



VANDERBURGH COUNTY SAFETY ACTION PLAN

Evansville MPO



Henderson • Vanderburgh • Warrick

VANDERBURGH COUNTY SAFETY ACTION PLAN

Evansville MPO Policy Committee Adoption: May 11, 2023

Evansville Metropolitan Planning Organization

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This project was partially funded through the U.S. Department of Transportation's
Federal Highway Administration and Federal Transit Administration.

RESOLUTION
ADOPTING THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
VANDERBURGH COUNTY SAFETY ACTION PLAN

WHEREAS the Evansville Metropolitan Planning Organization (MPO) is the organization designated by the Governor as the Metropolitan Planning Organization responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134 (Federal-Aid Highway planning requirements), and capable of meeting the requirements of 49 U.S.C. 5303 (Federal Transit planning requirements) in the Evansville Urbanized Area: and

WHEREAS the Evansville MPO Policy Committee is the policy body of the Evansville Metropolitan Planning Organization; and

WHEREAS the Evansville MPO Policy Committee is a committee of officials that includes representatives from the local public agencies in Vanderburgh County in Indiana; and

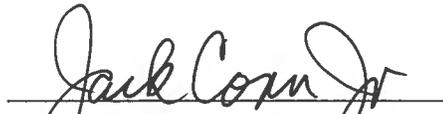
WHEREAS the Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021, authorized and appropriated funds for the Safe Streets and Roads for All (SS4A) Discretionary Grant Program the purpose of which is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all user; and

WHEREAS the development of a Safety Action Plan meeting DOT requirements, would enable the jurisdictions to subsequently qualify for consideration of US DOT SS4A Implementation Discretionary Grants; and

WHEREAS the Safety Action Plan used a data driven approach and best practices to outline specific steps in planning, engineering, policy, enforcement, engagement, and education to reach interim steps toward zero traffic deaths; and

WHEREAS the development of the Safety Action Plan has involved the public and interested stakeholders in an open and transparent process.

BE IT THEREFORE RESOLVED that the Evansville Metropolitan Planning Organization Policy Committee, at its regular meeting of May 11, 2023 adopts the Evansville Metropolitan Planning Organization *Vanderburgh County Safety Action Plan*.



Mr. Jack Corn, Jr., Chairperson
Evansville Metropolitan Planning Organization
Policy Committee

May 11, 2023

Evansville MPO Policy Committee Members

Jack Corn, Jr.	Chairperson, Evansville City Council Appointment
Rusty Fowler	Vice-Chairperson, Indiana Department of Transportation
Lloyd Winnecke	Mayor, City of Evansville
William "Buzzy" Newman	Henderson City Manager, City of Henderson Appointment
Ron Beane	Councilmember, Evansville City Council
Ben Shoulders	Commissioner, Vanderburgh County Commission
Jill Hahn	Councilmember, Vanderburgh County Council
Dan Saylor	Commissioner, Warrick County Commission
Nick Stallings	County Engineer, Henderson County Appointment
John Stoll	County Engineer, Vanderburgh County Commission Appointment
Todd M. Robertson	Transportation and Services Director, City of Evansville Mayoral Appointment
Christy Powell	Town Manager, Town of Newburgh Appointment
Deneatra Henderson	Chief District Engineer, Kentucky Transportation Cabinet
Michael Smith	Indiana Department of Transportation (NV)
Jermaine Hannon	Indiana Federal Highway Administration (NV)
Kari Carmany-George	Indiana Federal Highway Administration (NV)
Shawn Seals	Indiana Department of Environmental Management (NV)
Kelley Brookins	Federal Transit Administration Region V (NV)
Cecilia Godfrey	Federal Transit Administration Region V (NV)
Todd Jeter	Kentucky Federal Highway Administration (NV)
John Ballantyne	Kentucky Federal Highway Administration (NV)
Jim Gray	Kentucky Transportation Cabinet (NV)
Mikael Pelfrey	Kentucky Transportation Cabinet (NV)
Michael Kennedy	Kentucky Division of Air Quality (NV)

(NV) = Non-voting

Safety Partner Task Force

American Medical Response
City of Evansville - Levee Authority
Evansville Building Commission
Evansville City Engineer Office
Evansville Fire Department
Evansville Floodplain Administrator
Evansville Police Department
Evansville Street Maintenance
Evansville-Vanderburgh School Corporation
Evansville Water Sewer Utility
German Township Volunteer Fire Department
Indiana State Police
Local Emergency Planning Committee
McCutchanville Volunteer Fire Department
Metropolitan Evansville Transit System
Perry Township Volunteer Fire Department
Scott Township Volunteer Fire Department
Town of Darmstadt
Vanderburgh County Area Plan Commission
Vanderburgh County Emergency Management Agency
Vanderburgh County Engineer Office
Vanderburgh County Highway Department
Vanderburgh County Sheriff's Office
Vanderburgh County Surveyor
INDOT Vincennes District

ACKNOWLEDGEMENTS

Evansville MPO Technical Committee Members

Nate Hahn, Chairperson Executive Director, Evansville Vanderburgh Airport Authority
Rick Wilson, Vice Chairperson Superintendent of Operations, METS

The following organizations are represented on the Technical Committee:

American Medical Response
American Structurepoint, Inc.
Arc of Evansville
Ascension St. Vincent
Black Chamber of Commerce Evansville
Carver Community Organization
Commonwealth Engineers, Inc.
CSX Transportation
David Matthews Associates
Dpatrick Automotive
Easterseals Rehabilitation Center
Eastland Mall
Evansville Regional Economic Partnership
EnviroKinetics, Inc.
Evansville Bicycle Club
Evansville Board of Public Safety
Evansville City Engineer
Evansville Department of Metropolitan Development
Evansville Department of Transportation and Services
Evansville Department of Urban Forestry
Evansville Deputy Mayor
Evansville Environmental Protection Agency
Evansville Parks and Recreation Department
Evansville Police Department
Evansville Regional Airport
Evansville Trails Coalition
Evansville/Vanderburgh County Area Plan Commission
Evansville/Vanderburgh County Emergency Management Agency
Evansville Water and Sewer Department
Federal Highway Administration (Indiana)
Federal Highway Administration (Kentucky)
Federal Transit Administration (Region V)
Green River Area Development District
Henderson Area Rapid Transit
Henderson City Engineer
HOLA Evansville
Henderson City Manager
Henderson County Engineer
Henderson County Riverport Authority
Henderson-Henderson County Chamber of Commerce
Henderson-Henderson County Plan Commission
Henderson County Judge Executive
Indiana Department of Environmental Management (Indianapolis)
Indiana Department of Transportation (Indianapolis)
Indiana Department of Transportation (Vincennes)
Indiana Southern Railroad
Kentucky Transportation Cabinet (Frankfort)
Kentucky Transportation Cabinet (Madisonville)
Lochmueller Group
Metropolitan Evansville Transit System
Port of Indiana-Mount Vernon
Posey County Chamber of Commerce
Qk4 Inc.
Shrewsberry & Associates, LLC
Southern Indiana Resource Solutions, Inc. (SIRS)
Town of Chandler
United Neighborhoods of Evansville (UNOE)
University of Evansville
US House of Representatives District 8
Vanderburgh County Emergency Management Agency
Vanderburgh County Engineer
Warrick County Economic Development
Warrick County Plan Commission
Warrick County School Corporation
Westside Improvement Association

Evansville MPO Staff

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Lorenzo Marsh Transportation Technician
Laura Lamb Transportation Advisor

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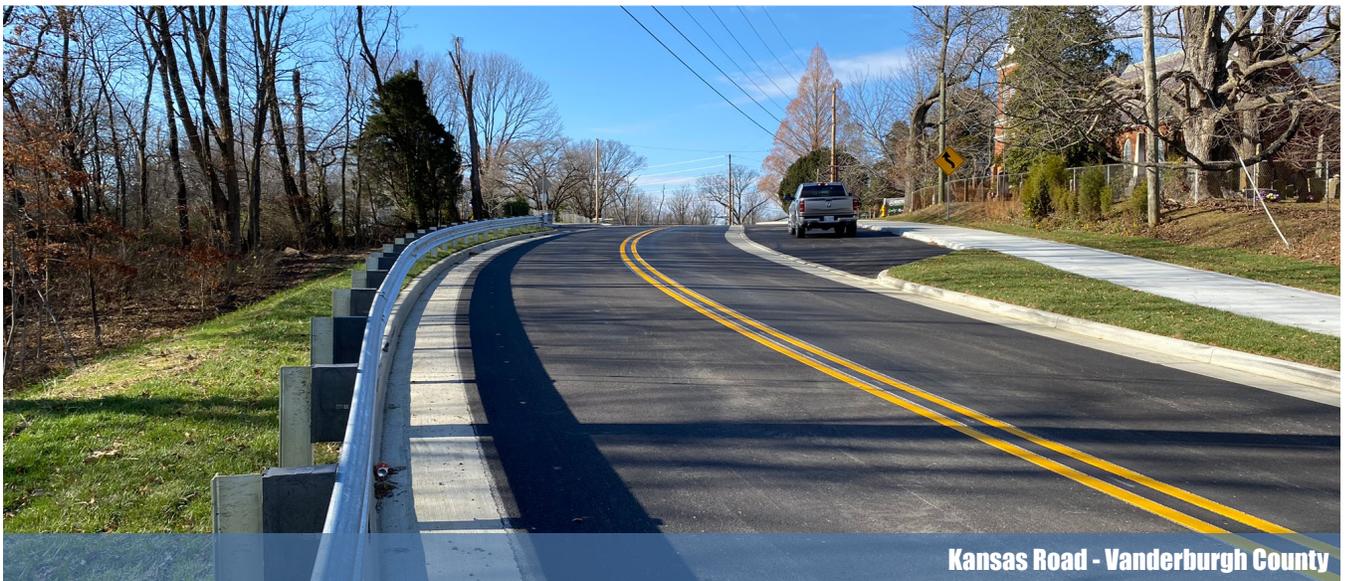
Introduction

The Evansville Metropolitan Planning Organization (MPO) is committed to prioritizing safety in order to reduce the risk of death and serious injury that result from incidents on transportation systems in our region. This plan identifies safety needs and outlines strategies to help achieve Federal Highway Administration's (FHWA) Zero Deaths Vision and was approved by the Evansville MPO Policy Committee on May 11, 2023. Implementation of the plan will improve transportation safety for the users of the Evansville MPO regional network. This plan focuses on the local road network only. State roads and intersections with state roads were not evaluated as part of this plan. Any comments that were received during the process on state roads were forwarded to the Indiana Department of Transportation (INDOT) for their consideration and INDOT was also present during the Stakeholder meetings.

The Evansville MPO supports FHWA's Safe System Approach. The Safe System Approach aims to eliminate fatal and serious injuries for all road users. Safe System elements include safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The Evansville MPO will focus on the 4 E's of Safety in order to create safer roads in the region. The 4 E's of Safety include engineering, enforcement, education, and emergency management. Engineering addresses transportation infrastructure improvements to prevent crashes or reduce the severity. Education ensures the users are knowledgeable of traffic laws and provides the users information to make better decisions while driving. Enforcement encourages a more visible police presence and enforcement of traffic laws to deter motorists from unsafe driving behavior, especially those that lead to fatalities/injuries. Emergency Response helps ensure rapid response when responding to incidents and reliability of the transportation network to help ensure safe and efficient connectivity to hospitals.

SAFETY ACTION PLAN



Vision and Goals

Vision

Establish a safety focused culture that promotes and implements Toward Zero Deaths strategies.

Goals

- Encourage Implementing proven safety solutions systemically to reduce fatal and severe crashes.
- Improve the safety and security of the transportation system for all users.
- Support the INDOT state performance targets and their goal towards reducing fatalities from 862 in 2020 to 550 in 2042.

