

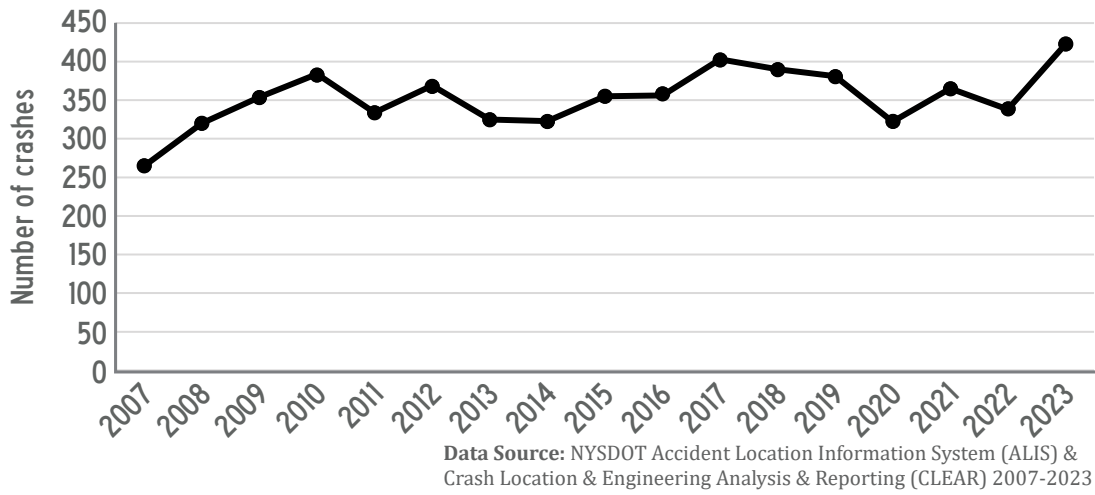
Crashes

Crash rates tend to be higher in urban areas than in rural areas.

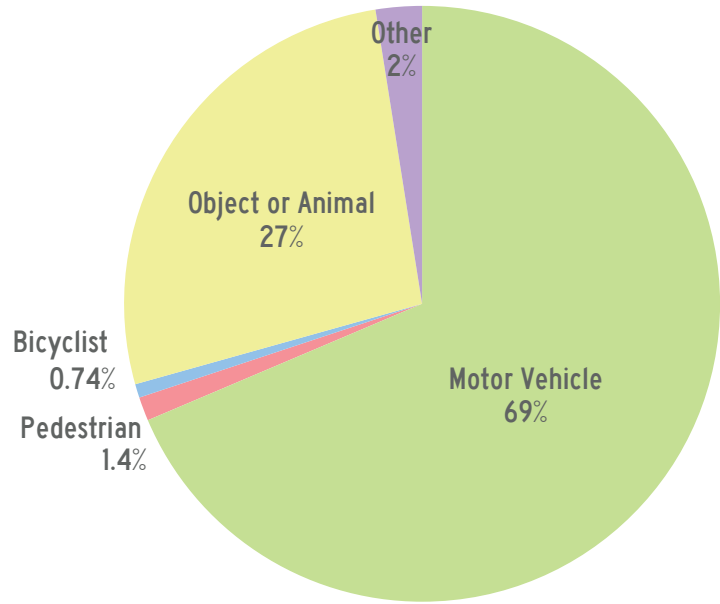
The vast majority of crashes involved multiple motor vehicles or a motor vehicle and an object or animal.

Less than 1 percent of crashes resulted in a fatality, with 2.5 percent of crashes resulting in a serious injury.

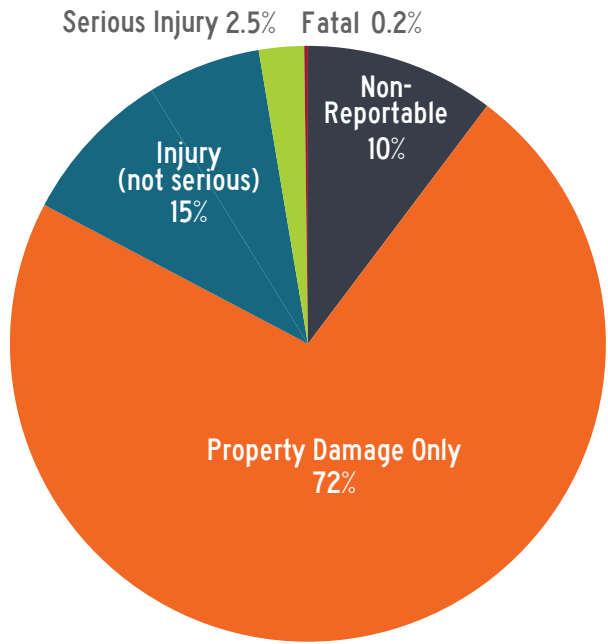
Annual Crashes in the MPA involving a Serious Injury or Fatality



