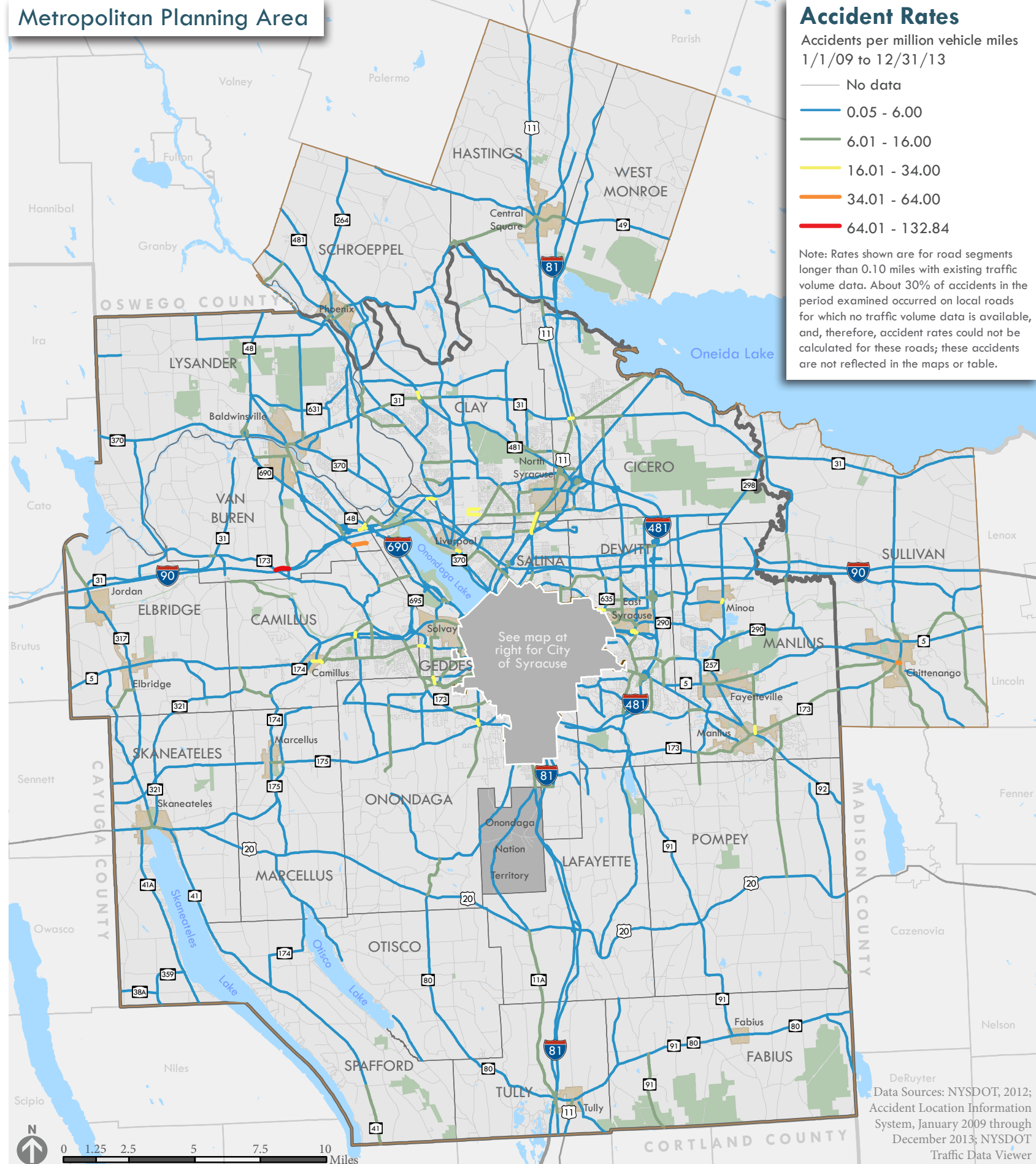


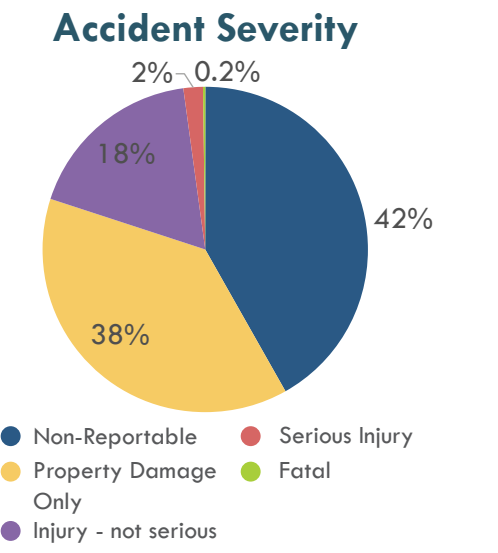
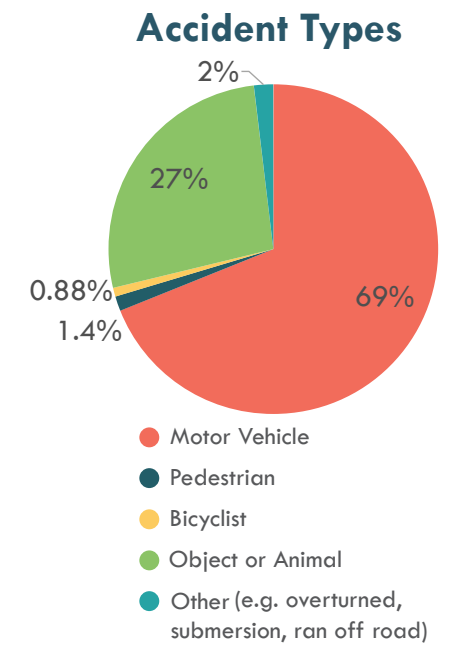
Accidents

- Accident rates tend to be higher in the urban area than in the rural areas.
- The vast majority of accidents involved multiple motor vehicles or a motor vehicle and an object or animal.
- Less than 1 percent of accidents resulted in fatalities, and approximately 20 percent of accidents resulted in personal injuries.