Existing Efforts

Safety was reviewed during the development of the Regional Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). The Evansville MPO also has a Complete Streets Policy that helps ensure all roadway users are considered in project development. Each of those documents are available on the Evansville MPO website. During the development of the MTP and Safety Action Plan, current policies, plans, guidelines, and/or standards were reviewed. The Recommendation Section in both documents identify opportunities for additional updates/documents that were identified during the process.

Process/Stakeholder Involvement

A Safety Partner Task Force was created to gather input from city/county agencies and emergency responders. Table 1 lists the agencies that were included in the Safety Partner Task Force. The first step in the data gathering process was sending the Safety Partner Task Force a survey. The survey included questions related to vehicle safety, pedestrian safety, and bicyclist safety. It also asked a general question on areas that were safety concerns or caused delays for maintenance activities and responding to emergencies. The private sector freight carriers were also engaged with a survey.

The Evansville MPO used the survey results, information from the MTP, and the 2016-2020 ARIES crash database to analyze the data and determine potential high-risk areas on the local road network. See the Data Used and Data Analysis sections later in the plan for additional

information. A meeting was held in April 2023 with the Safety Partner Task Force and INDOT to discuss the results of the survey and the preliminary countywide analysis. Additional discussions also occurred with those who were not able to attend the in-person meeting. Appendix A includes the overall summary table of the roads that were identified during the analysis as focus areas with input from the survey.

Public Involvement

In addition to stakeholder involvement, the Evansville MPO also held public involvement as part of the Metropolitan Transportation Plan (approved in March 2023) which included a focus on safety. The Metropolitan Transportation Plan 2050 includes additional information on the public involvement process. This information was used in the development of the Safety Action Plan. An opportunity for public involvement was also available during the May 2023 Policy and Technical Committee meetings.

Data Used

- 2016-2020 Aries Crash Data was used for crash analysis
- 2021 AADT from Streetlight was used to determine the Crash Rates
- Evansville MPO functional class layer
- USDOT Equitable Transportation Community (ETC) Explorer to determine the undeserved communities
- National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS) (2017-2021)

Data Analysis

Intersection/Segment Analysis

The data was analyzed at a countywide level. This plan analyzed crashes identified in the 2016-2020 ARIES Crash Database on the local road network only. State roads and intersections with state roads were not evaluated as part of this plan. This countywide level analysis was completed to determine locations that should be considered as focus areas. Additional detail and analysis are recommended beyond this countywide level plan for location specific crash analysis.

Table 1: Safety Partner Task Force

American Medical Response	Evansville Police Department	Local Emergency Planning Committee	Vanderburgh County Area Plan Commission
City of Evansville-Levee Authority	Evansville Street Maintenance	McCutchenville Volunteer Fire Department	Vanderburgh County Emergency Management Agency
Evansville Building Commission	Evansville-Vanderburgh School Corporation	Metropolitan Evansville Transit System	Vanderburgh County Engineer Office
Evansville City Engineer Office	Evansville Water Sewer Utility	Perry Township Volunteer Fire Department	Vanderburgh County Highway Department
Evansville Fire Department	German Township Volunteer Fire Department	Scott Township Volunteer Fire Department	Vanderburgh County Sheriff's Office
Evansville Floodplain Administrator	Indiana State Police	Town of Darmstadt	Vanderburgh County Surveyor

The crashes were associated with an intersection if they fell within a certain distance from the intersection based on functional class type.

- Arterial/ Arterial Intersection 200-foot radius
- Arterial/Collector Intersection 150 -foot radius
- Collector/Collector Intersection 150-foot radius
- Arterial/Local Intersection 100-foot radius
- Collector/Local Intersection 100-foot radius
- Local/Local Intersection 100-foot radius

Segments were determined by using the Open Street Map Layer Zone ID and Name. The Segments were then separated using arterial/arterial, arterial/collector, and collector/collector intersections to make them individual segments.

Once the Intersections and the Segments were identified the crashes were analyzed and the total number of crashes, crashes involving a fatality, incapacitating injury crashes, injury crashes, deer crashes, bike crashes, and pedestrian crashes were identified for each location. The following information was identified on a countywide level and were presented during the stakeholder meetings in April 2023:

- Highest Number of Crashes for Arterial/ Arterial, Arterial/Collector, Collector/Collector, Arterial/Local, Collector/Local, and Local/Local Intersections
- Intersection Top Crash Rate
- Segment Top Crash Rate for arterial/collector roads and for local roads
- Highest Number of Accidents with Fatalities or Incapacitating Injuries for Intersections and Segments
- Highest Number of Accidents with Fatalities or Injuries for Intersections and Segments

- Highest Number of Crashes with Bicycles/ Pedestrians for Intersections and Segments
- Highest Number of Accidents Involving Deer (Segments)
- Top Crash Location per Manner for Intersections and Segments
- Top Areas of Focus-Based on Fatalities/ Incapacitating Injuries/Injuries by Jurisdiction

The information identified above and the number of crashes involving a fatality or an incapacitating injury by year and jurisdiction using ARIES data are included in Appendix A and B.

Systemic/General Data Analysis

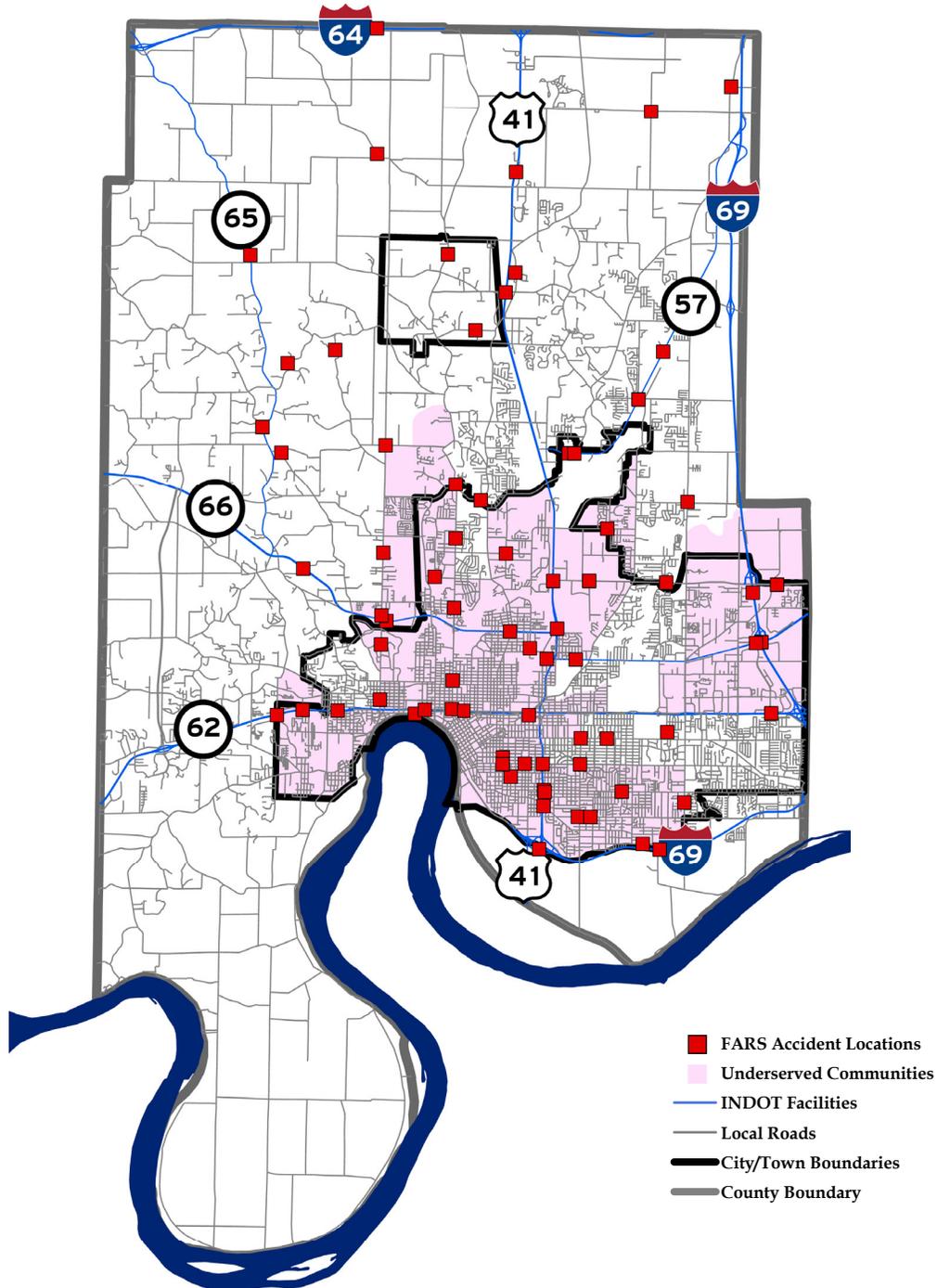
The 2016-2020 ARIES Crash Data was utilized for this analysis. Crashes that occurred on state facilities were not analyzed as part of this process, only crashes on local roads were included. Various factors were analyzed by jurisdiction including manner of crash, primary factor, light condition, roadway characteristic, weather condition, surface condition, vehicle type, and roadway junction. Appendix C through E contains this information for each jurisdiction.

NHTSA FARS Data Analysis

The 2017-2021 FARS Data was used for this analysis. The analysis included crashes on all roadways in the jurisdiction (including state facilities) as well as crashes that occurred only on local roads.

Summary tables for each jurisdiction can be found in Appendix F. Figure 1 shows the FARS crash locations in Vanderburgh County.

Figure 1: FARS Crash Locations

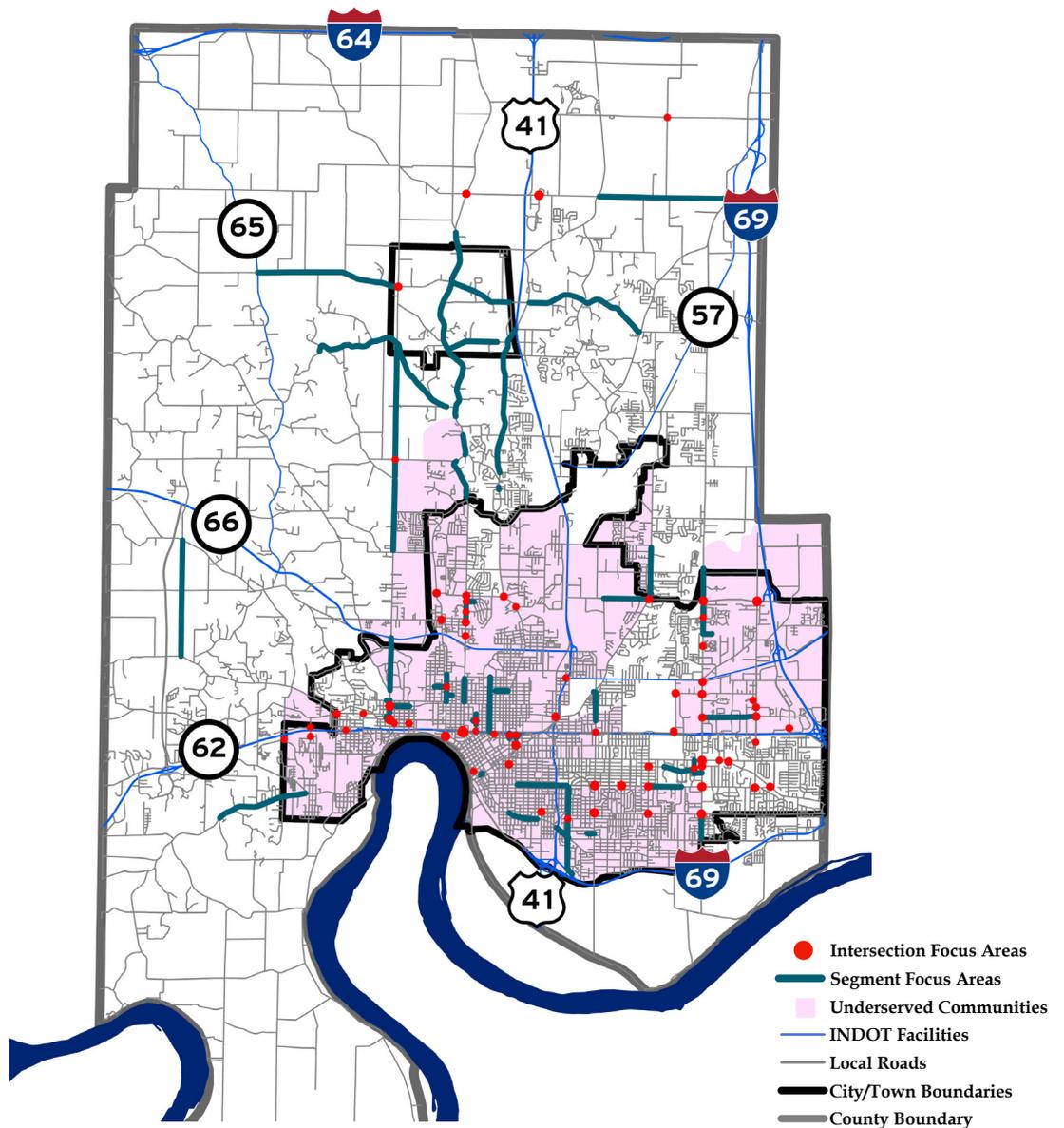


Equity Data Analysis

The USDOT Equitable Transportation Community (ETC) Explorer was used to determine the underserved communities. According to the website, Darmstadt does not have a population of individuals by census tract level that is classified as an underserved community.