Crash Types

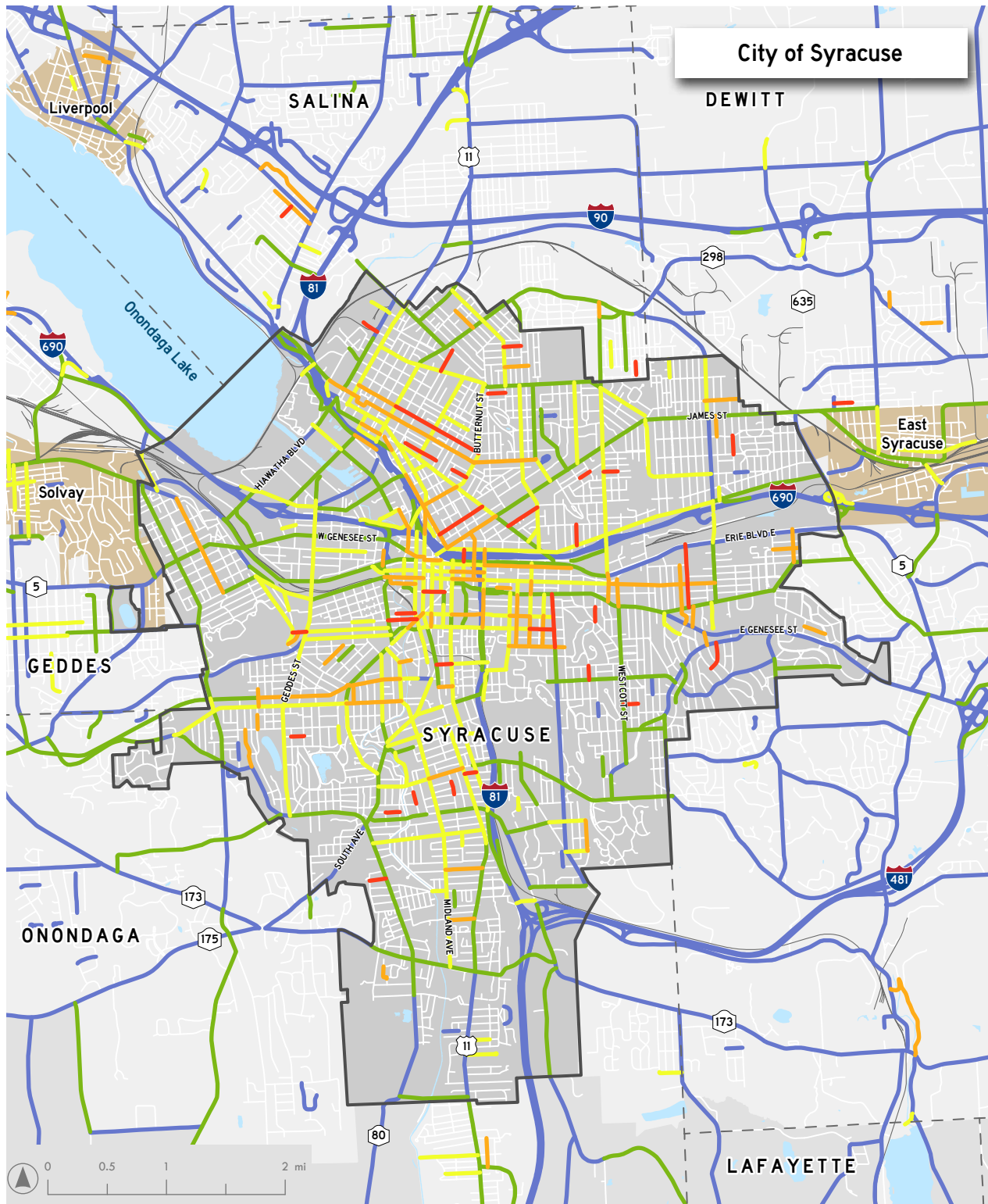
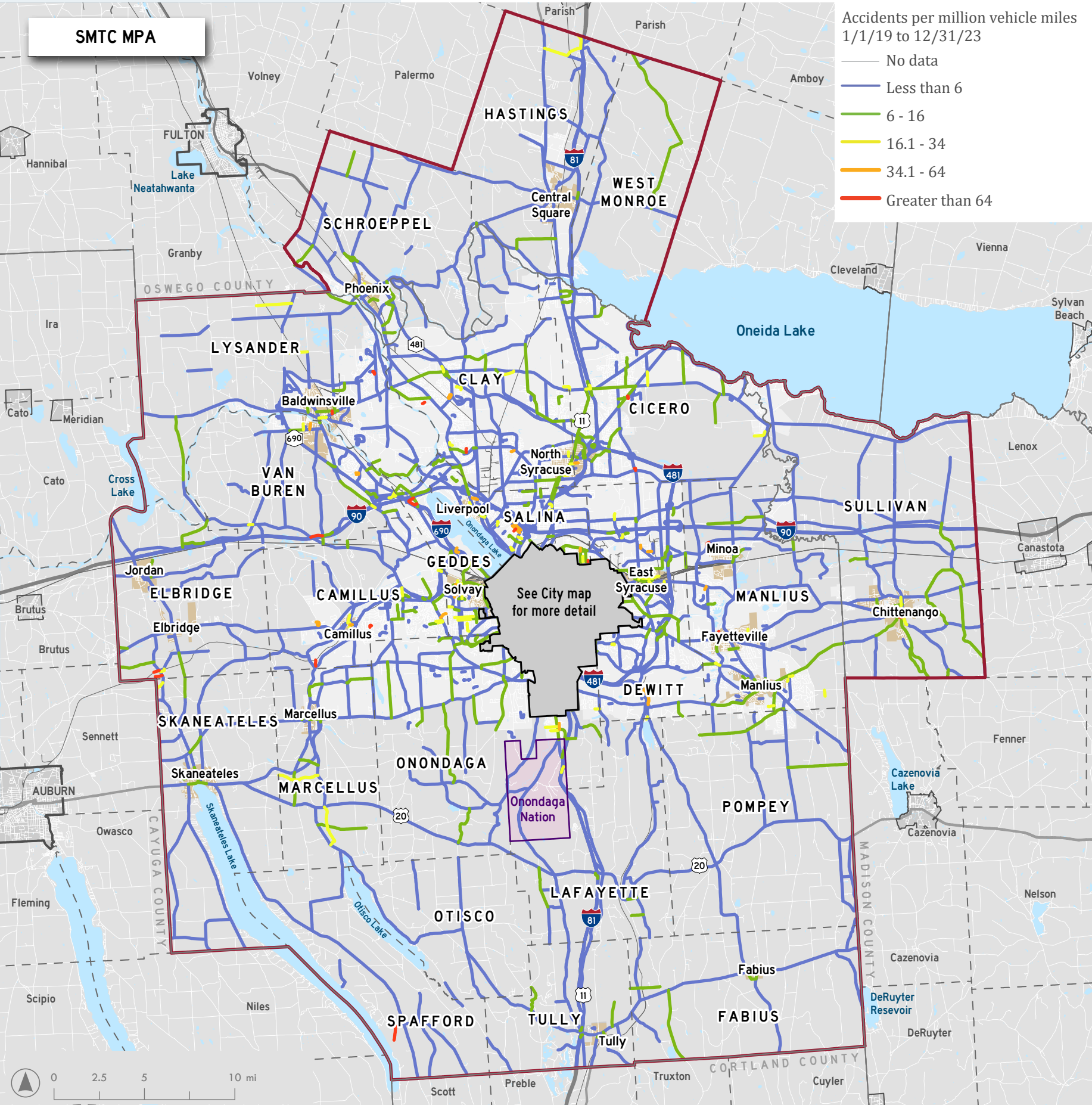


Crash Severity



- Notes:
1. A "non-reportable" event may include property damage to a single vehicle of less than \$1,000, with no personal injuries and no fatalities.
 2. A "serious injury" is one that keeps the injured person from leaving the accident scene without some assistance.

