

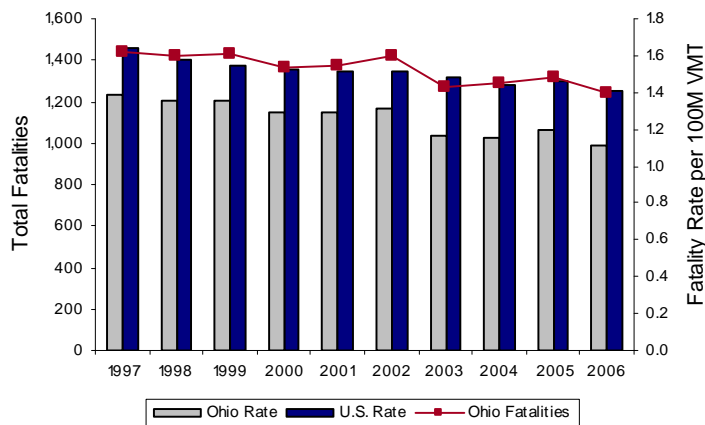


## Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 43,510 in 2005 to 42,642 in 2006. In addition the number of people injured declined for the seventh year in a row to just under 2.6 million. These traffic crashes cost the Nation over \$230 billion each year. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response may result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Ohio has an approved Comprehensive Highway Safety Plan, which identifies the following emphasis areas: data/support systems (timely data, reliable data, comprehensive data, integrated data/analysis systems), serious crash types (fixed object, head-on/cross media, intersection, highway/railroad crossings), high-risk behaviors/driver (impaired by alcohol, occupant protection devices – nonuse and misuse, young driver – 15 to 25, distracted or fatigued, aggressive driving, older driver – 65 or older), special vehicles/roadway users (motor carriers, motorcycles, pedestrians/bicycles), and incident and congestion related crashes (rear end crashes, work zone crashes). To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Engineer.

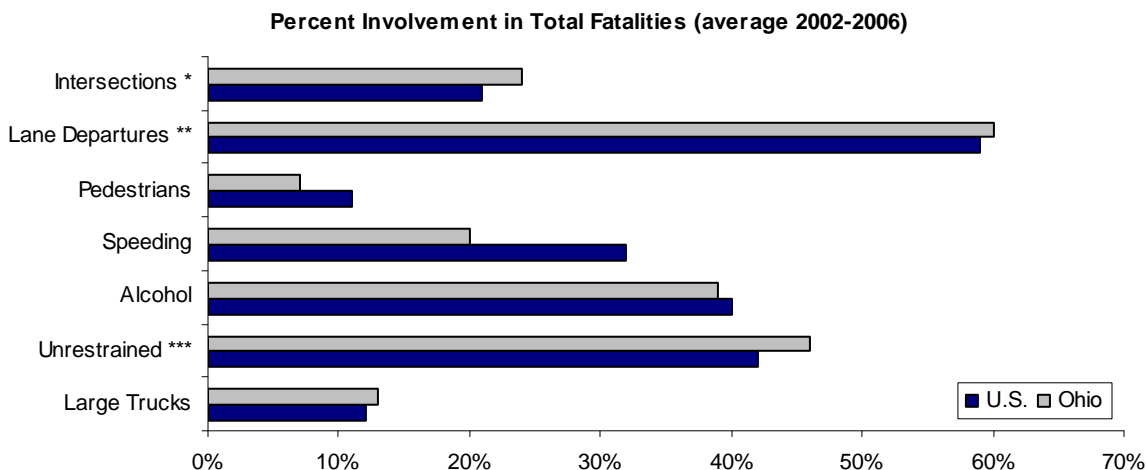
### Fatality Trends

Indicators	OH	U.S.
<b>Total Fatalities</b>		
<b>2006</b>	<b>1,238</b>	<b>42,642</b>
<b>Average: 1997-2006</b>	<b>1,357</b>	<b>42,425</b>
<b>Fatality Rate (per 100M VMT)</b>		
<b>2006</b>	<b>1.11</b>	<b>1.41</b>
<b>Average: 1997-2006</b>	<b>1.26</b>	<b>1.51</b>



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): [www.nhtsa.dot.gov/people/ncsa/fars.html](http://www.nhtsa.dot.gov/people/ncsa/fars.html)

