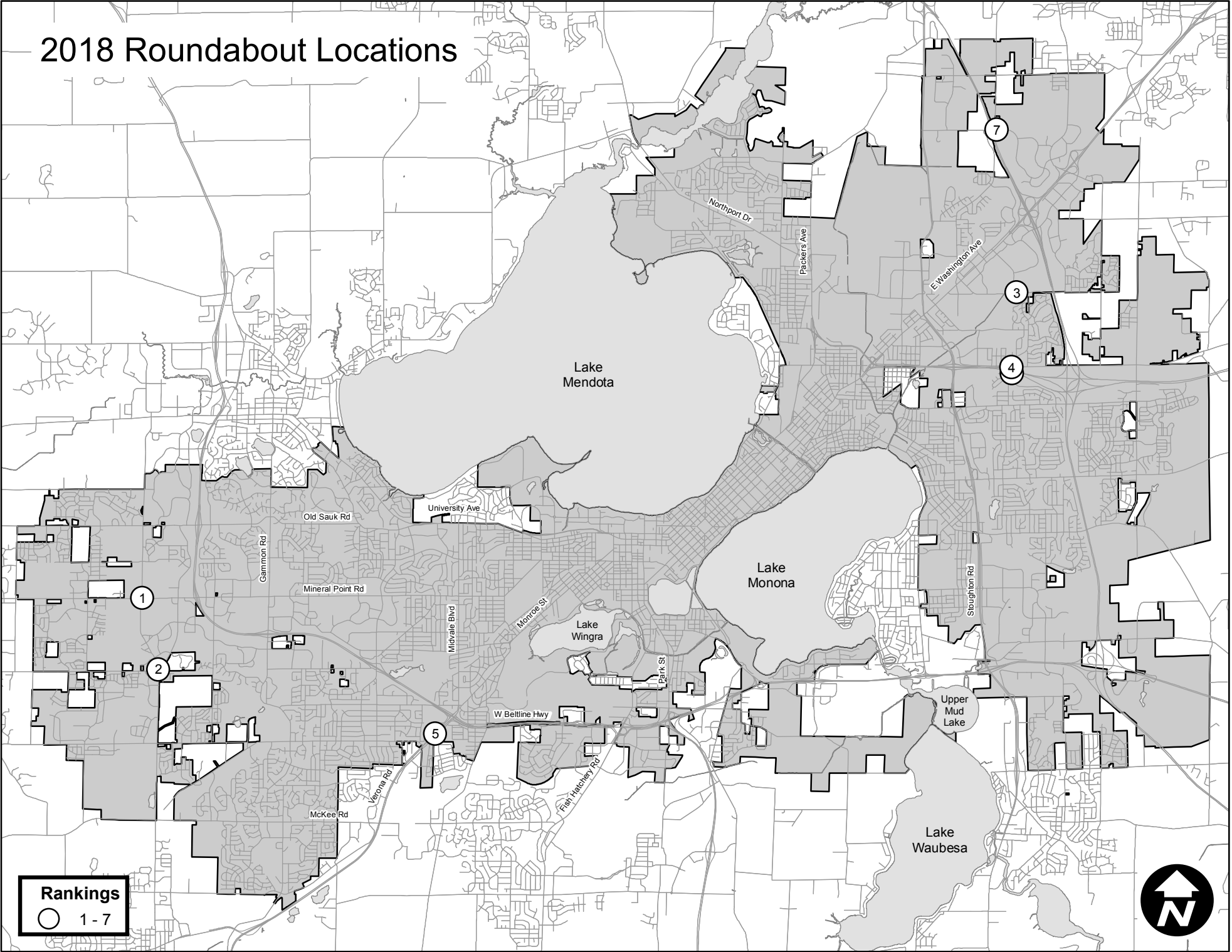
ROUNDABOUT CRASH TOTALS

(All or Partially Within City of Madison Limits)

| 2018 Rank | 5-Year Average Rank | Intersection | | 2018 Crash Count | 5-Year Average Crash Count | Other Muni Other Roadway |
|-----------|---------------------|--|---|------------------|----------------------------|--------------------------|
| 1 | 1 | Mineral Point Rd & N Pleasant View Rd | * | 24 | 36 | CTH |
| 2 | 2 | County Rd M & Valley View Rd | * | 14 | 16 | CTH |
| 3 | 3 | Lien Rd & N Thompson Dr | | 13 | 17 | |
| 4 | 4 | Commercial Ave & N Thompson Dr | * | 8 | 8 | CTH |
| 5 | 5 | Verona Rd Frontage Rd (E) & Verona Rd Frontage | | 4 | 2 | |
| 6 | 6 | N Thompson Dr & EB State Rd 30 Exit Ramp | * | 3 | 2 | STH |
| 7 | 7 | Eastpark Blvd & Hanson Rd | | 0 | 0 | Bur-T |

