



DATE: 8-7-18

SUBJECT: Franklin Blvd Crash Data Review

TO: Chief Malley

FROM: Capt. Hassing

A review was done of the reported crashes on Franklin Blvd from January 1, 2013 through June 30, 2018.

Upon reviewing the CAD entries and crash reports there were 265 reported crashes.

Crashes by Year:

2013	42
2014	44
2015	60
2016	47
2017	40
2018	31 (thru 6/30)

Crash Types: Crash type is designated as Fatal MVA, Injury MVA, Property Damage Only MVA, Self -Reported MVA & No Report.

Self-Reported crashes are those in which the drivers exchange information at the scene and do not call the police. One or both of the drivers come into the Police Station and fills out the Self-Reported Crash report form. Except in cases of hit-skip no investigation is done on these crashes and this form is not sent to the State for their crash statistics. Those listed as No Report are crashes where the Police are called to the scene. Once the officer arrives the drivers decide to simple exchange information. No report or investigation into the crash is done.

Fatal	1
Injury	65
PDO	144
Self- Reported	17
No Report	41





Crash Locations: Franklin Blvd is a 1.63 mile east/west roadway, from W117th to Warren Rd. The roadway is presently one lane in either direction, with a center turn lane and bikes lanes along the north and south curbs. The speed limit is 35 mph. There are 25 intersections, including W117th and Warren Rd. There are 9 intersections and two driveways that are controlled by traffic signals. The remaining intersections are two-way stop intersections. North and southbound traffic have the stop signs. The street is almost all residential and there are a number of private driveways along this stretch of roadway. Lakewood High School and Franklin Scholl are located on this street. There are two businesses which have Franklin addresses.

The top 10 crash locations are:

Bunts	29
Warren	18
Belle	17
Coutant	17
Marlowe	16
W117th	14
Cohassett	12
St. Charles	11
Waterbury	10
Newman	9

Crashes by Day of the week:

Wednesday	50
Thursday	46
Friday	39
Tuesday	39
Saturday	33
Monday	30
Sunday	28

Crashes by Hour of the Day:

1500 -1600hrs	36
0700-0800 hrs	24
1400-1500 hrs	20
1600-1700 hrs	19
0800-0900 hrs	18
1900-2000 hrs	18
1200-1300 hrs	17
1700-1800 hrs	17





1800-1900 hrs	16
1100-1200 hrs	16
1300-1400 hrs	15
0000-0100 hrs	7
1000-1100 hrs	7
0900-1000 hrs	6
2000-2100 hrs	6
2100-2200 hrs	5
2300-0000 hrs	5
0100-0200 hrs	4
0200-0300 hrs	3
0500-0400 hrs	3
2200-2300 hrs	2
0600-0700 hrs	1
0300-0400 hrs	0
0400-0500 hrs	0

Unit Types: There must be one motor vehicle listed as a unit in a crash which sustained or caused damage or injury in order to consider the incident a crash. Involved units are mostly Automobiles and Trucks. Bicycles, Motorcycles and Pedestrians can also be considered as units. The reports indicate units other than an Automobile or Truck was involved in a crash and are listed below:

Bicycle	6
Pedestrian	5
Motorcycle	1

Causative Factors: In a traffic crash there are a combination of factors which result in the causing the crash event. Officers who investigate crashes look at the drivers, vehicles and roadway to determine what may have contributed to causing the crash. Officers get statements from the drivers and witnesses. They look at the vehicles and roadway in compiling data to determine the cause of the crash. If a driver is found to be negligent a traffic ticket is issued for the traffic violation which contributed to the crash.