Figure 2 identifies the percentage of population in underserved communities per jurisdiction and shows the intersection and segment focus areas that were identified during the countywide analysis and discussed with the Safety Partner Task Force.

Figure 2: Intersection and Segment Focus Areas with Percentage of Underserved Communities



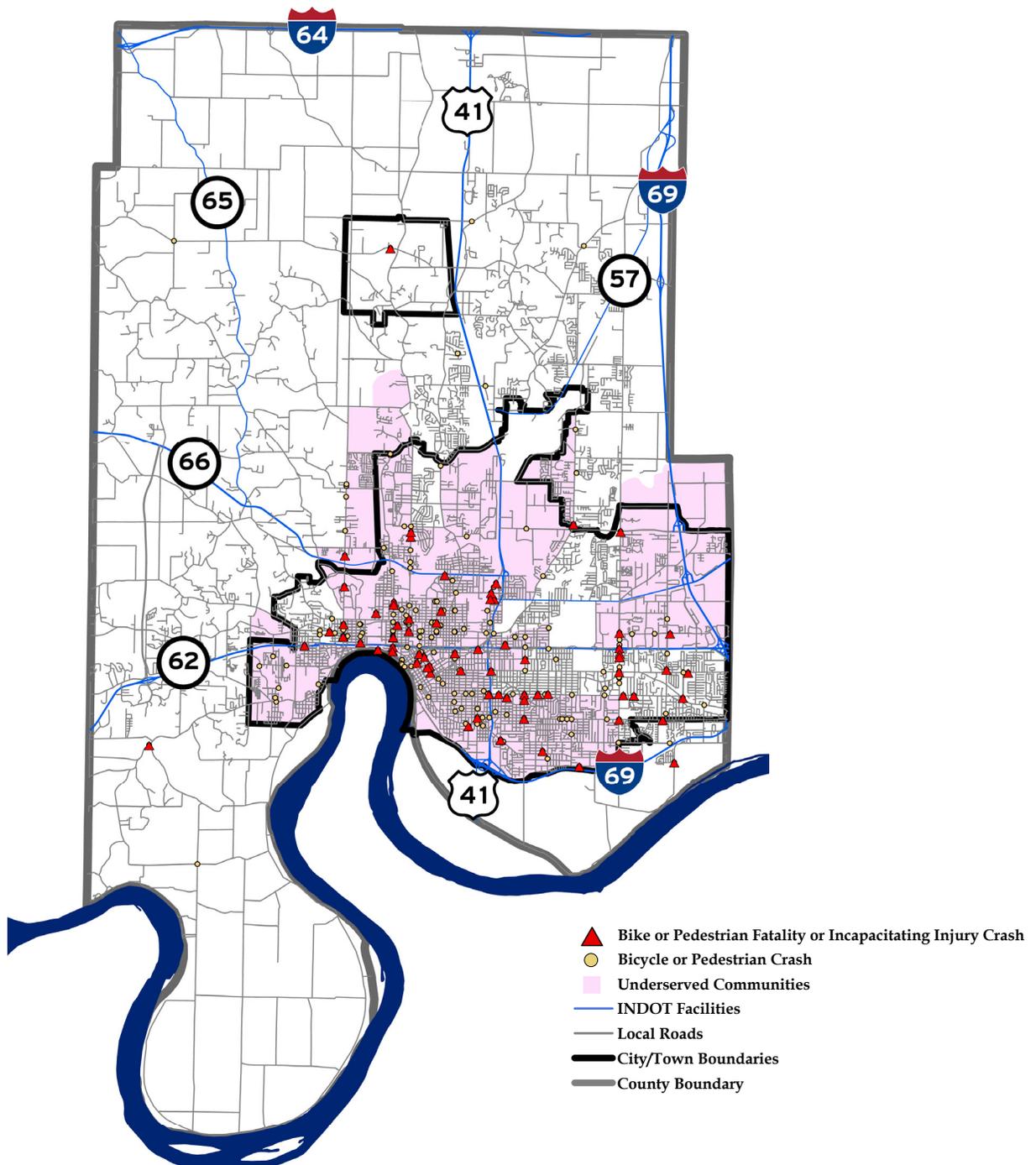
Jurisdiction	Percentage of Population in Underserved Communities
Darmstadt	0%
Evansville	60%
Vanderburgh County *	54%

*this includes the county-wide percentage of population in underserved communities

Approximately 83% of bicyclist and pedestrian crashes that occur within the Evansville Jurisdiction occur within areas of underserved communities. Approximately 37% of bicyclist and pedestrian crashes that occur within the Vanderburgh County Jurisdiction occur within areas of the underserved communities. Bicyclist and Pedestrian crashes are mapped along with the Percentage of Population in Underserved Communities in Figure 3.

Additional analysis regarding equity was completed during the MTP 2050 development process. According to the U. S. Environmental Protection Agency (EPA), environmental justice is defined as “the fair treatment and meaningful involvement of all people regardless of race, color, culture, national origin, income and educational levels with respect to the development, implementation and enforcement of protective environmental laws, regulations and policies.”

Figure 3: Underserved Communities with Bicycle and Pedestrian Crashes



The MPO has identified EJ Population Areas based on Census Tracts with concentrations of underserved and disadvantaged populations. These areas are considered when planning for transportation projects to ensure projects do not cause a disproportionately high and/or adverse impact.

The EJ Population Areas were developed based on 2016-2020 American Community Survey (ACS) data from the U.S. Census Bureau. Percentages for the following factors were gathered for all census tracts within Vanderburgh County:

- individuals below poverty;
- individuals age 65 and older;
- minority population;
- Hispanic population;

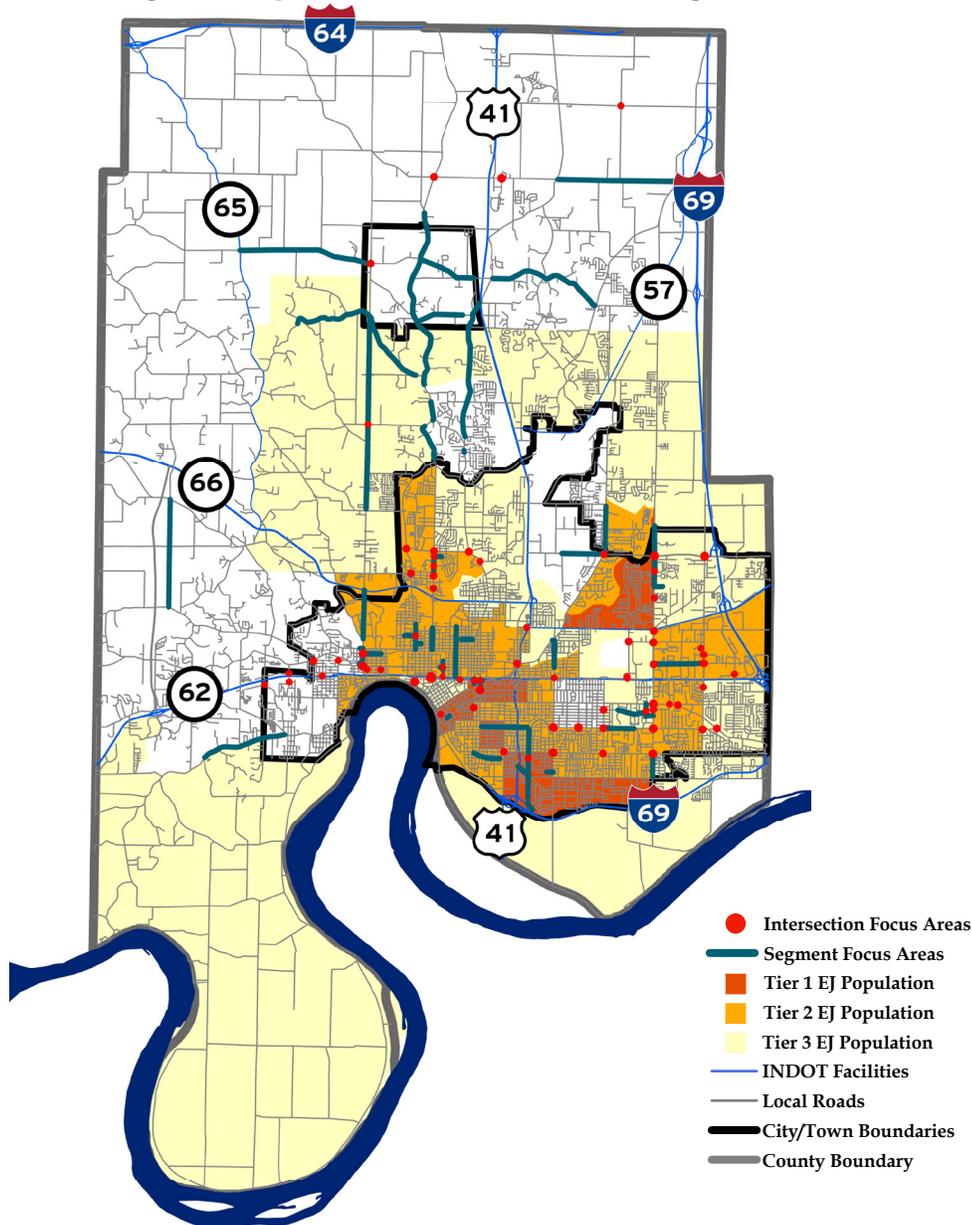
- individuals with limited English proficiency (speak English “less than very well”); and
- individuals with a disability.

For each census tract, EJ Population Tiers were created based on the number of factors within the census tract that exceeded the Threshold. The EJ Population Area Tiers are:

- Tier 1: Exceeds 6-7 EJ Population Thresholds
- Tier 2: Exceeds 4-5 EJ Population Thresholds
- Tier 3: Exceeds 2-3 EJ Population Thresholds

These EJ Population Tiers can be found on the Evansville MPO website. Figure 4 shows the Environmental Justice Tiers along with the intersection and segment focus areas that were identified during the countywide analysis in Vanderburgh County.

Figure 4: EJ Population Tiers and Intersection and Segment Focus Areas



Recommendations

The evaluation of data and the stakeholder engagement process identified four focus areas.