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

2018 Roundabout Locations



Rankings
○ 1-7



NON-INTERSECTION CRASH SUMMARY

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Non-Intersection Crash Summary

CRASHES / INJURIES / FATALITIES

| | | |
|---|------------------------|--------------|
| Total Number Of Reported Non-Intersection Crashes..... | | 2,934 |
| Number of injury crashes..... | (Total Injuries 809) | 655 |
| Number of fatal crashes..... | (Total Fatalities 6) | 5 |

COMMON ELEMENTS OF NON-INTERSECTION CRASHES

Most Common Driver Factors Reported For All Non-Intersection Crashes

| | |
|--|-----|
| Following Too Close..... | 23% |
| Failure To Keep Vehicle Under Control..... | 21% |
| Other..... | 11% |
| Inattentive Driving..... | 9% |
| Failure To Yield..... | 9% |

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

| | |
|--|-----|
| Rear End..... | 51% |
| Sideswipe/Same Direction..... | 18% |
| No Collision With Another Vehicle..... | 16% |
| Angle..... | 9% |
| Head On Collision..... | 3% |
| Unknown..... | 1% |
| Sideswipe/Opposite Direction..... | 1% |
| Rear To Rear..... | 0% |

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

Non-Intersection Crash Summary

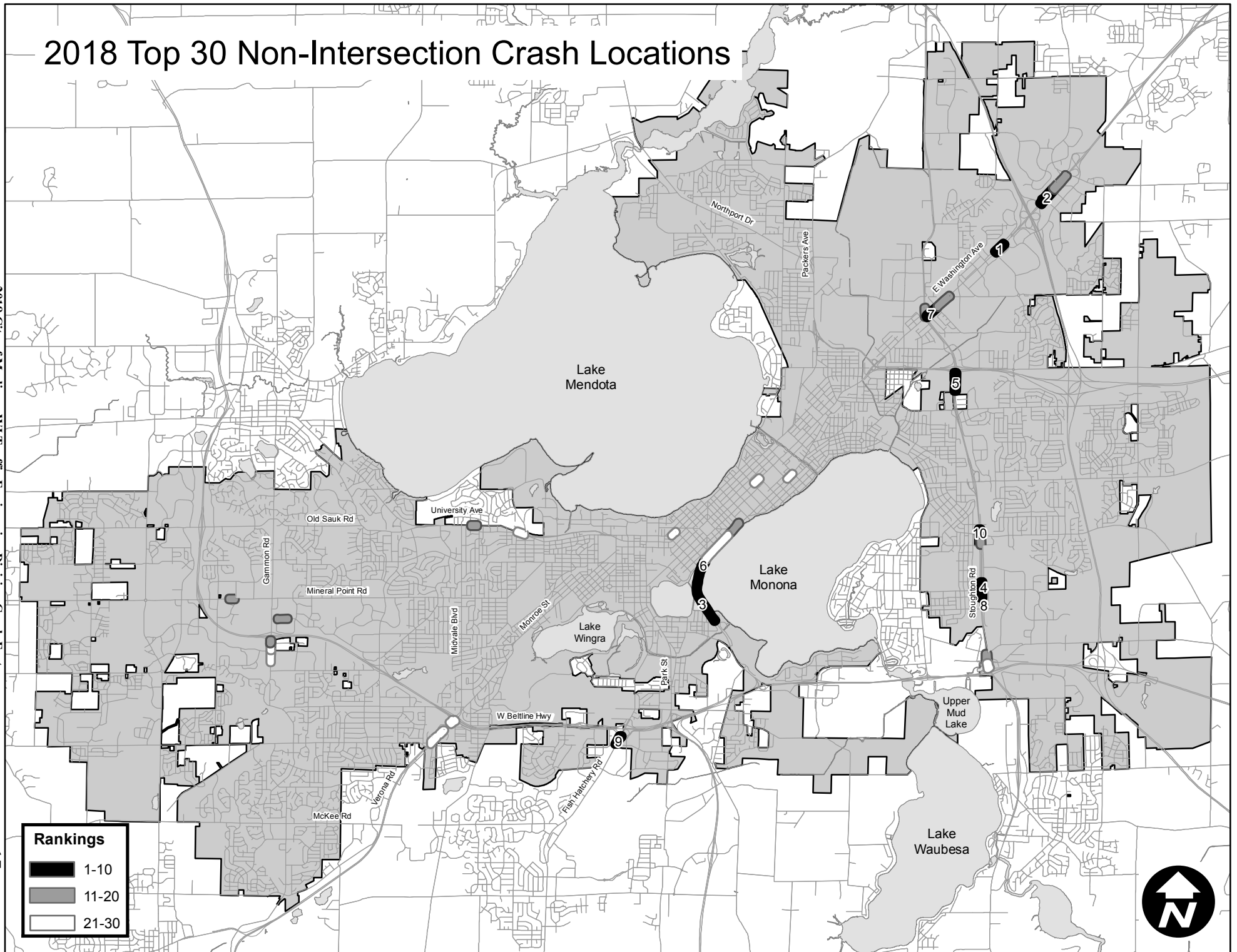
TOP 30 HIGHEST CRASH NON-INTERSECTION LOCATIONS