### Safety Focus Areas



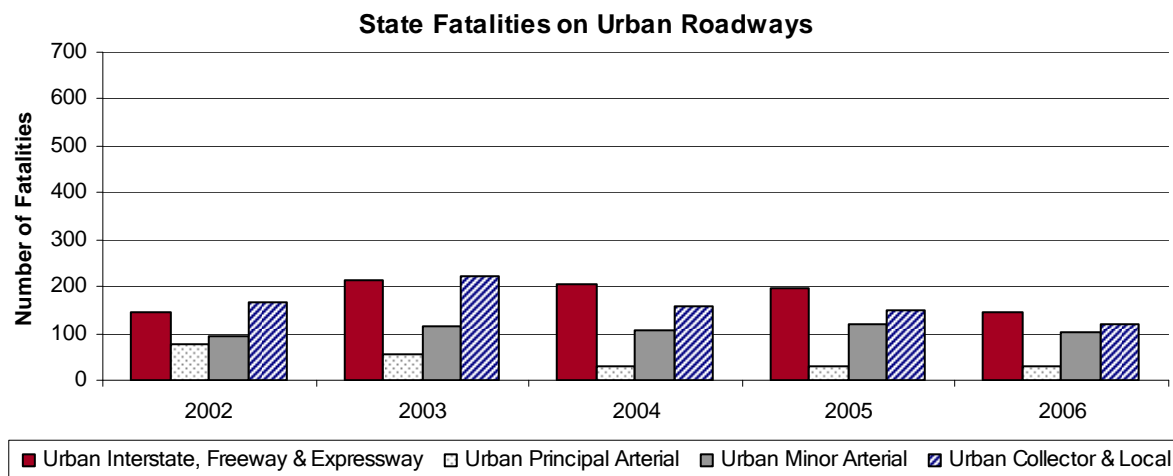
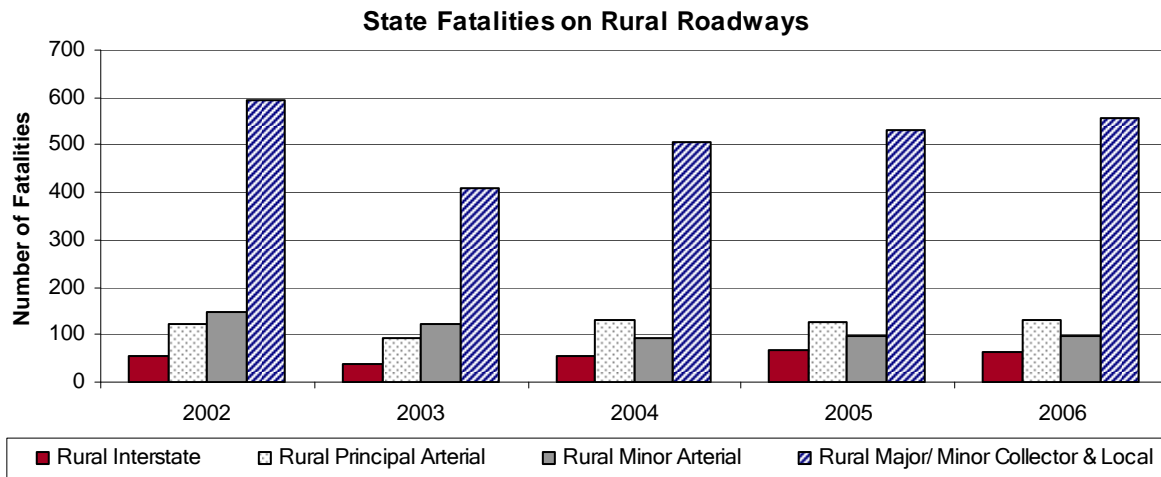
This chart represents safety focus areas and their corresponding percentages of total crash fatalities in Ohio and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.

\* Includes non-interchange intersection/intersection-related crashes.

\*\* Includes single vehicle run-off-the-road, head-on, opposite direction sideswipe, and front-to-side crashes.

\*\*\* Unknown restraint use was proportionally distributed across known restraint use.

## Rural and Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

### For More Information

The Transportation Safety Planning Working Group: [tsp.trb.org/](http://tsp.trb.org/)

Fatality Analysis Reporting System: [www.nhtsa.dot.gov/people/ncsa/fars.html](http://www.nhtsa.dot.gov/people/ncsa/fars.html)

National Highway Traffic Safety Administration: [www.nhtsa.dot.gov/](http://www.nhtsa.dot.gov/)

Federal Highway Administration Division Office Contacts: [www.fhwa.dot.gov/field.html](http://www.fhwa.dot.gov/field.html)

Federal Highway Administration, Office of Planning: [www.fhwa.dot.gov/planning/index.htm](http://www.fhwa.dot.gov/planning/index.htm)

Federal Highway Administration, Office of Safety: [safety.fhwa.dot.gov/](http://safety.fhwa.dot.gov/)

Federal Highway Administration Resource Center: [www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm](http://www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm)



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