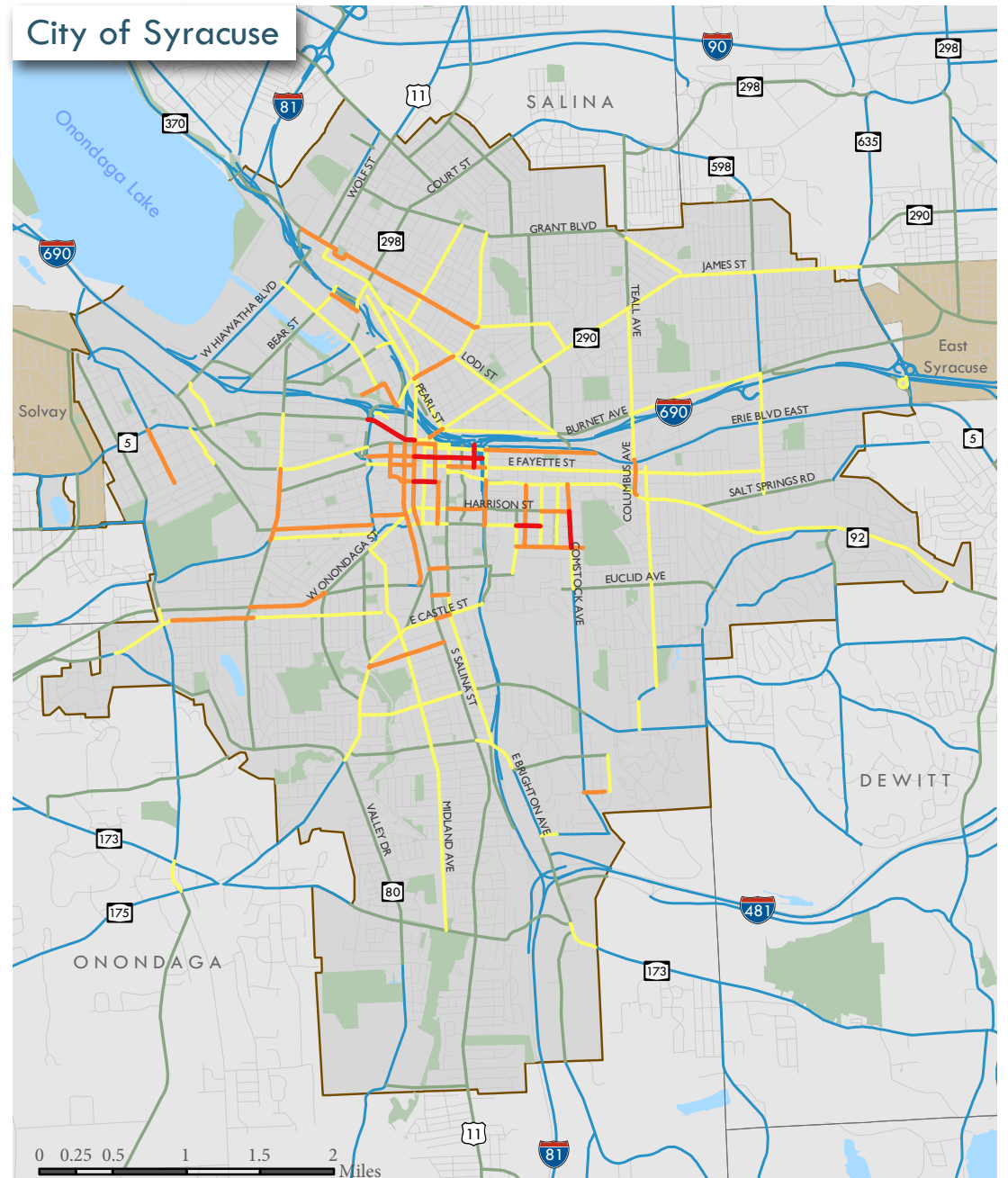


Overall Average Accident Rates by Roadway Functional Class, in the MPA

Functional Class	(accidents per Million Vehicle Miles)	
	Rural	Urban
Principal Arterial - Interstate	0.3	0.7
Principal Arterial - Other	2.8	7.4
Minor Arterial	3.7	12.4
Urban Collector	NA	12.9
Major Collector	5.3	NA
Minor Collector	7.1	NA
Ramps (Urban & Rural)	3.3	



Notes:
 1. A "non-reportable" event may include property damage to any 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.
 3. "Other" events (including "non-auto" and "not entered") are not displayed.