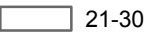
| 2018 Rank | 5-Year Average Rank | Location | 2018 Crash Count | 5-Year Average Crash Count | Estimated Traffic On Average Day |
|-----------|---------------------|---|------------------|----------------------------|----------------------------------|
| 1 | 2 | 4700 E Washington Ave | 27 | 26 | 49,750 |
| 2 | 16 | 5300 E Washington Ave | 25 | 17 | 53,850 |
| 3 | 8 | 400 John Nolen Dr | 23 | 20 | 39,500 |
| 4 | 12 | 2400 S Stoughton Rd | 19 | 18 | 47,750 |
| 5 | 5 | 300 N Stoughton Rd | 19 | 22 | 53,250 |
| 6 | 15 | 300 John Nolen Dr | 18 | 14 | 52,700 |
| 7 | 6 | 3700 E Washington Ave | 17 | 20 | 53,700 |
| 8 | 24 | 2500 S Stoughton Rd | 16 | 12 | 44,350 |
| 9 | 115 | 2800 Fish Hatchery Rd | 15 | 10 | 38,550 |
| 10 | 6 | 1700 S Stoughton Rd | 15 | 20 | 48,400 |
| 11 | 285 | 3400 S Stoughton Rd | 13 | 6 | 43,500 |
| 12 | 69 | 5400 E Washington Ave | 13 | 8 | 53,850 |
| 13 | 64 | 7500 Mineral Point Rd | 12 | 8 | 26,350 |
| 14 | 37 | 1500 N Stoughton Rd | 12 | 9 | 32,100 |
| 15 | 13 | 1800 S Stoughton Rd | 12 | 15 | 47,750 |
| 16 | 351 | 3500 University Ave | 12 | 6 | 53,250 |
| 17 | 33 | 1 John Nolen Dr (E of Monona Terrace Signals) | 12 | 11 | 62,400 |
| 18 | 97 | 6800 Odana Rd | 11 | 6 | 16,550 |
| 19 | 27 | 650 S Gammon Rd | 11 | 10 | 39,300 |
| 20 | 529 | 3500 S Stoughton Rd | 11 | 5 | 43,500 |
| 21 | 14 | 3800 E Washington Ave | 11 | 14 | 49,650 |
| 22 | 28 | 1 John Nolen Dr (W of Monona Terrace Signals) | 11 | 11 | 62,400 |
| 23 | 51 | 700 S Gammon Rd | 10 | 8 | 31,150 |
| 24 | 68 | 2700 University Ave | 10 | 7 | 54,400 |
| 25 | 51 | 4700 Verona Rd | 10 | 9 | 56,550 |
| 26 | 61 | 4400 Verona Rd | 10 | 8 | 56,550 |
| 27 | 107 | 400 W Gorham St | 9 | 6 | 30,800 |
| 28 | 35 | 675 S Gammon Rd | 9 | 11 | 39,300 |
| 29 | 125 | 1000 E Washington Ave | 9 | 5 | 46,300 |
| 30 | 63 | 600 E Washington Ave | 9 | 7 | 47,200 |

Not Including Highway Non-Intersection Crashes

2018 Top 30 Non-Intersection Crash Locations

2018 City of Madison, WI Traffic Engineering Division Crash Facts



| Rankings | |
|---|-------|
|  | 1-10 |
|  | 11-20 |
|  | 21-30 |



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BICYCLE CRASH SUMMARY

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Bicycle Crash Summary

CRASHES / INJURIES / FATALITIES

| | | |
|--|------------------------|-----------|
| Total Number Of Reported Bicycle Crashes..... | | 99 |
| Number of injury crashes..... | (Total Injuries 89) | 88 |
| Number of fatal crashes..... | (Total Fatalities 0) | 0 |

COMMON ELEMENTS OF BICYCLE CRASHES

Most Common Auto Operator Factors Reported

| | |
|--------------------------------|-----|
| Failure To Yield..... | 44% |
| Inattentive Driving..... | 4% |
| Disregard Traffic Control..... | 4% |

Most Common Bicycle Operator Factors Reported

*Due to changes with data collected in new DT4000 Crash Reports, Bicycle Operator Factor percentages unavailable.