Data Source: NYSDOT Crash Location & Engineering Analysis & Reporting (CLEAR) 2019-202



Over the 5-year period 2019-2023, the vast majority of crashes in the MPA did not involve any injuries or fatalities with less than 3% of crashes resulting in a serious injury or fatality. However, in 2023, the number of crashes involving a serious injury or fatality was the highest it was ever reported for the MPA, based on the ALIS and CLEAR crash data systems from NYSDOT going back to 2007.

Crash rates indicate the number of crash events per million vehicle miles traveled and serve as a generalized measurement of crash frequency. Rates shown in the maps are for roadway segments greater than 0.10 miles in length where existing traffic volume data and crash information are available. Since traffic volume data are not available for most local roadways, crash rates could not be calculated for a majority of these roads. Approximately 25 percent of crashes over the 5-year period examined occurred on local roadways for which no traffic volume data is available. Therefore, these crashes are not reflected in the crash rate maps shown here, though are reflected in the graphs.

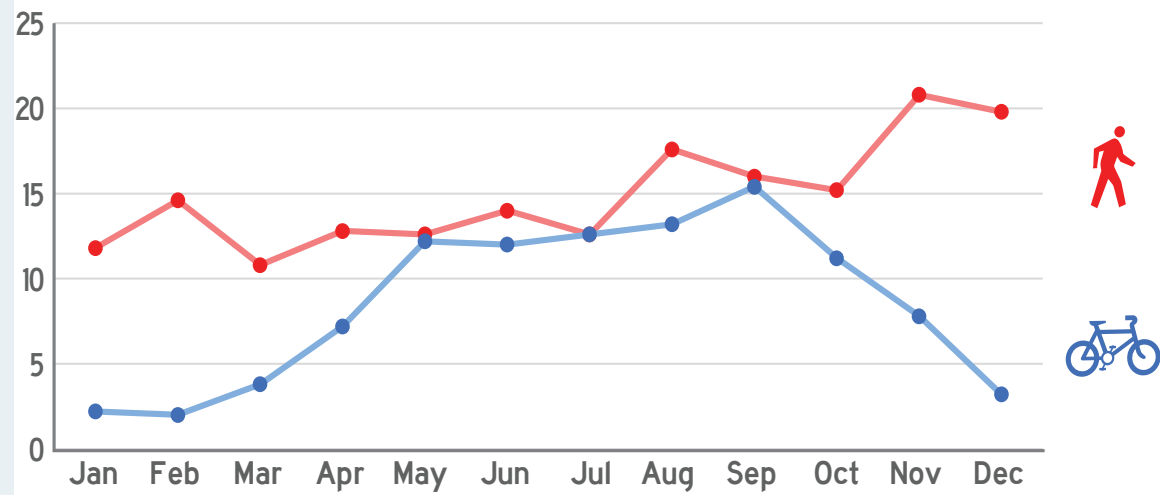
Bicycle and Pedestrian Crashes

From 2019 to 2023, 1.4 percent of crashes in the MPA involved pedestrians, and 0.74 percent involved bicyclists.

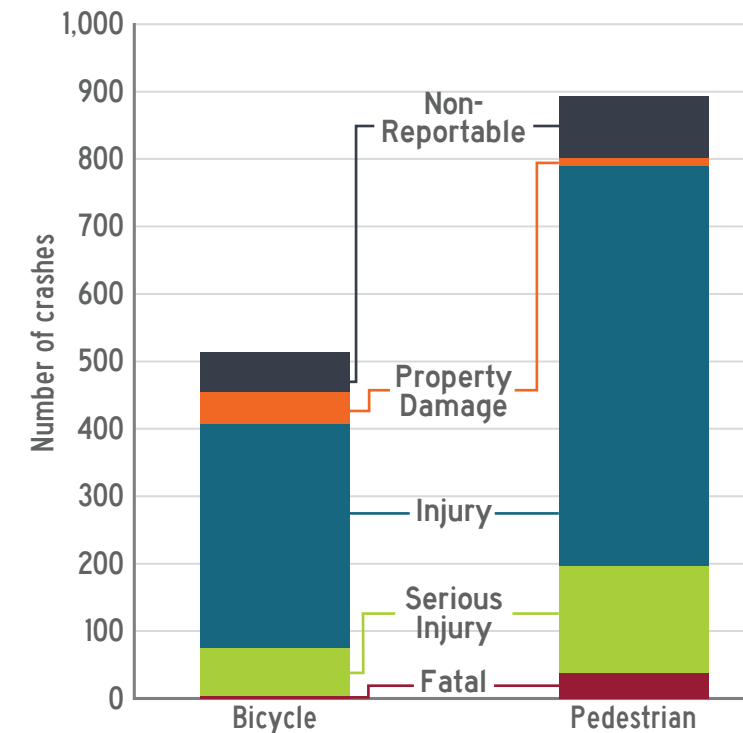
The majority of bicycle and pedestrian crashes occurred in the City of Syracuse.