1. Safe Roads for All Users
2. Infrastructure
3. Additional Data Gathering/General Strategies
4. Education/Enforcement

Objectives	Partners
Safe Roads for All Users	
<ul style="list-style-type: none"> • Prioritize projects that reduce serious injuries and fatalities to ensure safe and secure transportation networks for all users. • Maintain and monitor transportation infrastructure conditions to preserve regional transportation networks. • Maintain a state of good repair for transit and paratransit vehicles and facilities to ensure a safe and secure transit system. 	MPO, LPAs, Transit Agencies
Infrastructure	
<ul style="list-style-type: none"> • Complete safety audits to identify safety issues and opportunities for safety improvements on both a site specific and system level. • Complete additional planning documents at an intersection/segment specific or corridor level. • Prioritize and Implement projects that will improve safety at intersections and segments identified in this plan in Appendix A and B using proven safety countermeasures including, but not limited to, those found in Appendix G. • Evaluate and implement speed management techniques in roadway design and traffic control. 	LPAs
Additional Data Gathering/General Strategies	
<ul style="list-style-type: none"> • Evaluate implemented safety projects before and after to determine their effectiveness. • Analyze safety data at least every two years to identify high severity crash areas. • Improve responder and motorist safety through traffic incident management trainings and technology deployment. • Evaluate the current programs and technology being utilized by each agency and make improvements as necessary. • Hold stakeholder meetings at least every 2 years to discuss potential safety issues/strategies. • Review existing data gaps and prioritize improvements and implement strategies and/or technology to fill the gaps. 	MPO, LPAs, Transit Agencies, Law Enforcement Agencies, INDOT
Education/Enforcement	
<ul style="list-style-type: none"> • Expand enforcement of traffic laws including but not limited to speeding, running red lights, distracted driving, and driving under the influence. 	Law Enforcement
<ul style="list-style-type: none"> • Expand current education and awareness efforts for bicyclist and pedestrian education, safety, and awareness. • Expand current education and awareness efforts for school zone awareness and construction zone awareness. • Expand current education and awareness efforts on the dangers of distracted driving, driving under the influence, and aggressive driving. • Expand current education and awareness efforts on how to navigate roundabouts or other newly designed intersections/ road layouts. 	MPO, LPAs, Law Enforcement

Recommended Project Prioritization and Time Frame

Locations with the highest number/rate of fatalities and/or incapacitating injuries will be prioritized as well as Low Cost Countermeasures to ensure that resources are maximized.

Short-Term (1-3 years)

Recommended strategies that should be considered to be implemented in the short-term time frame include:

- Expand current education and awareness efforts.
- Expand Enforcement.
- Review existing data gaps and prioritize improvements.
- Evaluate the current programs and technology being utilized.
- Evaluate speed management techniques in roadway design and traffic control.
- Complete safety audits.
- Complete additional planning documents.
- Prioritize projects that reduce serious injuries and fatalities to ensure safe and secure transportation networks for all users and projects that will improve safety at intersections and segments identified in this plan.

Mid-Term (3-5 years)

Recommended strategies that should be considered to be implemented in the mid-term time frame include:

- Maintain and monitor transportation infrastructure conditions to preserve regional transportation networks.
- Improve responder and motorist safety through traffic incident management trainings and technology deployment.
- Maintain a state of good repair for transit and paratransit vehicles and facilities to ensure a safe and secure transit system.
- Implement projects that will improve safety at intersections and segments identified in this plan.
- Implement speed management techniques in roadway design and traffic control.
- Implement strategies and/or technology to fill data gaps.

Long-Term (5+ years)

Recommended strategies that should be considered to be implemented in the long-term time frame include:

- Evaluate implemented safety projects before and after to determine their effectiveness.

Each jurisdiction should evaluate their own needs and their own projects/strategies that are currently under development. Project prioritization and implementation time frames may differ based on various factors per jurisdiction. If a project or strategy is currently under development, the jurisdiction may add a higher priority or speed up the time frame for implementation.

Progress and Transparency

This Safety Action Plan will be available on the Evansville MPO website. Progress will be shown during each Evansville MPO Metropolitan Transportation Plan update as well as incorporated during any update to this Safety Action Plan. The State Baseline Data will be utilized in the MTP updates and the 2017-2021 FARS data Total Fatality Count, Average Annual Motor-Vehicle Involved Fatalities, and the 5-Year Fatality Rate per jurisdiction will be used as the baseline data for any Safety Action Plan updates. Any updates to these documents will also be made available on the Evansville MPO website.

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**OVERALL DATA
(2016-2020 ARIES DATA)**

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Location	Road Type	Crashes	Fatality	Incapacitating Injuries	Injuries	Bike	Pedestrian	Deer	Crash Rate	Jurisdiction	Top Crash Type	Top Crash Type - Number of Crashes	Second Highest Crash Type	Second Highest Crash Type - Number of Crashes	Right of Way Control
1st Avenue- Allens Lane to Colonial Avenue	Segment	170	0	7	44	0	4	2	12.811	Evansville	Rear End	90	Right Angle	36	Not Applicable
1st Avenue- Colonial Avenue to Buena Vista Road	Segment	45	0	1	13	0	3	1	16.112	Evansville	Rear End	20	Right Angle	11	Not Applicable
1st Avenue- Columbia Street to Morgan Avenue	Segment	75	1	3	26	2	1	0	5.748	Evansville	Rear End	27	Right Angle	21	Not Applicable
2nd Street/Fulton Avenue	Intersection-Arterial/Arterial	63	0	5	17	5	1	0	1.244	Evansville	Right Angle	15	Rear End	14	Signal
Allens Lane/First Avenue	Intersection-Arterial/Collector	63	0	0	12	0	1	0	1.587	Evansville	Rear End	39	Right Angle	11	Signal
Allens Lane/Kratzville Road	Intersection-Collector/Collector	25	0	0	7	0	0	0	1.012	Evansville	Rear End	12	Right Angle	10	Signal
Baker Avenue- Division Street to Morgan Avenue	Segment	56	0	5	22	0	2	0	21.748	Evansville	Right Angle	31	Same Direction Sideswipe	6	Not Applicable
Baseline Road- Old State Road to SR 57	Segment	23	0	0	4	0	0	11	1.338	Vanderburgh	Collision with Deer	10	Ran off Road	8	Not Applicable
Baseline Road/ Old Princeton Road	Intersection-Collector/Collector	21	0	4	7	0	0	0	2.936	Vanderburgh	Right Angle	18	Ran off Road	2	Stop Sign
Baseline Road/Husky Road	Intersection-Collector/Local	14	0	3	6	0	0	0	0.963	Vanderburgh	Right Angle	8	Left Turn & Left/Right Turn	2	Stop Sign
Bayard Park Drive- Hebron Avenue to Green River Road	Segment	22	0	0	4	0	1	0	96.07	Evansville	Rear End	9	Right Angle	9	Not Applicable
Bellemeade Avenue- St. Mary's Drive to Hebron Avenue	Segment	64	0	6	16	0	0	0	13.406	Evansville	Right Angle	36	Rear End	7	Not Applicable
Bellemeade Avenue/Governor Street	Intersection-Arterial/Collector	32	0	6	18	0	0	0	4.254	Evansville	Right Angle	22	Rear End	4	Signal
Bellemeade Avenue/Green River Road	Intersection-Arterial/Collector	76	0	5	22	0	2	0	1.375	Evansville	Rear End	29	Right Angle	22	Signal
Bellemeade Avenue/Hebron Avenue	Intersection-Collector/Local	38	0	4	8	0	0	0	2.937	Evansville	Right Angle	26	Left Turn	4	Stop Sign
Bellemeade Avenue/Vann Avenue	Intersection-Collector/Collector	50	0	4	22	0	0	0	1.863	Evansville	Right Angle	27	Rear End	10	Signal
Boonville New Harmony Road- Browning Road to Petersburg Road	Segment	28	0	4	9	0	0	5	1.497	Vanderburgh	Ran off Road	16	Collision with Deer	5	Not Applicable
Boonville New Harmony Road- Cynthiana Road to St. Joseph Avenue	Segment	28	0	2	8	0	0	5	2.241	Darmstadt/ Vanderburgh	Ran off Road	18	Collision with Deer	4	Not Applicable
Boonville New Harmony Road- Darmstadt Road to East of Martin Road near CSX RR Crossing	Segment	24	0	1	8	0	0	1	2.534	Darmstadt	Ran off Road	9	Rear End	5	Not Applicable
Boonville New Harmony Road- Old State Road to Browning Road	Segment	27	0	1	8	0	0	6	1.745	Vanderburgh	Ran off Road	12	Collision with Deer	5	Not Applicable
Boonville New Harmony Road/Green River Road	Intersection-Arterial/Arterial	31	0	0	9	0	0	0	1.091	Vanderburgh	Right Angle	18	Rear End	7	Signal
Boonville New Harmony Road/St Joseph Avenue	Intersection-Arterial/Arterial	17	0	3	6	0	0	0	1.498	Darmstadt	Right Angle	15	Backing Crash	2	All way Stop
Broadway Avenue- Nurrenbern Road to Middle Mount Vernon Road	Segment	21	0	0	4	0	0	6	1.448	Evansville/ Vanderburgh	Ran off Road	8	Collision with Deer	4	Not Applicable
Buena Vista Road/First Avenue	Intersection-Arterial/Collector	85	0	10	24	1	0	0	1.944	Evansville	Rear End	41	Right Angle	26	Signal
Buena Vista Road/Kratzville Road	Intersection-Collector/Collector	21	0	0	1	0	0	0	0.76	Evansville	Rear End	6	Right Angle	6	Stop Sign
Buena Vista Road/Stringtown Road	Intersection-Collector/Collector	40	0	1	3	0	0	0	1.257	Evansville	Rear End	15	Left Turn	9	Signal
Cass Avenue/Lodge Avenue	Intersection-Local/Local	8	0	0	3	0	0	0	1.622	Evansville	Same Direction Sideswipe	4	Multiple types had 1	0	Stop Sign
Cherry Street/1st Street	Intersection-Local/Local	8	0	0	1	0	0	0	1.422	Evansville	Right Angle	6	Same Direction Sideswipe & Rear End	1	Stop Sign
Colonial Avenue- 1st Avenue to Tremont Road	Segment	35	0	1	10	0	3	0	99.15	Evansville	Rear End	15	Right Angle	8	Not Applicable
Colonial Avenue/First Avenue	Intersection-Arterial/Local	46	0	2	15	0	3	1	1.293	Evansville	Rear End	21	Right Angle	9	Signal
Colorado Avenue/First Avenue	Intersection-Arterial/Local	58	0	1	7	1	0	0	1.202	Evansville	Rear End	32	Right Angle	12	Signal
Columbia Street/Burkhardt Road	Intersection-Arterial/Local	39	0	2	10	0	0	0	0.654	Evansville	Rear End	26	Right Angle	7	Signal
Constellation Drive- Green River Road to the Dead End	Segment	13	0	0	1	0	0	0	128.713	Evansville	Left Turn	3	Rear End & Right Angle	3	Not Applicable
Corbierre Avenue/Ingle Avenue	Intersection-Local/Local	9	0	1	1	0	1	0	1.215	Evansville	Right Angle	5	Same Direction Sideswipe	2	Stop Sign
Covert Avenue/Green River Road	Intersection-Arterial/Arterial	85	0	2	15	0	1	0	1.795	Evansville	Right Angle	26	Rear End	20	Signal
Covert Avenue/Kentucky Avenue	Intersection-Collector/Collector	17	0	4	9	0	1	0	1.538	Evansville	Right Angle	12	Left Turn & Ran off Road	2	Signal
Covert Avenue/Vann Avenue	Intersection-Arterial/Collector	65	0	4	22	0	1	0	2.133	Evansville	Right Angle	24	Rear End	15	Signal
Covert Avenue/Weinbach Avenue	Intersection-Arterial/Arterial	59	0	6	22	1	3	0	2.173	Evansville	Rear End	16	Right Angle	15	Signal
Cox Avenue/Rosenburger Avenue	Intersection-Local/Local	10	0	0	2	0	0	0	0.956	Evansville	Right Angle	6	Same Direction Sideswipe	2	Stop Sign
Darmstadt Road- Apple Lane to Mohr Road	Segment	52	1	5	8	0	0	5	4.965	Vanderburgh	Ran off Road	24	Rear End	6	Not Applicable
Darmstadt Road- Bartles Road to Bradley Drive	Segment	13	0	1	1	0	0	8	2.469	Vanderburgh	Collision with Deer	6	Ran off Road	4	Not Applicable
Darmstadt Road- Boonville New Harmony Road to Old Princeton Road	Segment	7	1	2	4	0	0	1	1.486	Darmstadt/ Vanderburgh	Ran off Road	3	Multiple types had 1	0	Not Applicable
Darmstadt Road- south of Schenk Road to Boonville New Harmony Road	Segment	41	0	2	8	0	0	11	1.891	Darmstadt/ Vanderburgh	Ran off Road	20	Collision with Deer & Rear End	5	Not Applicable
Delaware Street- 12th Avenue to Wabash Avenue	Segment	55	0	3	15	2	0	0	18.092	Evansville	Right Angle	32	Same Direction Sideswipe	6	Not Applicable
Delaware Street/St. Joseph Avenue	Intersection-Arterial/Arterial	41	0	4	10	0	3	0	0.854	Evansville	Right Angle	22	Rear End	8	Signal
Division Street/First Avenue	Intersection-Arterial/Arterial	115	0	6	26	2	0	0	3.611	Evansville	Right Angle	62	Rear End	35	Signal
Division Street/Mary Street	Intersection-Collector/Local	32	0	4	10	1	0	0	1.103	Evansville	Right Angle	21	Rear End	5	Signal
Division Street/Stockwell Road	Intersection-Collector/Local	39	0	0	4	0	0	0	1.481	Evansville	Rear End	26	Ran off Road & Same Direction Sideswipe	6	Stop Sign
Division Street/Weinbach Avenue	Intersection-Arterial/Local	54	0	2	15	1	0	0	1.46	Evansville	Right Angle	19	Rear End	13	Signal
Fairway Drive/First Avenue	Intersection-Arterial/Local	48	0	1	9	0	0	0	1.228	Evansville	Rear End	22	Right Angle	13	Stop Sign
Florida Street- 7th Avenue to Fulton Avenue	Segment	14	0	0	6	0	3	0	32.941	Evansville	Right Angle	5	Same Direction Sideswipe	3	Not Applicable
Florida Street/Fulton Avenue	Intersection-Arterial/Local	14	0	1	7	1	3	0	0.625	Evansville	Right Angle	7	Same Direction Sideswipe	3	Stop Sign
Franklin Street- Edgar Street to west of Harriet Street	Segment	12	0	0	5	1	2	0	19.386	Evansville	Right Angle	6	Rear End	3	Not Applicable
Franklin Street/Mary Street	Intersection-Collector/Local	12	0	0	5	1	2	0	0.939	Evansville	Right Angle	6	Rear End	3	Signal
Franklin Street/St. Joseph Avenue	Intersection-Arterial/Arterial	81	0	4	14	1	2	1	1.498	Evansville	Right Angle	32	Rear End	20	Signal
Fulton Avenue- Florida Street to Shanklin Street	Segment	36	0	4	14	3	3	0	7.561	Evansville	Right Angle	14	Rear End	8	Not Applicable
Fulton Avenue- Maryland Street to Florida Street	Segment	27	0	0	10	1	3	0	4.586	Evansville	Right Angle	11	Same Direction Sideswipe	5	Not Applicable
Garvin Street- Sycamore Street to the Lloyd Expressway	Segment	115	0	13	39	0	0	0	165.706	Evansville	Right Angle	103	Rear End & Same Direction Sideswipe	4	Not Applicable
Governor Street- John Street to Lloyd Expressway	Segment	32	0	4	4	0	0	0	121.212	Evansville	Right Angle	14	Same Direction Sideswipe	12	Not Applicable
Governor Street- Sycamore Street to John Street	Segment	50	0	6	12	0	0	0	107.759	Evansville	Right Angle	29	Same Direction Sideswipe	12	Not Applicable
Green River Road- Constellation Drive to Davis Lant Drive	Segment	103	0	2	23	0	0	0	4.09	Evansville	Rear End	41	Right Angle	29	Not Applicable
Green River Road- Lynch Road to north of Hirsch Road	Segment	43	0	4	16	0	0	3	2.05	Evansville/ Vanderburgh	Rear End	16	Right Angle	10	Not Applicable
Green River Road- Pollack Avenue to Covert Avenue	Segment	34	1	4	9	0	0	0	2.527	Evansville	Rear End	10	Same Direction Sideswipe	7	Not Applicable