Most Common Manner Of Collision Reported For All Bicycle Crashes

| | |
|---|-----|
| Vehicle Turning Left & Bike From Right..... | 19% |
| Vehicle Going Straight & Bike From Left..... | 17% |
| Vehicle Turning Right & Bike From Opposite Direction..... | 15% |

BICYCLE CRASHES / TRAFFIC CONTROL

| Type Of Traffic Control | Number Of Crashes | % Of Bicycle Crashes |
|--------------------------------------|-------------------|----------------------|
| Signalized Intersection | 47 | 47% |
| Stop Controlled Intersection | 32 | 32% |
| Non-Intersection | 14 | 14% |
| All Way Stop Controlled Intersection | 4 | 4% |
| Yield Controlled Intersection | 1 | 1% |
| Uncontrolled Intersection | 1 | 1% |

Percentages rounded and may not total 100%

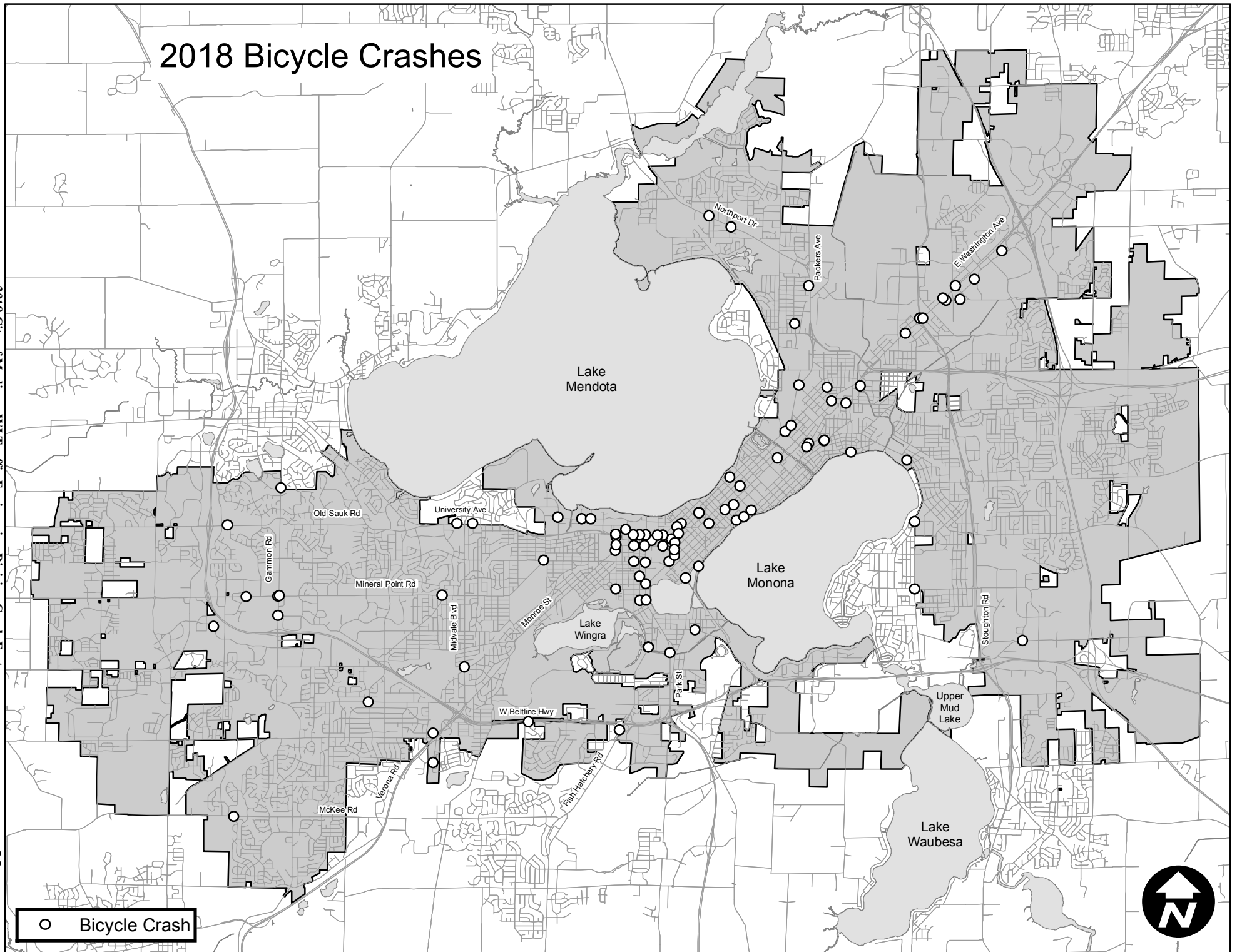
Bicycle Crash Summary

LOCATIONS WITH TWO OR MORE BICYCLE CRASHES

| Location | Number of Crashes | Type of Traffic Control |
|--------------------------------|--------------------------|--------------------------------|
| E Johnson St & N Pinckney St | 3 | Stop Controlled Intersection |
| Fish Hatchery Rd & N Wingra Dr | 3 | Signalized Intersection |
| N Randall Ave & University Ave | 3 | Signalized Intersection |
| Division St & Eastwood Dr | 2 | Signalized Intersection |
| N Brooks St & University Ave | 2 | Signalized Intersection |
| S Gammon Rd & Mineral Point Rd | 2 | Signalized Intersection |
| W Dayton St & N Frances St | 2 | Stop Controlled Intersection |
| W Dayton St & N Park St | 2 | Signalized Intersection |