Bicycle and pedestrian crashes are more likely to result in a serious injury or fatality, especially for those occurring outside the City.

Average Monthly Bike and Pedestrian Crashes (2019 - 2023)

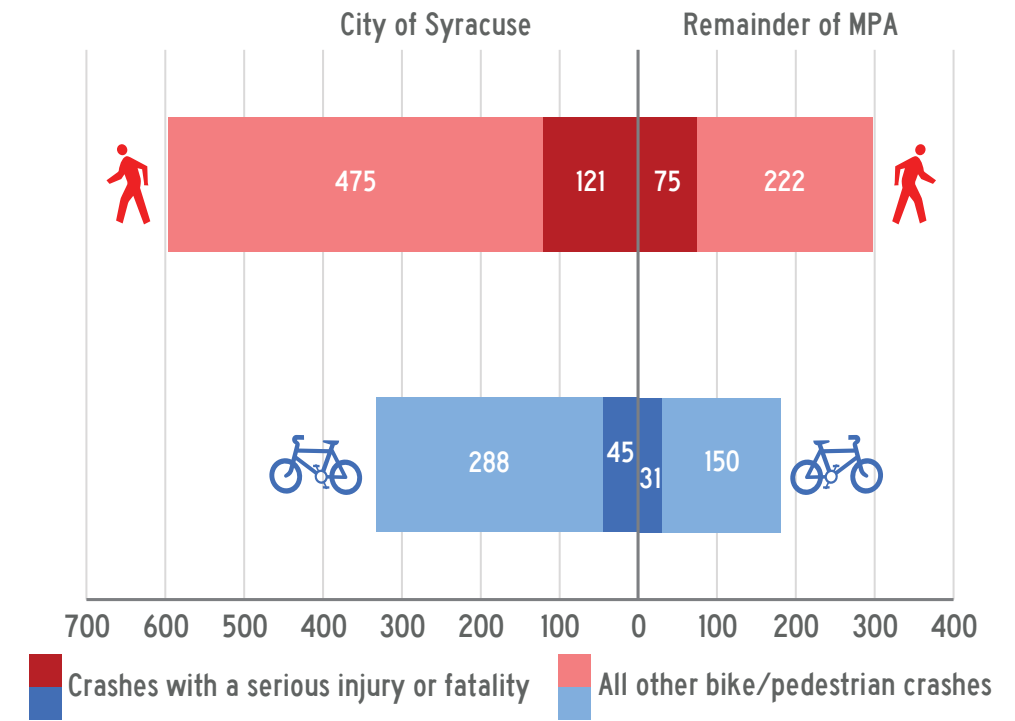


Severity of Bicycle and Pedestrian Crashes

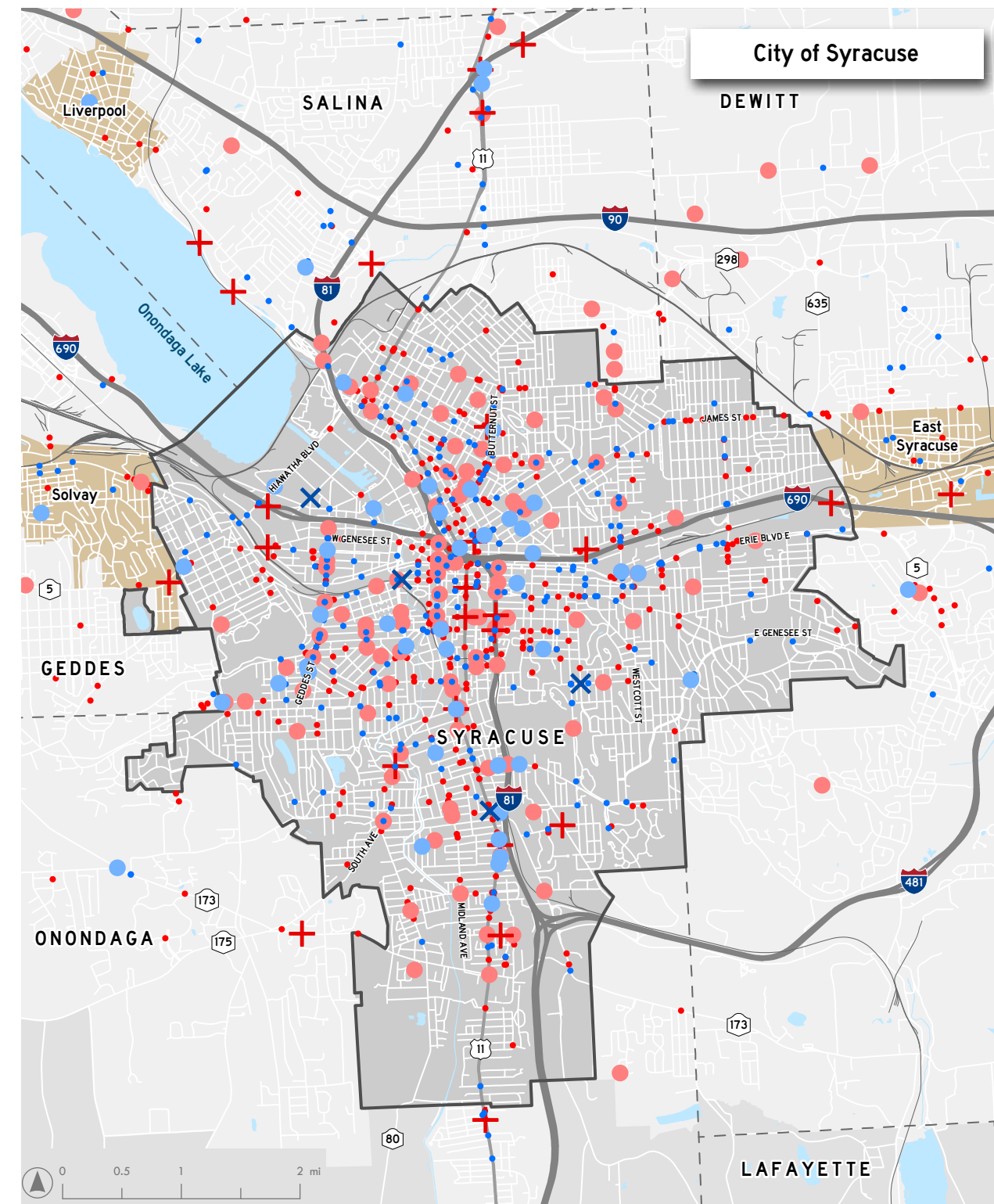
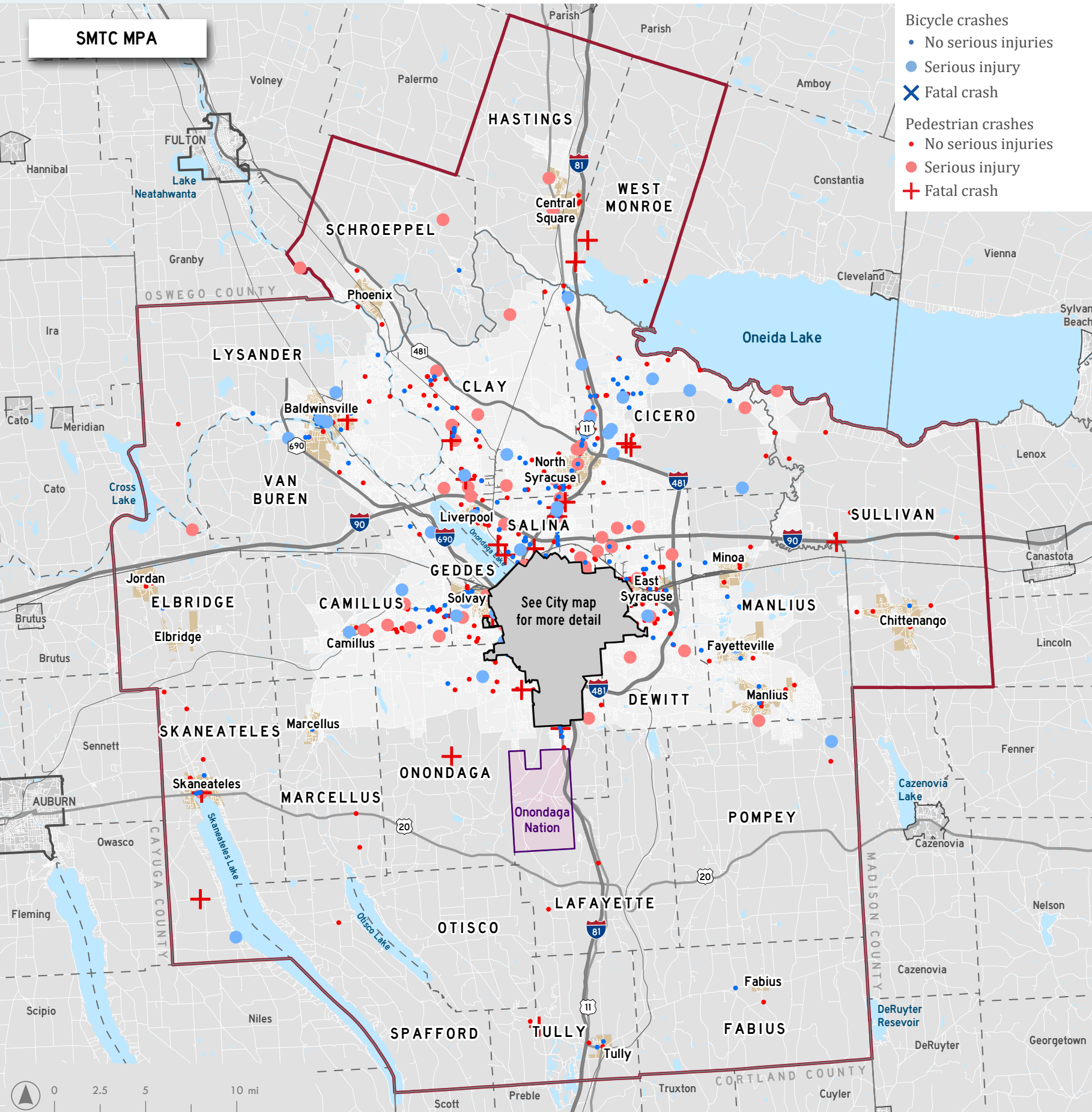