Location	Road Type	Crashes	Fatality	Incapacitating Injuries	Injuries	Bike	Pedestrian	Deer	Crash Rate	Jurisdiction	Top Crash Type	Top Crash Type - Number of Crashes	Second Highest Crash Type	Second Highest Crash Type - Number of Crashes	Right of Way Control
Hebron Avenue- Bellemeade to Lincoln Avenue	Segment	48	0	4	10	0	0	0	113.208	Evansville	Right Angle	30	Left Turn	5	Not Applicable
Hess Avenue- Franklin Street to Michigan Street	Segment	6	0	0	1	0	0	0	214.286	Evansville	Rear End	2	Same Direction Sideswipe	2	Not Applicable
Hogue Road/Tekoppel Avenue	Intersection-Collector/Collector	17	0	1	2	0	0	0	0.698	Evansville	Rear End	12	Right Angle	2	Stop Sign
Illinois Street/12th Street	Intersection-Local/Local	8	0	1	2	0	0	0	1.768	Evansville	Right Angle	5	Multiple types had 1	0	Stop Sign
Illinois Street/Wabash Avenue of Flags	Intersection-Local/Local	11	0	0	2	0	0	0	1.062	Evansville	Right Angle	7	Multiple types had 1	0	Stop Sign
Indiana Street/Cross Pointe Boulevard	Intersection-Collector/Local	39	0	2	6	0	0	1	1.003	Evansville	Right Angle	16	Same Direction Sideswipe	9	Stop Sign
John Street- Governor Street to the Lloyd Expressway On ramp	Segment	133	0	15	39	0	0	0	97.009	Evansville	Right Angle	112	Same Direction Sideswipe	10	Not Applicable
John Street/1st Avenue/4th Street	Intersection-Arterial/Arterial	102	0	7	27	2	0	0	4.917	Evansville	Right Angle	60	Rear End	25	Signal
John Street/1st Avenue/3rd Street	Intersection-Arterial/Arterial	94	0	6	26	2	0	0	3.325	Evansville	Right Angle	61	Rear End	17	Signal
John Street/Garvin Street	Intersection-Arterial/Local	106	0	12	36	0	0	0	6.665	Evansville	Right Angle	98	Rear End	3	Stop Sign
John Street/Governor Street	Intersection-Arterial/Local	33	0	4	4	0	0	0	2.374	Evansville	Right Angle	14	Same Direction Sideswipe	12	Stop Sign
John Street/Vine Street/Main Street	Intersection-Collector/Local	27	0	2	8	0	0	0	1.071	Evansville	Right Angle	13	Rear End	8	Signal
Koessel Road- Upper Mount Vernon Road to New Harmony Road	Segment	9	0	1	2	0	0	6	5.65	Vanderburgh	Collision with Deer	6	Right Angle	3	Not Applicable
Lincoln Avenue/Cullen Avenue	Intersection-Collector/Local	28	0	1	7	0	0	0	0.982	Evansville	Rear End	15	Right Angle	7	Stop Sign
Lincoln Avenue/Green River Road	Intersection-Arterial/Arterial	114	0	6	23	1	0	0	1.634	Evansville	Rear End	63	Right Angle	24	Signal
Lincoln Avenue/Newburgh Road	Intersection-Collector/Collector	39	0	5	9	0	0	0	1.068	Evansville	Ran off Road	16	Rear End	15	Stop Sign
Lodge Avenue- I-69 to Washington Avenue	Segment	68	0	5	21	1	0	0	8.989	Evansville	Right Angle	29	Same Direction Sideswipe	11	Not Applicable
Louisiana Street- Main Street to Governor Street	Segment	20	0	2	6	1	2	0	28.129	Evansville	Right Angle	6	Rear End	5	Not Applicable
Lynch Road- Maxx Road to Oak Hill Road	Segment	55	2	3	15	0	0	2	2.209	Evansville	Rear End	36	Other Explain in Narrative, Ran off Road, & Same Direction Sideswipe	4	Not Applicable
Lynch Road/Burkhardt Road	Intersection-Arterial/Arterial	56	0	5	26	0	0	0	0.847	Evansville	Right Angle	20	Rear End	17	Signal
Lynch Road/Green River Road	Intersection-Arterial/Arterial	228	0	22	60	0	1	0	2.364	Evansville	Rear End	124	Left Turn	41	Signal
Lynch Road/Oak Hill Road	Intersection-Arterial/Collector	100	0	2	32	0	0	1	1.357	Evansville/ Vanderburgh	Rear End	40	Right Angle	29	Signal
Mary Street- Illinois Street to Virginia Street	Segment	19	0	1	6	1	2	0	8.752	Evansville	Right Angle	10	Rear End	3	Not Applicable
Maryland Street- Hess Avenue to St. Joseph Avenue	Segment	47	0	1	5	0	0	0	70.571	Evansville	Right Angle	17	Rear End	11	Not Applicable
Mohr Road/St. Joseph Avenue	Intersection-Arterial/Local	23	1	2	6	0	0	0	2.182	Vanderburgh	Right Angle	13	Left Turn, Opposite Direction Sideswipe, & Ran off Road	2	Stop Sign
Morgan Avenue/Bartlett Avenue	Intersection-Local/Local	10	0	0	0	0	0	0	0.677	Evansville	Right Angle	5	Rear End	3	Stop Sign
Mulberry Street- 2nd Street to 3rd Street	Segment	25	0	0	5	0	0	0	91.912	Evansville	Right Angle	21	Same Direction Sideswipe	2	Not Applicable
Oak Grove Road/Green River Road	Intersection-Arterial/Collector	61	0	1	11	0	0	0	0.965	Evansville	Rear End	48	Same Direction Sideswipe	8	Stop Sign
Oak Hill Road- Lynch Road to Saint George Road	Segment	79	0	3	17	0	1	6	3.081	Evansville/ Vanderburgh	Rear End	45	Right Angle	11	Not Applicable
Old State Road- Arista Drive to Sunrise Drive	Segment	11	0	0	2	0	0	0	18.364	Vanderburgh	Rear End	8	Ran off Road	2	Not Applicable
Old State Road- south of Mt. Ashley Road (near CSX Transportation RR Crossing) to US 41	Segment	25	0	0	3	0	0	6	2.452	Darmstadt/ Vanderburgh	Ran off Road	7	Collision with Deer	6	Not Applicable
Old State Road- Strawberry Hill Road to CSX RR Crossing	Segment	45	0	3	8	0	0	9	2.975	Vanderburgh	Ran off Road	13	Right Angle	12	Not Applicable
Orchard Road- St. Joseph Avenue to Schenk Road	Segment	9	0	0	1	0	0	2	3.535	Darmstadt/ Vanderburgh	Ran off Road	5	Collision with Deer	2	Not Applicable
Orchard Road- west of Northridge Drive to St. Joseph Avenue	Segment	11	0	0	4	0	0	3	3.167	Darmstadt/ Vanderburgh	Ran off Road	5	Right Angle	3	Not Applicable
Oregon Street- Fulton Avenue to 4th Avenue	Segment	7	0	0	2	1	0	0	142.857	Evansville	Other Explain in Narrative	2	Rear End & Same Direction Sideswipe	2	Not Applicable
Pearl Drive/Red Bank Road	Intersection-Collector/Local	40	0	1	9	0	0	0	0.782	Evansville/ Vanderburgh	Rear End	19	Same Direction Sideswipe	7	Signal
Pfeiffer Road/Stringtown Road	Intersection-Collector/Local	30	0	3	9	0	0	2	1.228	Evansville	Rear End	8	Ran off Road	7	Stop Sign
Plantation Court- dead end to Weinbach Avenue	Segment	8	0	0	1	0	0	0	181.818	Evansville	Backing Crash	4	Multiple types had 1	0	Not Applicable
Riverside Drive- East of Lodge Avenue to US 41	Segment	37	0	6	12	1	1	0	7.898	Evansville	Rear End	24	Right Angle	6	Not Applicable
Riverside Drive- Governor Street to Grand Avenue	Segment	39	0	6	12	0	1	0	5.154	Evansville	Right Angle	13	Rear End	10	Not Applicable
Seven Hills Road/Barton Road/Volkman Road	Intersection-Local/Local	4	1	2	3	0	0	0	1.448	Vanderburgh	Right Angle	2	Ran off Road & Same Direction Sideswipe	1	Stop Sign
Spring Valley Road/Green River Road	Intersection-Arterial/Local	47	0	1	11	0	0	0	0.886	Evansville	Rear End	23	Right Angle	12	Signal
St Joseph Avenue- Meier Road to Orchard Road	Segment	59	1	3	17	0	0	9	2.101	Darmstadt/ Vanderburgh	Right Angle	20	Ran off Road	15	Not Applicable
St Joseph Avenue- Mesker Park Drive to Diamond Avenue	Segment	69	0	4	13	1	0	9	2.032	Evansville/ Vanderburgh	Rear End	36	Same Direction Sideswipe	10	Not Applicable
St Joseph Avenue- Mill Road to Meier Road	Segment	66	0	2	14	1	1	3	4.403	Vanderburgh	Ran off Road	26	Rear End	25	Not Applicable
St Joseph Avenue- Virginia Street to Delaware Street	Segment	14	0	0	1	0	3	0	4.058	Evansville	Right Angle	6	Rear End & Same Direction Sideswipe	3	Not Applicable
Sugar Creek Drive/Green River Road	Intersection-Arterial/Local	37	0	0	9	0	0	0	0.6	Evansville	Rear End	16	Left Turn & Right Angle	7	Signal
University Drive/Rosenburger Avenue	Intersection-Collector/Local	25	0	2	4	0	0	0	0.78	Evansville	Right Angle	9	Left Turn	4	Stop Sign
Virginia Street- Green River Road to Burkhardt Road	Segment	128	0	4	33	1	1	0	5.485	Evansville	Right Angle	48	Rear End	42	Not Applicable
Virginia Street/Barker Avenue	Intersection-Local/Local	10	0	0	1	1	0	0	1.26	Evansville	Right Angle	4	Same Direction Sideswipe	2	Stop Sign
Virginia Street/Burkhardt Road	Intersection-Arterial/Collector	143	0	3	20	0	0	0	1.821	Evansville	Rear End	73	Same Direction Sideswipe	20	Signal
Virginia Street/Fares Avenue	Intersection-Collector/Collector	22	0	0	3	0	0	0	1.145	Evansville	Right Angle	9	Same Direction Sideswipe	3	Stop Sign
Virginia Street/Green River Road	Intersection-Arterial/Collector	136	0	1	20	0	0	0	1.582	Evansville	Rear End	70	Same Direction Sideswipe	22	Signal
Vogel Road- Oak Hill Road to Weinbach Road	Segment	15	0	0	3	0	0	0	500	Evansville	Right Angle	7	Left Turn	3	Not Applicable
Vogel Road/Green River Road	Intersection-Arterial/Collector	106	0	7	19	0	0	0	1.349	Evansville	Rear End	65	Right Angle	16	Signal
Vogel Road/Stockwell Road	Intersection-Collector/Collector	19	0	1	4	0	0	0	0.652	Evansville	Rear End	10	Right Angle	3	All way Stop
Walnut Street/Garvin Street	Intersection-Arterial/Arterial	30	0	5	12	1	2	0	1.995	Evansville	Right Angle	18	Same Direction Sideswipe	8	Signal
Washington Avenue- Garvin Street to Kentucky Avenue	Segment	25	0	3	10	2	1	0	2.628	Evansville	Rear End	8	Right Angle	8	Not Applicable