2018 Bicycle Crashes

2018 City of Madison, WI Traffic Engineering Division Crash Facts



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PEDESTRIAN CRASH SUMMARY

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Pedestrian Crash Summary

CRASHES / INJURIES / FATALITIES

| | | |
|---|------------------------|-----------|
| Total Number Of Reported Pedestrian Crashes..... | | 86 |
| Number of injury crashes..... | (Total Injuries 86) | 82 |
| Number of fatal crashes..... | (Total Fatalities 2) | 2 |

COMMON ELEMENTS OF PEDESTRIAN CRASHES

Most Common Auto Operator Factors Reported

| | |
|------------------------------|-----|
| Failure To Yield..... | 40% |
| Other..... | 5% |
| Too Fast For Conditions..... | 3% |
| Inattentive Driving..... | 3% |

Most Common Pedestrian Factors Reported

*Due to changes with data collected in new DT4000 Crash Reports, Pedestrian Factor percentages unavailable.

Most Common Manner Of Collision Reported For All Pedestrian Crashes

| | |
|---|-----|
| Vehicle Going Straight & Pedestrian From Left..... | 21% |
| Vehicle Turning Left & Pedestrian From Right..... | 19% |
| Vehicle Going Straight & Pedestrian From Right..... | 17% |

PEDESTRIAN CRASHES / TRAFFIC CONTROL

| Type Of Traffic Control | Number Of Crashes | % Of Ped. Crashes |
|--------------------------------------|-------------------|-------------------|
| Signalized Intersection | 36 | 42% |
| Non-Intersection | 25 | 29% |
| Stop Controlled Intersection | 21 | 24% |
| All Way Stop Controlled Intersection | 2 | 2% |
| Yield Controlled Intersection | 1 | 1% |
| Uncontrolled Intersection | 1 | 1% |

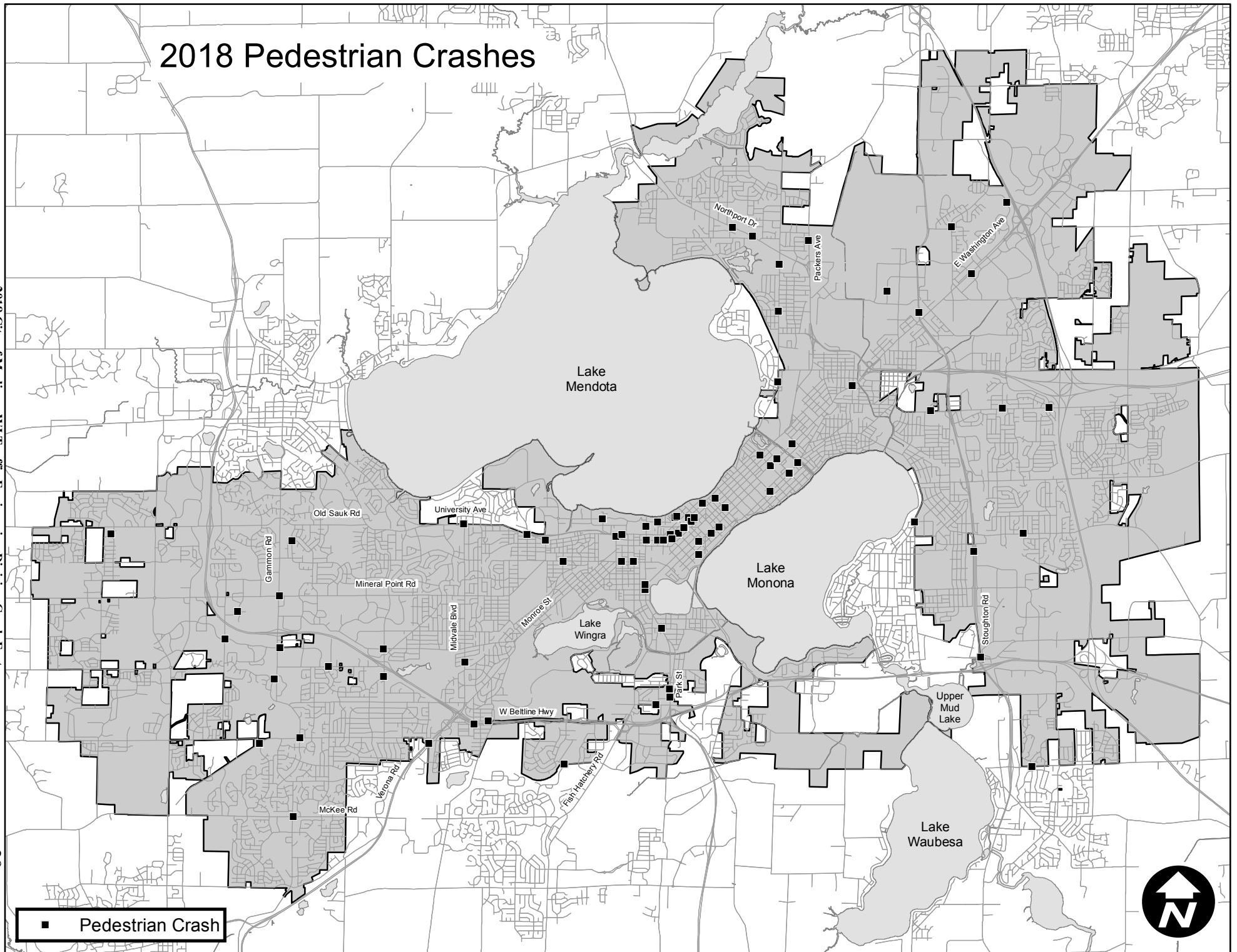
Percentages are rounded and may not total 100%