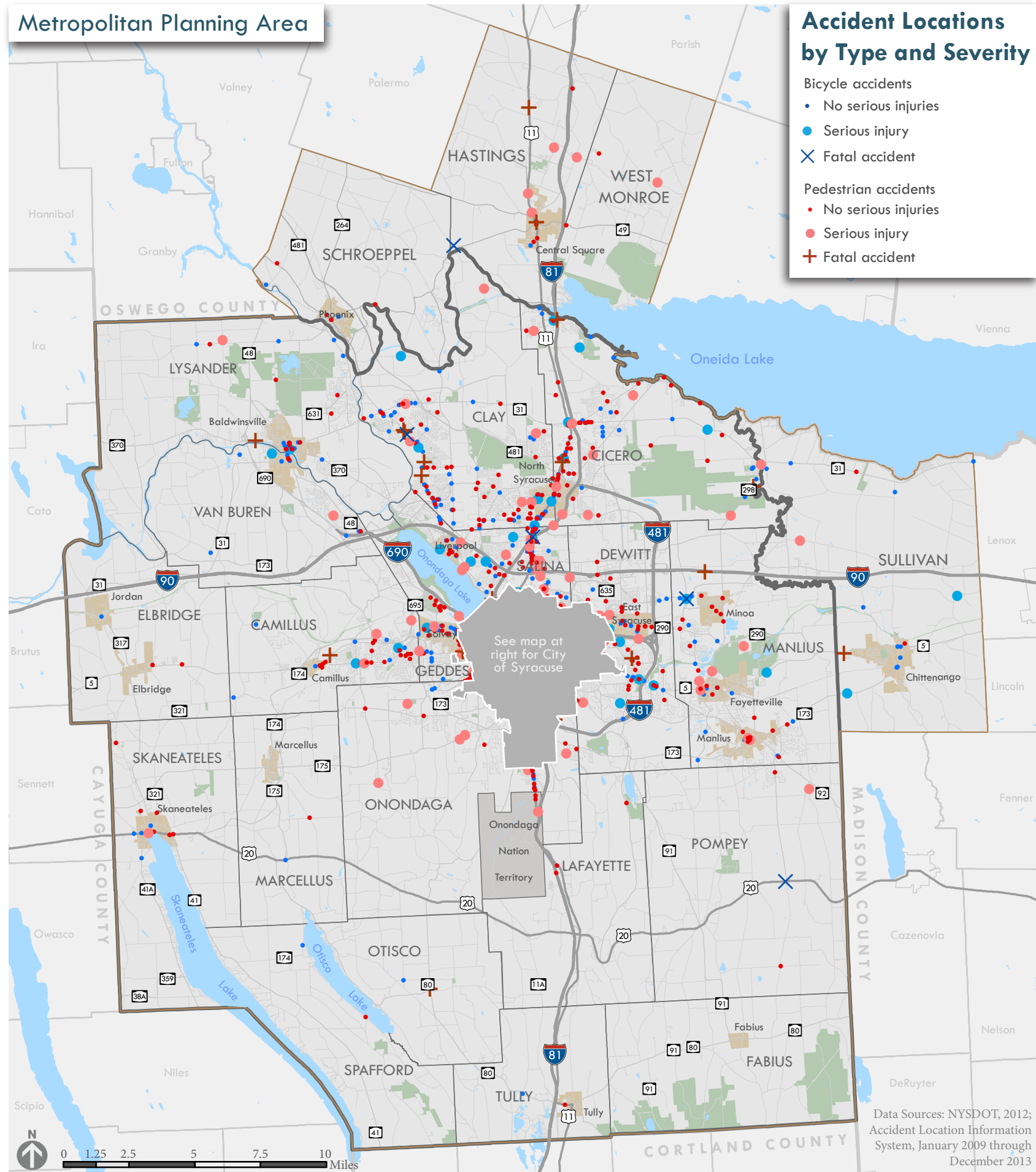


Accident rates indicate the number of accident events per million vehicle miles traveled and serve as a generalized measurement of accident frequency. Rates shown in the maps are for roadway segments greater than 0.10 miles in length where existing traffic volume data and accident information are available. Since traffic volume data are not available for most local roadways, accident rates could not be calculated for a majority of these roads. Approximately 30 percent of accidents over the 5 year period examined occurred on local roadways for which no traffic volume data is available, and, therefore, these accidents are not reflected in the accident rate maps and table shown here.