Location	Road Type	Crashes	Fatality	Incapacitating Injuries	Injuries	Bike	Pedestrian	Deer	Crash Rate	Jurisdiction	Top Crash Type	Top Crash Type - Number of Crashes	Second Highest Crash Type	Second Highest Crash Type - Number of Crashes	Right of Way Control
Washington Avenue- Kentucky Avenue to Lodge Avenue	Segment	62	1	10	21	1	2	0	6.487	Evansville	Right Angle	20	Same Direction Sideswipe	14	Not Applicable
Washington Avenue- Vann Avenue to Professional Boulevard	Segment	57	0	3	18	0	0	0	4.375	Evansville	Right Angle	22	Left Turn	11	Not Applicable
Washington Avenue/Boeke Road	Intersection-Arterial/Arterial	94	0	9	29	1	0	0	2.864	Evansville	Right Angle	39	Rear End	18	Signal
Washington Avenue/Burkhardt Road	Intersection-Collector/Collector	17	0	0	6	0	0	0	0.703	Evansville	Left Turn	6	Right Angle	6	Stop Sign
Washington Avenue/Green River Road	Intersection-Arterial/Arterial	84	0	5	28	0	0	0	1.469	Evansville	Rear End	43	Right Angle	19	Signal
Washington Avenue/Newburgh Road	Intersection-Collector/Collector	24	1	1	4	0	0	0	0.956	Evansville	Rear End	18	Other Explain in Narrative & Ran off Road	2	Stop Sign
Washington Avenue/Vann Avenue	Intersection-Arterial/Collector	89	0	3	26	0	1	0	2.43	Evansville	Right Angle	40	Left Turn & Rear End	17	Signal
Washington Avenue/Weinbach Avenue	Intersection-Arterial/Arterial	79	1	6	27	2	2	0	2.389	Evansville	Right Angle	22	Rear End	20	Signal
Waterford Boulevard/Tutor Lane	Intersection-Local/Local	16	0	0	4	0	0	0	2.541	Evansville	Right Angle	15	Left Turn	1	Stop Sign
Weinbach Avenue- Franklin Street to Vogel Road	Segment	71	0	5	20	1	0	0	6.911	Evansville	Right Angle	25	Rear End	16	Not Applicable
Williamsburg Drive/Burkhardt Road	Intersection-Arterial/Local	47	0	0	8	0	0	0	0.79	Evansville	Rear End	28	Same Direction Sideswipe	11	Signal
Wortman Road- Darmstadt Road to east of Jeffrey Court	Segment	5	1	1	1	0	0	1	2.738	Darmstadt	Head On	2	Ran off Road	2	Not Applicable

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**COUNTYWIDE DATA
(2016-2020 ARIES DATA)**

Highest Total Number of Crashes (2016-2020) - Arterial/Arterial Intersections

East to West Road	North to South Road	Road Type	Crashes
Lynch Road	Green River Road	228	Evansville
Division Street	First Avenue	115	Evansville
Lincoln Avenue	Green River Road	114	Evansville
John Street	1st Avenue/4th Street	102	Evansville
Washington Avenue	Boeke Road	94	Evansville
John Street	1st Avenue/3rd Street	94	Evansville
Covert Avenue	Green River Road	85	Evansville
Washington Avenue	Green River Road	84	Evansville
Franklin Street	St. Joseph Avenue	81	Evansville
Washington Avenue	Weinbach Avenue	79	Evansville

Highest Total Number of Crashes (2016-2020) - Arterial/Collector Intersections

East to West Road	North to South Road	Number of Crashes	Jurisdiction
Virginia Street	Burkhardt Road	143	Evansville
Virginia Street	Green River Road	136	Evansville
Vogel Road	Green River Road	106	Evansville
Lynch Road	Oak Hill Road	100	Evansville/ Vanderburgh County
Washington Avenue	Vann Avenue	89	Evansville
Buena Vista Road	First Avenue	85	Evansville
Bellemeade Avenue	Green River Road	76	Evansville
Covert Avenue	Vann Avenue	65	Evansville
Allens Lane	First Avenue	63	Evansville
Oak Grove Road	Green River Road	61	Evansville

Highest Total Number of Crashes (2016-2020) - Collector/Collector Intersections -

East to West Road	North to South Road	Number of Crashes	Jurisdiction
Bellemeade Avenue	Vann Avenue	50	Evansville
Buena Vista Road	Stringtown Road	40	Evansville
Lincoln Avenue	Newburgh Road	39	Evansville
Allens Lane	Kratzville Road	25	Evansville
Washington Avenue	Newburgh Road	24	Evansville
Virginia Street	Fares Avenue	22	Evansville
Baseline Road	Old Princeton Road	21	Vanderburgh County
Buena Vista Road	Kratzville Road	21	Evansville
Vogel Road	Stockwell Road	19	Evansville
Covert Avenue	Kentucky Avenue	17	Evansville
Hogue Road	Tekoppel Avenue	17	Evansville
Washington Avenue	Burkhardt Road	17	Evansville

Highest Total Number of Crashes (2016-2020) - Arterial/Local Intersections

East to West Road	North to South Road	Number of Crashes	Jurisdiction
John Street	Garvin Street	106	Evansville
Colorado Avenue	First Avenue	58	Evansville
Division Street	Weinbach Avenue	54	Evansville
Fairway Drive	First Avenue	48	Evansville
Spring Valley Road	Green River Road	47	Evansville
Williamsburg Drive	Burkhardt Road	47	Evansville
Colonial Avenue	First Avenue	46	Evansville
Columbia Street	Burkhardt Road	39	Evansville
Sugar Creek Drive	Green River Road	37	Evansville
John Street	Governor Street	33	Evansville

Highest Total Number of Crashes (2016-2020) - Collector/Local Intersections

East to West Road	North to South Road	Number of Crashes	Jurisdiction
Pearl Drive	Red Bank Road	40	Evansville/ Vanderburgh County
Division Street	Stockwell Road	39	Evansville
Indiana Street	Cross Pointe Boulevard	39	Evansville
Bellemeade Avenue	Hebron Avenue	38	Evansville
Division Street	Mary Street	32	Evansville
Pfeiffer Road	Stringtown Road	30	Evansville
Lincoln Avenue	Cullen Avenue	28	Evansville
John Street/Vine Street	Main Street	27	Evansville
University Drive	Rosenberger Avenue	25	Evansville
Baseline Road	Husky Road	14	Vanderburgh County

Highest Total Number of Crashes (2016-2020) - Local/Local Intersections

East to West Road	North to South Road	Number of Crashes	Jurisdiction
Waterford Boulevard	Tutor Lane	16	Evansville
Illinois Street	Wabash Avenue of Flags	11	Evansville
Cox Avenue	Rosenberger Avenue	10	Evansville
Morgan Avenue	Bartlett Avenue	10	Evansville
Virginia Street	Barker Avenue	10	Evansville
Corbierre Avenue	Ingle Avenue	9	Evansville
Cass Avenue	Lodge Avenue	8	Evansville
Cherry Street	1st Street	8	Evansville
Illinois Street	12th Street	8	Evansville
Seven Hills Road	Barton Road/Volkman Road	4	Vanderburgh County

Intersection Top Crash Rate

East to West Road	North to South Road	Crash Rate	Jurisdiction	Top Crash Type	#	Second Highest Crash Type	#
John Street	Garvin Street	6.665	Evansville	Right Angle	98	Rear End	3
John Street	1st Avenue/4th Street	4.917	Evansville	Right Angle	60	Rear End	25
Bellemeade Avenue	Governor Street	4.254	Evansville	Right Angle	22	Rear End	4
Division Street	First Avenue	3.611	Evansville	Right Angle	62	Rear End	35
John Street	1st Avenue/3rd Street	3.325	Evansville	Right Angle	61	Rear End	17
Bellemeade Avenue	Hebron Avenue	2.937	Evansville	Right Angle	26	Left Turn	4
Baseline Road	Old Princeton Road	2.936	Vanderburgh	Right Angle	18	Ran off Road	2
Washington Avenue	Boeke Road	2.864	Evansville	Right Angle	39	Rear End	18
Waterford Boulevard	Tutor Lane	2.541	Evansville	Right Angle	15	Left Turn	1
Washington Avenue	Vann Avenue	2.43	Evansville	Right Angle	40	Left Turn & Rear End	17 each