The most common causative factor of the crashes occurring on Franklin is Failure to Yield the Right of Way at a Stop Intersection. Listed below are the causative factors





found in crashes on Franklin and the number of times in which negligence of the driver was found:

FTYROW at a Stop Intersection-83
Failure to Control Rear End Crash-20
Red Light Violation-20
Failure to Control-14
Assured Clear Distance Rear End Crash-13
FTYROW Left Turn-10
Full Time and Attention Rear End Crash-9
FTYROW Private Driveway-7
Full time and Attention-7
FTYROW-7
Following too Close Rear End Crash-6
FTYROW Pedestrian-6
Improper Turn-5
Improper Starting or Stopping-5
FTYROW Flashing Traffic Signal-4
Improper Change of Course-4
Improper Passing-2
Improper Backing-2
Failure to Control Ice-2
Vehicle Equipment Failure of Violation-2
Jaywalking or Pedestrian Violation-2
FTYROW Traffic Light Malfunction-1
Improper Right Turn-1
Full Time and Attention Fixed Object Struck-1
Left of Center-1

Direction of Travel: The direction of the vehicle which was listed as negligent in the crash and the number of incidents is listed below:

Northbound	67
Westbound	62
Eastbound	49
Southbound	47





Alcohol & Drugs: Alcohol and/or Drugs were considered factors in 12 crashes on Franklin. Five of these crashes resulted in a reported injury.

State of Ohio Crash Statistics for Lakewood: The Ohio Department of Public Safety (ODPS) compiles crash statistics for the entire state. The Lakewood Police Department submits crash reports to the ODPS for their inclusion in the annual Crash Book. The State only accepts crash reports of the following types: Fatal, Injury and Property Damage over \$1,000.00 in reportable damage. With this factor in mind the crash data for the City of Lakewood from 2013-2017 is listed below:

Year	Fatal	Injury	Prop Damage	Total
2013	1	120	476	597
2014	1	117	533	651
2015	1	160	592	753
2016	0	159	499	658
2017	1	156	487	644

Causative Factors for Lakewood Reported Crashes: Of the crashes reported to ODPS by the Lakewood Police Department the two most frequent causative factors are Failure to Control and Failure to Yield the Right of Way. Listed below are the number times in the past 5 years these factors were involved:

Year	Failure to Control	FTYROW
2013	176	128
2014	210	117
2015	256	140
2016	213	122
2017	212	121





Traffic/Speed Survey Franklin: From July 24, 2018 to August 1, 2018 a survey was done of the traffic and speed of vehicles traveling through the area of Franklin and Marlowe. A summary of the results are listed below:

The number of vehicles traveling east and westbound on Franklin during the survey period:

Eastbound	27,614
Westbound	32,074
Total	59,688

The speed limit on Franklin is 35 mph. Listed below are a summary of the speeds and the number of vehicles detected traveling at these speed.

Combined

16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	65+
4272	5195	18024	22179	7015	916	95	7	2	1	2

85 percentile=34

Eastbound

16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	65+
1350	2786	9092	10169	2916	331	26	0	2	1	0

85 percentile = 34

Westbound

16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	65+
2922	2406	8932	12010	4099	585	69	7	0	0	2

85 percentile = 35

Note: The 85 percentile on the report indicates the speed that 85 percent of the people recorded for the report are driving.





Traffic/Speed Survey Marlowe: From August 3, 2018 to August 10, 2018 a survey was done of the traffic and speed of vehicles traveling through the area on Marlowe between Detroit & Franklin. A summary of the results are listed below:

The number of vehicles traveling north and southbound on Marlowe during the survey period:

Northbound	4,301
Southbound	5,399
Total	9,700

The speed limit on Marlowe is 25 mph. Listed below are a summary of the speeds and the number of vehicles detected traveling at these speed. It should be noted there were no speeds detected over 45mph.

Combined

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45
0	63	413	1147	3380	3717	885	80	7

85 percentile = 29

Northbound

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45
0	38	196	555	1393	1645	423	45	2

85 percentile = 29

Southbound

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45
0	25	217	592	1987	2072	462	35	5

85 percentile = 29

Note: The 85 percentile on the report indicates the speed that 85 percent of the people recorded for the report are driving.





Explanation for the 85 Percentile: The 85th percentile is the value that has been found to be a good choice for setting speed limits.

Research has indicated that the safest group of drivers on the road are those in the 80th to 90th speed percentiles. Above the 90th percentile we tend to find drivers exceeding safe limits and their accident risk increases as a consequence.

It is important to note that research has also found that vehicles going below the 85th percentile, such as those going at the 50th percentile are ALSO more prone to accidents.

The 85th percentile seems to be the safest speed for any given road and this is why it is used in traffic data collection and reporting