Note: All data on this page represents total crashes in the MPA over the 5-year period 2019 to 2023. See previous page for definitions of accident severity.

Location of Bike and Pedestrian Crashes



Data Source: NYSDOT Crash Location & Engineering Analysis & Reporting (CLEAR) 2019-2023



Of all the crashes that occur in the MPA, a small percentage involved a bicyclist or pedestrian. From 2019 to 2023, 0.74 percent of crashes involved bicyclists and 1.3 percent involved pedestrians.

Although bicycle and pedestrian crashes were a small fraction of total crashes, they were more likely to result in serious injuries or fatalities. Serious injuries and fatalities occurred in only 2.5 percent and 0.20 percent, respectively, of all crashes in the MPA. However, for bicycle crashes, serious injuries and fatalities occurred in 14 percent and 0.78 percent, respectively, while 18 percent of pedestrian crashes were serious injury and 4.3 percent involved a fatality.

About two thirds of bicycle crashes that occurred in the MPA took place in the City of Syracuse. The same holds true for pedestrian accidents, with 67 percent within city limits. Though there were more bicycle and pedestrian crashes in the city, those outside the city tended to be more serious. In the city, 20 percent of pedestrian crashes resulted in a serious injury or fatality, compared to 25 percent outside the city. For bicyclists, 14 percent of crashes in the city involved a serious injury or fatality, while 17 percent did in the rest of the MPA.