Pedestrian Crash Summary

LOCATIONS WITH TWO OR MORE PEDESTRIAN CRASHES

| Location | Number of Crashes | Type of Traffic Control |
|--------------------------------|--------------------------|--------------------------------|
| Buick St & S Park St | 3 | Signalized Intersection |
| S Park St & Vilas Ave | 2 | Signalized Intersection |
| S Ingersoll St & Williamson St | 2 | Signalized Intersection |

2018 Pedestrian Crashes



■ Pedestrian Crash

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MOTORCYCLE CRASH SUMMARY

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Motorcycle Crash Summary

CRASHES / INJURIES / FATALITIES

| | | |
|---|------------------------|-----------|
| Total Number Of Reported Motorcycle Crashes..... | | 51 |
| Number of injury crashes..... | (Total Injuries 43) | 41 |
| Number of fatal crashes..... | (Total Fatalities 0) | 0 |

COMMON ELEMENTS OF MOTORCYCLE CRASHES

Most Common Auto Operator Factors Reported

| | |
|--|-----|
| Failure To Yield..... | 31% |
| Other..... | 10% |
| Improper Turn..... | 10% |
| Failure To Keep Vehicle Under Control..... | 10% |

Most Common Motorcycle Operator Factors Reported

| | |
|--|-----|
| Failure To Keep Vehicle Under Control..... | 33% |
| Other..... | 18% |
| Exceed Speed Limit..... | 12% |

Most Common Manner Of Collision Reported For All Motorcycle Crashes

| | |
|--|-----|
| No Collision With Another Vehicle..... | 35% |
| Rear End..... | 33% |
| Angle..... | 18% |

MOTORCYCLE CRASHES / TRAFFIC CONTROL

| Type Of Traffic Control | Number Of Crashes | % Of Motorcycle Crashes |
|--------------------------------------|-------------------|-------------------------|
| Non-Intersection | 32 | 63% |
| Hwy Non-Intersection | 9 | 18% |
| Signalized Intersection | 5 | 10% |
| Stop Controlled Intersection | 4 | 8% |
| All Way Stop Controlled Intersection | 1 | 2% |