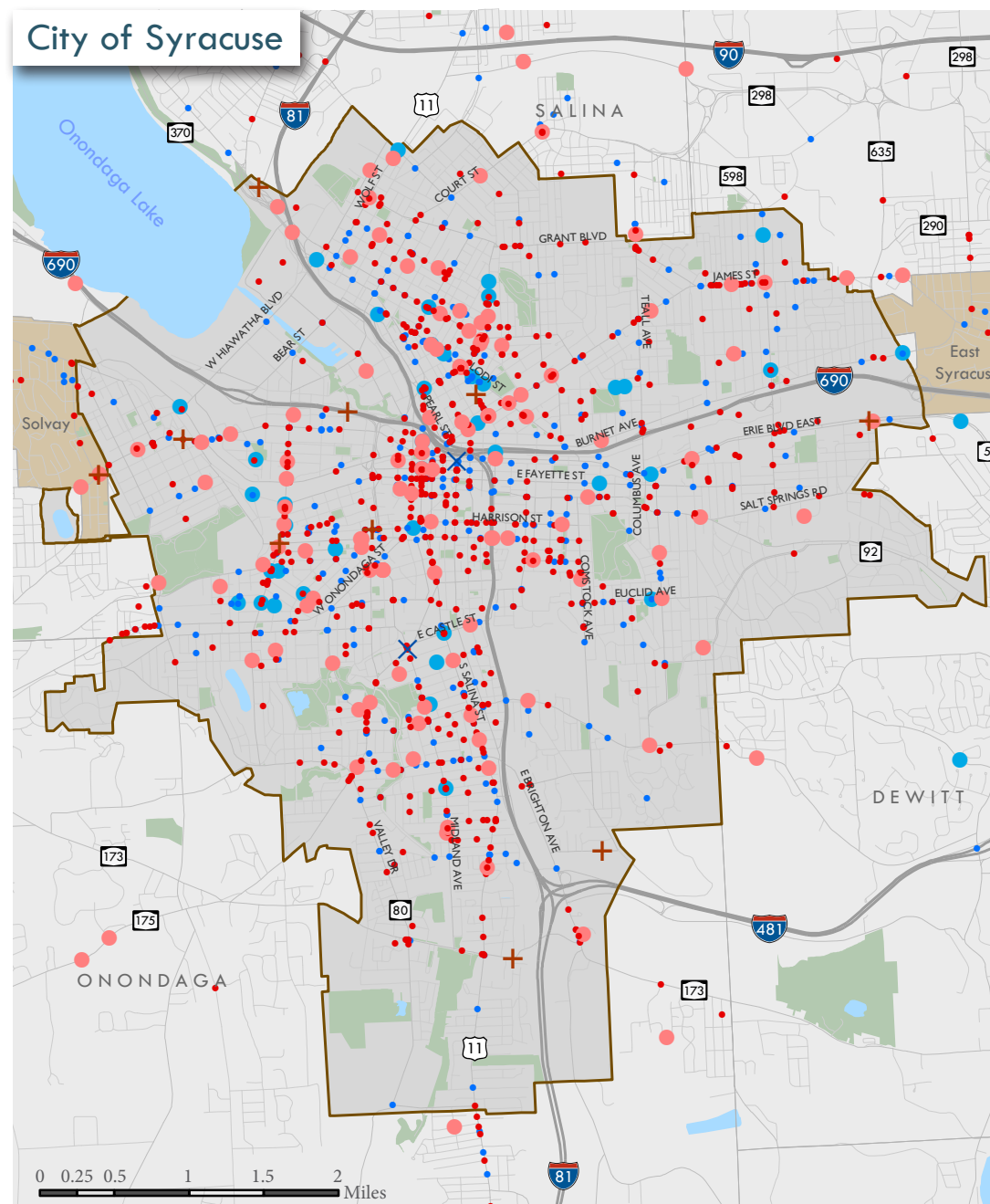
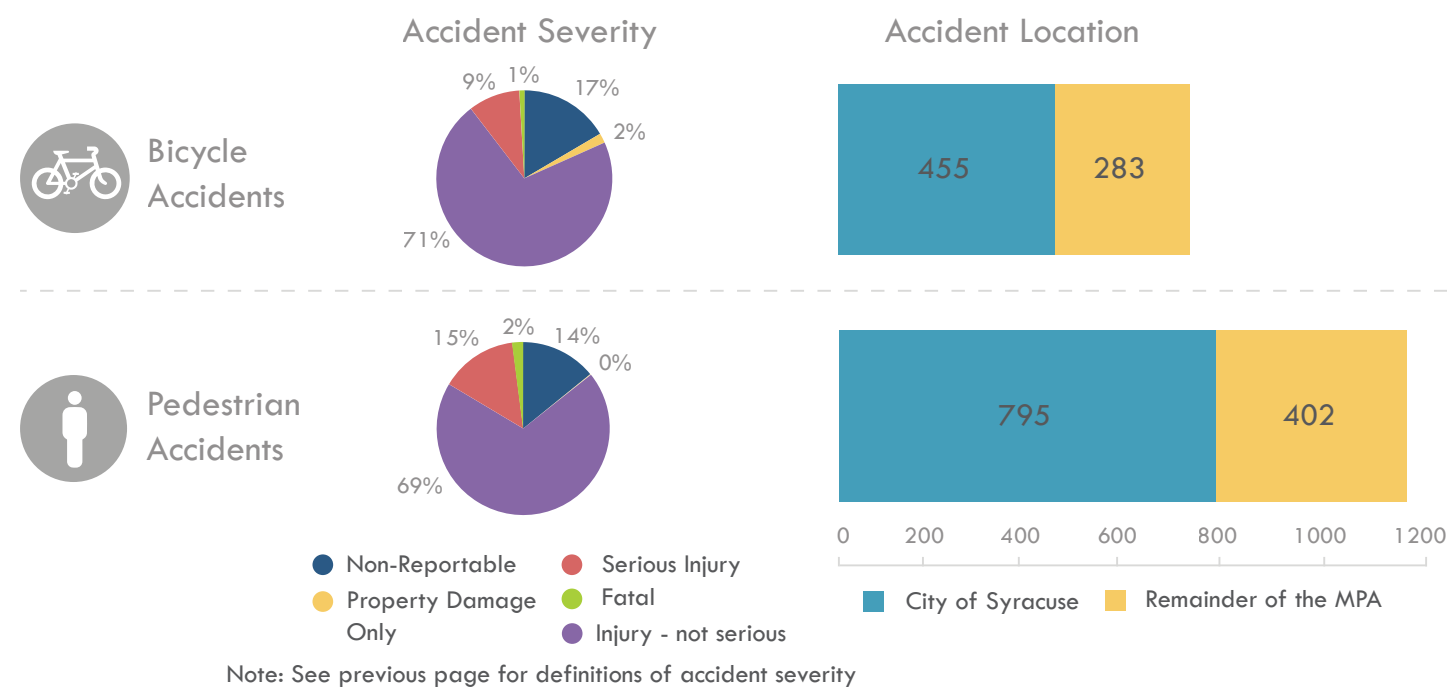
Accident rates on a specific road segment can be compared to the overall average accident rate for roadways of the same functional classification to determine where further investigation might be warranted. As shown in the table above, accident rates tend to be higher for urban roads than for rural roads. Interstate facilities have the lowest overall average accident rates.