Segment Top Crash Rate - Arterial or Collector Roads

Location	Crash Rate	Jurisdiction	Top Crash Type	#	Second Highest Crash Type	#
Garvin Street- Sycamore Street to the Lloyd Expressway	165.706	Evansville	Right Angle	103	Rear End & Same Direction Sideswipe	4 each
Governor Street- John Street to Lloyd Expressway	121.212	Evansville	Right Angle	14	Same Direction Sideswipe	12
Governor Street- Sycamore Street to John Street	107.759	Evansville	Right Angle	29	Same Direction Sideswipe	12
Maryland Street- Hess Avenue to St. Joseph Avenue	70.571	Evansville	Right Angle	17	Rear End	11
Franklin Street- Edgar Street to west of Harriet Street	19.386	Evansville	Right Angle	6	Rear End	3
Old State Road- Arista Drive to Sunrise Drive	18.364	Vanderburgh County	Rear End	8	Ran off Road	2
Delaware Street- 12th Avenue to Wabash Avenue	18.092	Evansville	Right Angle	32	Same Direction Sideswipe	6
1st Avenue- Colonial Avenue to Buena Vista Road	16.112	Evansville	Rear End	20	Right Angle	11
Bellemeade Avenue- St. Mary's Drive to Hebron Avenue	13.406	Evansville	Right Angle	36	Rear End	7
1st Avenue- Allens Lane to Colonial Avenue	12.811	Evansville	Rear End	90	Right Angle	36

Segment Top Crash Rate - Local Roads

Location	Crash Rate	Jurisdiction	Top Crash Type	#	Second Highest Crash Type	#
Vogel Road- Oak Hill Road to Weinbach Road	500	Evansville	Right Angle	7	Left Turn	3
Hess Avenue- Franklin Street to Michigan Street	214.286	Evansville	Rear End	2	Same Direction Sideswipe	2
Plantation Court- dead end to Weinbach Avenue	181.818	Evansville	Backing Crash	4	Multiple types had 1	0
Oregon Street- Fulton Avenue to 4th Avenue	142.857	Evansville	Other Explain in Narrative	2	Rear End & Same Direction Sideswipe	2
Constellation Drive- Green River Road to the Dead End	128.713	Evansville	Left Turn	3	Rear End & Right Angle	3 each
Hebron Avenue- Bellemeade to Lincoln Avenue	113.208	Evansville	Right Angle	30	Left Turn	5
Colonial Avenue- 1st Avenue to Tremont Road	99.15	Evansville	Rear End	15	Right Angle	8
John Street- Governor Street to the Lloyd Expressway On ramp	97.009	Evansville	Right Angle	112	Same Direction Sideswipe	10
Bayard Park Drive- Hebron Avenue to Green River Road	96.07	Evansville	Rear End	9	Right Angle	9
Mulberry Street- 2nd Street to 3rd Street	91.912	Evansville	Right Angle	21	Same Direction Sideswipe	2

Highest Number of Accidents with Fatalities/Incapacitating Injuries - Intersections

East to West Road	North to South Road	Number of Crashes	Jurisdiction
Lynch Road	Green River Road	22	Evansville
John Street	Garvin Street	12	Evansville
Buena Vista Road	First Avenue	10	Evansville
Washington Avenue	Boeke Road	9	Evansville
John Street	1st Avenue/4th Street	7	Evansville
Washington Avenue	Weinbach Avenue	7	Evansville
Vogel Road	Green River Road	7	Evansville
Division Street	First Avenue	6	Evansville
John Street	1st Avenue/3rd Street	6	Evansville
Bellemeade Avenue	Governor Street	6	Evansville

Highest Number of Accidents with Fatalities/Incapacitating Injuries-Segments

Location	Number of Crashes	Jurisdiction
John Street- Governor Street to the Lloyd Expressway On ramp	15	Evansville
Garvin Street- Sycamore Street to the Lloyd Expressway	13	Evansville
Washington Avenue- Kentucky Avenue to Lodge Avenue	11	Evansville
1st Avenue- Allens Lane to Colonial Avenue	7	Evansville
Governor Street- Sycamore Street to John Street	6	Evansville
Bellemeade Avenue- St. Mary's Drive to Hebron Avenue	6	Evansville
Riverside Drive- East of Lodge Avenue to US 41	6	Evansville
Riverside Drive- Governor Street to Grand Avenue	6	Evansville
Darmstadt Road- Apple Lane to Mohr Road	6	Vanderburgh County

Highest Number of Accidents with Fatalities/Injuries - Intersections

East to West Road	North to South Road	Number of Crashes	Jurisdiction
Lynch Road	Green River Road	60	Evansville
John Street	Garvin Street	36	Evansville
Lynch Road	Oak Hill Road	32	Evansville/ Vanderburgh County
Washington Avenue	Boeke Road	29	Evansville
Washington Avenue	Weinbach Avenue	28	Evansville
Washington Avenue	Green River Road	28	Evansville
John Street	1st Avenue/4th Street	27	Evansville
Division Street	First Avenue	26	Evansville
John Street	1st Avenue/ 3rd Street	26	Evansville
Lynch Road	Burkhardt Road	26	Evansville
Washington Avenue	Vann Avenue	26	Evansville

Highest Number of Accidents with Fatalities/Injuries -Segments

Location	Number of Crashes	Jurisdiction
1st Avenue- Allens Lane to Colonial Avenue	44	Evansville
John Street- Governor Street to the Lloyd Expressway On ramp	39	Evansville
Garvin Street- Sycamore Street to the Lloyd Expressway	39	Evansville
Virginia Street- Green River Road to Burkhardt Road	33	Evansville
1st Avenue- Columbia Street to Morgan Avenue	27	Evansville
Green River Road- Constellation Drive to Davis Lant Drive	23	Evansville
Washington Avenue- Kentucky Avenue to Lodge Avenue	22	Evansville
Baker Avenue- Division Street to Morgan Avenue	22	Evansville
Lodge Avenue- I-69 to Washington Avenue	21	Evansville
Weinbach Avenue- Franklin Street to Vogel Road	20	Evansville
St Joseph Avenue- Meier Road to Orchard Road	18	Darmstadt/ Vanderburgh County

Highest Number of Crashes with Bicycles/Pedestrians - Intersections

Location	Total Crashes	Bike Crashes	Pedestrian Crashes	Jurisdiction
2nd Street/Fulton Avenue	6	5	1	Evansville
Florida Street/Fulton Avenue	4	1	3	Evansville
Covert Avenue/Weinbach Avenue	4	1	3	Evansville
Washington Avenue/Weinbach Avenue	4	2	2	Evansville
Franklin Street/St. Joseph Avenue	3	1	2	Evansville
Colonial Avenue/First Avenue	3	0	3	Evansville
Franklin Street/Mary Street	3	1	2	Evansville
Delaware Street/St. Joseph Avenue	3	0	3	Evansville
Walnut Street/Garvin Street	3	1	2	Evansville

Highest Number of Crashes with Bicycles/Pedestrians -Segments

Location	Total Crashes	Bike Crashes	Pedestrian Crashes	Jurisdiction
Fulton Avenue- Florida Street to Shanklin Street	6	3	3	Evansville
1st Avenue- Allens Lane to Colonial Avenue	4	0	4	Evansville
Fulton Avenue- Maryland Street to Florida Street	4	1	3	Evansville
1st Avenue- Colonial Avenue to Buena Vista Road	3	0	3	Evansville
St Joseph Avenue- Virginia Street to Delaware Street	3	0	3	Evansville
Franklin Street- Edgar Street to west of Harriet Street	3	1	2	Evansville
Florida Street- 7th Avenue to Fulton Avenue	3	0	3	Evansville
Louisiana Street- Main Street to Governor Street	3	1	2	Evansville
Mary Street- Illinois Street to Virginia Street	3	1	2	Evansville
Colonial Avenue- 1st Avenue to Tremont Road	3	0	3	Evansville
Washington Avenue- Garvin Street to Kentucky Avenue	3	2	1	Evansville
Washington Avenue- Kentucky Avenue to Lodge Avenue	3	1	2	Evansville
1st Avenue- Columbia Street to Morgan Avenue	3	2	1	Evansville

Highest Number of Accidents Involving Deer Roadway - Segments

Location	Number of Crashes	Jurisdiction
Baseline Road- Old State Road to SR 57	11	Vanderburgh County
Darmstadt Road- south of Schenk Road to Boonville New Harmony Road	11	Darmstadt/ Vanderburgh County
Old State Road- Strawberry Hill Road to CSX RR Crossing	9	Vanderburgh County
St Joseph Avenue- Mesker Park Drive to Diamond Avenue	9	Evansville/ Vanderburgh County
St Joseph Avenue- Meier Road to Orchard Road	9	Darmstadt/ Vanderburgh County
Darmstadt Road- Bartles Road to Bradley Drive	8	Vanderburgh County
Koressel Road- Upper Mount Vernon Road to New Harmony Road	6	Vanderburgh County
Old State Road- south of Mt. Ashley Road (near CSX Transportation RR Crossing) to US 41	6	Darmstadt/ Vanderburgh County
Broadway Avenue- Nurrenbern Road to Middle Mount Vernon Road	6	Evansville/ Vanderburgh County
Boonville New Harmony Road- Old State Road to Browning Road	6	Vanderburgh County
Oak Hill Road- Lynch Road to Saint George Road	6	Evansville/ Vanderburgh County

Top Crash Locations per Manner of Crash - Intersection

East to West Road	North to South Road	Manner of Crash	Number of Crashes	Jurisdiction
Lynch Road	Green River Road	Rear End	124	Evansville
John Street	Garvin Street	Right Angle	98	Evansville
Virginia Street	Burkhardt Road	Rear End	73	Evansville
Virginia Street	Green River Road	Rear End	70	Evansville
Vogel Road	Green River Road	Rear End	65	Evansville
Lincoln Avenue	Green River Road	Rear End	63	Evansville
Division Street	First Avenue	Right Angle	62	Evansville
John Street	1st Avenue/ 3rd Street	Right Angle	61	Evansville
John Street	1st Avenue/4th Street	Right Angle	60	Evansville
Oak Grove Road	Green River Road	Rear End	48	Evansville

Top Crash Locations per Manner of Crash - Segments

Location	Manner of Crash	Number of Crashes	Jurisdiction
John Street- Governor Street to the Lloyd Expressway On ramp	Right Angle	112	Evansville
Garvin Street- Sycamore Street to the Lloyd Expressway	Right Angle	103	Evansville
1st Avenue- Allens Lane to Colonial Avenue	Rear End	90	Evansville
Virginia Street- Green River Road to Burkhardt Road	Right Angle	48	Evansville
Oak Hill Road- Lynch Road to Saint George Road	Rear End	45	Evansville/ Vanderburgh County
Virginia Street- Green River Road to Burkhardt Road	Rear End	42	Evansville
Green River Road- Constellation Drive to Davis Lant Drive	Rear End	41	Evansville
St Joseph Avenue- Mesker Park Drive to Diamond Avenue	Rear End	36	Evansville/ Vanderburgh County
Bellemeade Avenue- St. Mary's Drive to Hebron Avenue	Right Angle	36	Evansville
1st Avenue- Allens Lane to Colonial Avenue	Right Angle	36	Evansville
Lynch Road- Maxx Road to Oak Hill Road	Rear End	36	Evansville
Delaware Street- 12th Avenue to Wabash Avenue	Right Angle	32	Evansville

Vanderburgh Top Areas of Focus-Based on Fatalities/Incapacitating Injuries/Injuries