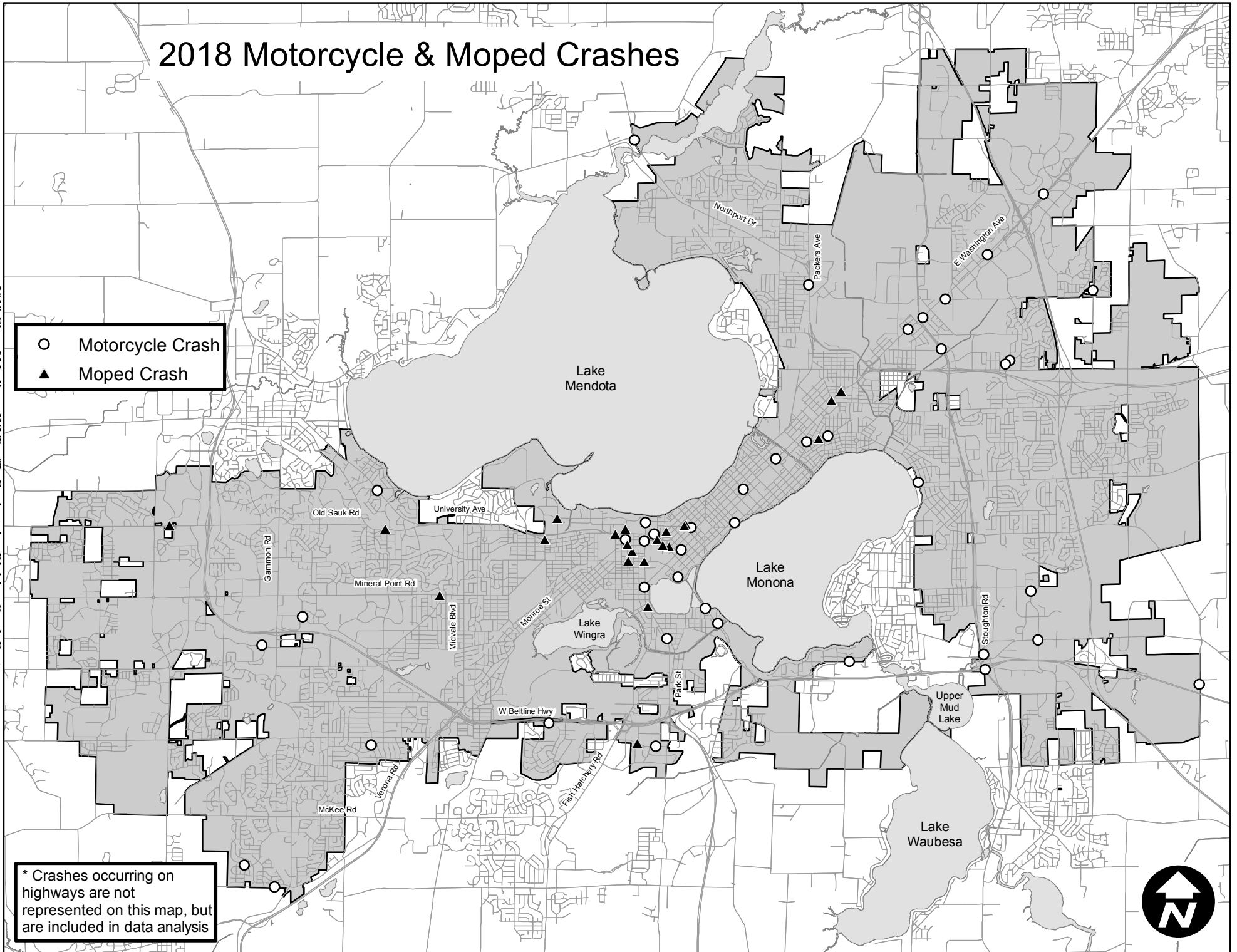
Percentages rounded and may not total 100%

Highway Crashes Included in Data Analysis

2018 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..... | | 21 |
| Number of injury crashes..... | (Total Injuries 19) | 19 |
| Number of fatal crashes..... | (Total Fatalities 0) | 0 |

COMMON ELEMENTS OF MOPEL CRASHES

Most Common Auto Operator Factors Reported

| | |
|--------------------------|-----|
| Failure To Yield..... | 43% |
| Improper Turn..... | 14% |
| Following Too Close..... | 10% |

Most Common Moped Operator Factors Reported

| | |
|--|-----|
| Failure To Keep Vehicle Under Control..... | 14% |
| Following Too Close..... | 10% |
| Other..... | 5% |
| Inattentive Driving..... | 5% |
| Improper Turn..... | 5% |
| Disregard Traffic Control..... | 5% |

Most Common Manner Of Collision Reported For All Moped Crashes

| | |
|-------------------------------|-----|
| Angle..... | 29% |
| Rear End..... | 24% |
| Sideswipe/Same Direction..... | 19% |

MOPEL CRASHES / TRAFFIC CONTROL

| Type Of Traffic Control | Number Of Crashes | % Of Moped Crashes |
|------------------------------|-------------------|--------------------|
| Non-Intersection | 9 | 43% |
| Stop Controlled Intersection | 6 | 29% |
| Signalized Intersection | 6 | 29% |