Bicycle and Pedestrian Accidents

- From 2009 to 2013, 1.43% of accidents in the MPA involved pedestrians, and less than 1% involved bicyclists.
- The majority of bicycle and pedestrian accidents occurred in the City of Syracuse.
- There are higher percentages of serious injuries and fatalities associated with bicycle and pedestrian accidents than all accident types together.



Severity and Location of Bicycle and Pedestrian Accidents in the MPA



Of all the accidents that occur in the SMTC MPA, a small percentage involve a bicyclist or pedestrian. Between 2009 and 2013, 0.88 percent of accidents occurring in the MPA involved bicyclists, and 1.43 percent involved pedestrians.

Although bicycle and pedestrian accidents represent a small percentage of total accidents, they are disproportionately more likely to result in serious injuries or fatalities. Serious injuries and fatalities occurred in only 2.0 percent and 0.2 percent, respectively, of all accidents in the MPA. However for bicycle accidents, serious injuries and fatalities occur in 9 percent and 1 percent of bicycle accidents, respectively, while 15 percent of pedestrian accidents are serious injury accidents and 2 percent involve fatalities.

More than half (62 percent) of the bicycle accidents occurring in the MPA take place in the City of Syracuse. The same holds true for pedestrian accidents, of which 66 percent take place within city limits. This is primarily because there are more people walking and bicycling in the City of Syracuse than in the remainder of the MPA, which would lead to more of these types of accidents.