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 | | Crash Type | Road | Light | Weather | Traffic |
|---|---|--------------------|-------------------------------|------------------------|--------------|---------------------|---------|
| | Date/Time | | | Condition | Condition | Condition | Control |
| | Fatality: Age-Sex-Role | | | Alcohol Present - Role | | Drug Present - Role | |
| <i>Crash Description</i> | | | | | | | |
| 1 | 5400 Mineral Point Rd | | Rear End | Dry | Day | Cloudy | |
| | Wed | 11-Apr-18 12:56 PM | | | | | |
| | 76 - F - Passenger (Unit 1) 78 - M - Driver (Unit 1) | | | | | | |
| <i>EB vehicle struck vehicle at red light.</i> | | | | | | | |
| 2 | 850 S Midvale Blvd | | Single Vehicle Going Straight | Dry | Dusk | Cloudy | |
| | Fri | 27-Apr-18 8:01 PM | | | | | |
| | 72 - M - Pedestrian | | | | | | |
| <i>NB vehicle lost control and struck pedestrians on the sidewalk.</i> | | | | | | | |
| 3 | 2000 S Stoughton Rd | | UNKNOWN | Dry | Dark-Unlit | Clear | |
| | Wed | 23-May-18 11:40 PM | | | | | |
| | 61 - M - Pedestrian | | | | | | |
| <i>Pedestrian found in roadway. Manner of crash unknown.</i> | | | | | | | |
| 4 | 1 John Nolen Dr (E of Monona Terrace Signals) | | Rear End | Dry | Dark-Lighted | Clear | |
| | Sat | 23-Jun-18 3:35 AM | | | | | |
| | 45 - M - Driver (Unit 2) | | | | | | |
| <i>NB vehicle struck vehicle at red light. Both vehicles then knocked down traffic signal pole, causing a fire.</i> | | | | | | | |
| 5 | US Highway 12 & 18 & Brandt Rd | | Angle | Dry | Day | Cloudy | Stop |
| | Sun | 05-Aug-18 12:44 PM | | | | | |
| | 60 - M - Driver (Unit 2) | | | | | | |
| <i>NB vehicle and WB vehicle collided in intersection.</i> | | | | | | | |
| 6 | EB I 39-90-94 (near High Crossing Blvd overpass) | | Angle | Wet | Dark-Unlit | Rain | |
| | Fri | 17-Aug-18 5:15 AM | | | | | |
| | 20 - F - Driver (Unit 1) | | | | | | |
| <i>Disabled vehicle facing struck by EB vehicle.</i> | | | | | | | |
| 7 | 900 Wheeler Rd | | Single Vehicle Going Straight | Dry | Dark-Lighted | Clear | |
| | Tue | 18-Dec-18 8:24 PM | | | | | |
| | 24 - F - Driver | | | | | | |
| <i>WB vehicle struck curb and rolled into utility pole.</i> | | | | | | | |

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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 | 416.7 | 60 | 2 | 17 | 41 |
| 2 | US Highway 12 & 18 & Millpond Rd | 287.5 | 44 | 1 | 15 | 28 |
| 3 | US Highway 12 & 18 & Brandt Rd | 251.7 | 28 | 1 | 16 | 11 |
| 4 | Campus Dr & Farley Ave | 241.9 | 29 | 1 | 15 | 13 |
| 5 | Acewood Blvd & Cottage Grove Rd | 210.6 | 28 | 1 | 13 | 14 |
| 6 | Mineral Point Rd & N Pleasant View Rd | 205.8 | 181 | 0 | 11 | 170 |
| 7 | Blossom Ln & E Buckeye Rd | 162.2 | 14 | 1 | 5 | 8 |
| 8 | N First St & E Washington Ave | 155.2 | 54 | 0 | 22 | 32 |
| 9 | Ridge St & University Ave | 141.4 | 7 | 1 | 3 | 3 |
| 10 | Commercial Ave & N Sherman Ave | 139.9 | 5 | 1 | 0 | 4 |
| 11 | S Gammon Rd & Mineral Point Rd | 136.6 | 53 | 0 | 20 | 33 |
| 12 | N Lake St & Mendota Ct | 135.9 | 1 | 1 | 0 | 0 |
| 13 | N Park St & Regent St | 122.6 | 54 | 0 | 21 | 33 |
| 14 | N Baldwin St & E Washington Ave | 118.3 | 53 | 0 | 16 | 37 |
| 15 | E Broadway & S Stoughton Rd | 115 | 57 | 0 | 23 | 34 |
| 16 | Lien Rd & E Washington Ave | 110.7 | 49 | 0 | 20 | 29 |
| 17 | Buckeye Rd & S Stoughton Rd | 109.3 | 53 | 0 | 18 | 35 |
| 18 | County Rd M & Valley View Rd | 105.3 | 80 | 0 | 13 | 67 |
| 19 | Lien Rd & N Thompson Dr | 98.6 | 86 | 0 | 7 | 79 |
| 20 | Portage Rd & Thierer Rd | 96.9 | 39 | 0 | 14 | 25 |
| 21 | John Nolen Dr & Rimrock Rd | 93.9 | 43 | 0 | 15 | 28 |
| 22 | S Gammon Rd & Watts Rd | 90.6 | 46 | 0 | 12 | 34 |
| 23 | W Beltline Hwy & S Whitney Way | 87.7 | 53 | 0 | 19 | 34 |
| 24 | Proudfit St & Regent St | 85.7 | 47 | 0 | 19 | 28 |
| 25 | E Washington Ave & Zeier Rd | 85.4 | 32 | 0 | 16 | 16 |
| 26 | N Blount St & E Washington Ave | 85.4 | 41 | 0 | 14 | 27 |
| 27 | N Midvale Blvd & Rose Pl | 83.5 | 47 | 0 | 9 | 38 |
| 28 | Fish Hatchery Rd & Greenway Cross | 82.3 | 62 | 0 | 14 | 48 |
| 29 | Darwin Rd & Packers Ave | 81.2 | 46 | 0 | 19 | 27 |
| 30 | John Nolen Dr & North Shore Dr | 80.7 | 34 | 0 | 19 | 15 |