Location	Type	Fatality Crashes	Incapacitating Injury Crashes	Injury Crashes	Jurisdiction
Darmstadt Road- Apple Lane to Mohr Road	Segment	1	5	8	Vanderburgh County
St Joseph Avenue- Meier Road to Orchard Road	Segment	1	3	17	Darmstadt/ Vanderburgh County
Mohr Road/St. Joseph Avenue	Intersection- Arterial/Local	1	2	6	Vanderburgh County
Darmstadt Road- Boonville New Harmony Road to Old Princeton Road	Segment	1	2	4	Darmstadt/ Vanderburgh County
Seven Hills Road/Barton Road/Volkman Road	Intersection- Local/Local	1	2	3	Vanderburgh County
Green River Road- Lynch Road to north of Hirsch Road	Segment	0	4	16	Evansville/ Vanderburgh County
St Joseph Avenue- Mesker Park Drive to Diamond Avenue	Segment	0	4	13	Evansville/ Vanderburgh County
Boonville New Harmony Road- Browning Road to Petersburg Road	Segment	0	4	9	Vanderburgh County
Baseline Road/ Old Princeton Road	Intersection- Collector/ Collector	0	4	7	Vanderburgh County
Oak Hill Road- Lynch Road to Saint George Road	Segment	0	3	17	Evansville/ Vanderburgh County
Old State Road- Strawberry Hill Road to CSX RR Crossing	Segment	0	3	8	Vanderburgh County
Baseline Road/Husky Road	Intersection- Collector/ Local	0	3	6	Vanderburgh County
Lynch Road/Oak Hill Road	Intersection- Arterial/ Collector	0	2	32	Evansville/ Vanderburgh County

Evansville Top Areas of Focus-Based on Fatalities/Incapacitating Injuries/Injuries

Location	Type	Fatality Crashes	Incapacitating Injury Crashes	Injury Crashes	Jurisdiction
Lynch Road- Maxx Road to Oak Hill Road	Segment	2	3	15	Evansville
Washington Avenue- Kentucky Avenue to Lodge Avenue	Segment	1	10	21	Evansville
Washington Avenue/Weinbach Avenue	Intersection- Arterial/Arterial	1	6	27	Evansville
Green River Road- Pollack Avenue to Covert Avenue	Segment	1	4	9	Evansville
1st Avenue- Columbia Street to Morgan Avenue	Segment	1	3	26	Evansville
Washington Avenue/Newburgh Road	Intersection- Collector/ Collector	1	1	4	Evansville
Lynch Road/Green River Road	Intersection- Arterial/Arterial	0	22	60	Evansville
John Street- Governor Street to the Lloyd Expressway On ramp	Segment	0	15	39	Evansville
Garvin Street- Sycamore Street to the Lloyd Expressway	Segment	0	13	39	Evansville
John Street/Garvin Street	Intersection- Arterial/Local	0	12	36	Evansville
Buena Vista Road/First Avenue	Intersection- Arterial/Collector	0	10	24	Evansville

Darmstadt Top Areas of Focus-Based on Fatalities/Incapacitating Injuries/Injuries

Location	Type	Fatality Crashes	Incapacitating Injury Crashes	Injury Crashes	Jurisdiction
St Joseph Avenue- Meier Road to Orchard Road	Segment	1	3	17	Darmstadt/ Vanderburgh County
Darmstadt Road- Boonville New Harmony Road to Old Princeton Road	Segment	1	2	4	Darmstadt/ Vanderburgh County
Wortman Road- Darmstadt Road to east of Jeffrey Court	Segment	1	1	1	Darmstadt
Boonville New Harmony Road/St Joseph Avenue	Intersection- Arterial/ Arterial	0	3	6	Darmstadt
Boonville New Harmony Road- Cynthiana Road to St. Joseph Avenue	Segment	0	2	8	Darmstadt/ Vanderburgh County
Darmstadt Road- south of Schenk Road to Boonville New Harmony Road	Segment	0	2	8	Darmstadt/ Vanderburgh County
Boonville New Harmony Road- Darmstadt Road to East of Martin Road near CSX Transportation RR Crossing	Segment	0	1	8	Darmstadt

Number of Crashes Involving a Fatality by Jurisdiction

Year	Darmstadt	Evansville	Vanderburgh
2016	1	4	0
2017	1	6	4
2018	0	7	2
2019	0	2	2
2020	1	4	2
Total	3	23	10

Number of Crashes Involving an Incapacitating Injury by Jurisdiction

Year	Darmstadt	Evansville	Vanderburgh
2016	0	42	9
2017	3	57	13
2018	1	33	21
2019	3	352	40
2020	2	313	48
Total	9	797	131

Vanderburgh Countywide Non-State Road Crash Statistics - Top 5

Manner of Crash	Percentage of Total Crashes
Rear End	35.7%
Right Angle	20.6%
Same Direction Sideswipe	11.3%
Ran off Road	10.9%
Left Turn	5.6%
Primary Factor	Percentage of Total Crashes
Following too Closely	31.7%
Failure to Yield Right of Way	22.2%
Ran Off Road Right	8.9%
Disregard Signal/Regulatory Sign	6.9%
Improper Lane Usage	5.4%
Light Condition	Percentage of Total Crashes
Daylight	71.5%
Dark (Lighted)	15.6%
Dark (Not Lighted)	8.1%
Dawn/Dusk	4.6%
Unknown	0.2%
Roadway Characteristic	Percentage of Total Crashes
Straight/Level	82.9%
Straight/Grade	8.6%
Curve/Level	3.7%
Curve/Grade	2.2%
Straight/Hillcrest	1.9%
Weather Condition	Percentage of Total Crashes
Clear	64.6%
Cloudy	18.8%
Rain	14.2%
Snow	1.6%
Surface Condition	Percentage of Total Crashes
Dry	77.8%
Wet	19.8%
Snow/Slush	1.2%
Ice	1.1%
Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/Pick-Up/SUV	96.4%
Motorcycle	0.8%
Unknown	0.6%
Truck (Single 3 or More Axles)	0.5%
Tractor	0.2%
Roadway Junction	Percentage of Total Crashes
Four-Way Intersection	48.7%
No Junction Involved	34.2%
T-Intersection	15.8%
Y-Intersection	0.5%
Ramp	0.4%

C DARMSTADT DATA

Darmstadt Non-State Road Crash Manner

All Crashes	
Manner of Crash	Percentage of Total Crashes
Ran off Road	31.5%
Right Angle	19.5%
Collision with Deer	13.4%
Rear End	11.4%
Opposite Direction Sideswipe	6.0%
Fatality or Incapacitating Injury Crash	
Manner of Crash	Percentage of Total Crashes
Ran off Road	40.0%
Right Angle	30.0%
Head On	10.0%
Other Explain in Narrative	10.0%
Right Turn	10.0%

Darmstadt Non-State Road Crash Primary Factor

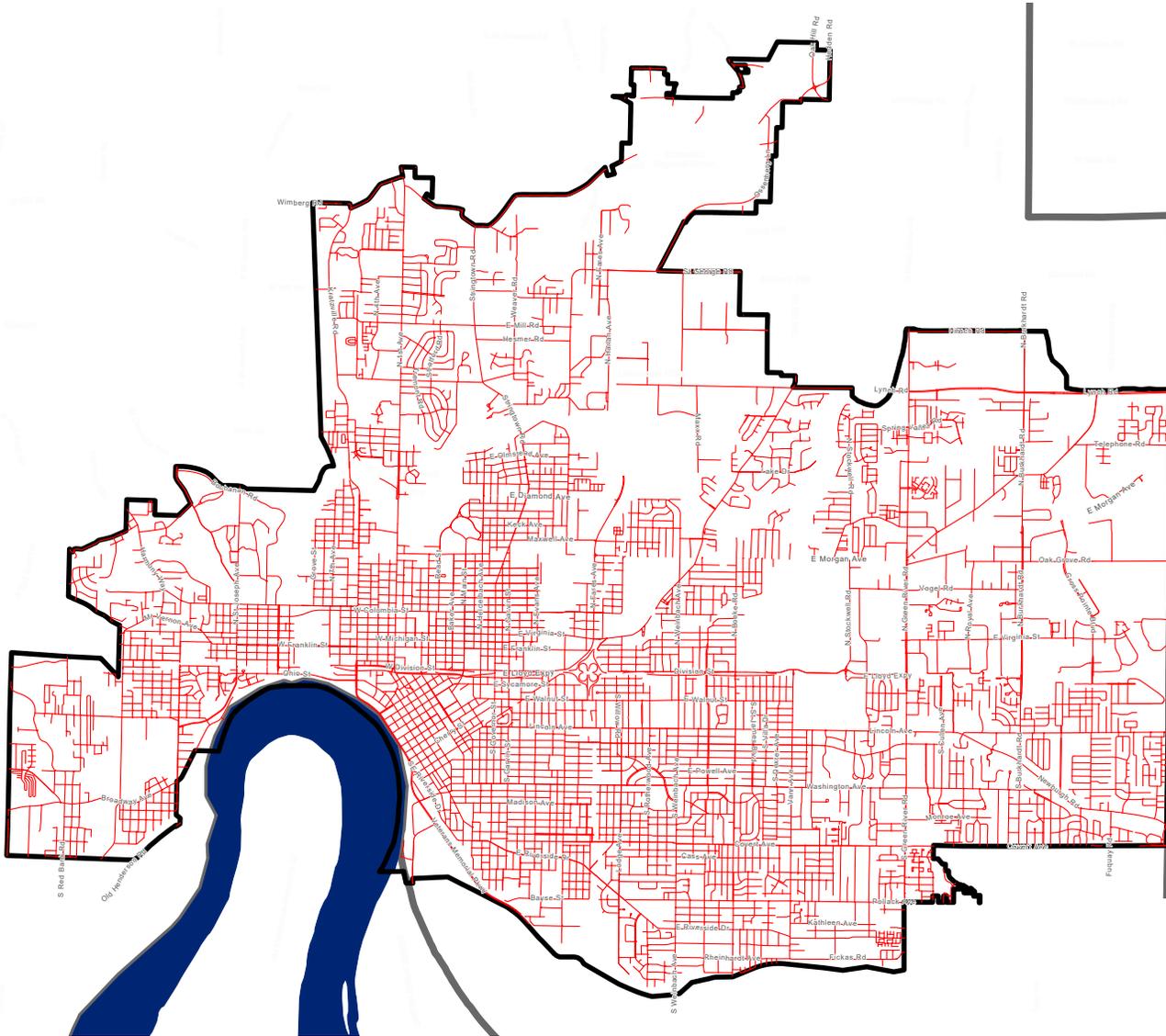
All Crashes	
Primary Factor	Percentage of Total Crashes
Ran off Road Right	26.8%
Failure to Yield Right of Way	20.1%
Animal/Object in Roadway	18.1%
Following too Closely	10.1%
Left of Center	5.4%
Fatality or Incapacitating Injury Crash	
Primary Factor	Percentage of Total Crashes
Ran off Road Right	40.0%
Failure to Yield Right of Way	20.0%
Disregard Signal/Reg Sign	10.0%
Driver Distracted-Explain in Narrative	10.0%
Left of Center	10.0%
Unsafe Speed	10.0%

Darmstadt Non-State Road Crash Statistics - Top 5

Light Condition	Percentage of Total Crashes
Daylight	59.1%
Dark (Not Lighted)	29.5%
Dark (Lighted)	6.0%
Dawn/Dusk	5.4%
Roadway Characteristic	Percentage of Total Crashes
Straight/Level	59.1%
Straight/Grade	13.4%
Curve/Grade	12.1%
Curve/Level	8.1%
Straight/Hillcrest	5.4%
Weather Condition	Percentage of Total Crashes
Clear	57.7%
Rain	19.5%
Cloudy	18.8%
Snow	2.0%
Sleet/Hail	1.3%
Surface Condition	Percentage of Total Crashes
Dry	69.8%
Wet	26.2%
Snow/Slush	2.0%
Ice	2.0%
Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/Pick-up/SUV/Van	92.3%
Motorcycle	3.6%
Truck (Single 2 Axle, 6 Tires)	1.4%
Truck (Single 3 or more axles)	0.9%
Unknown	0.8%
Roadway Junction	Percentage of Total Crashes
No Junction Involved	71.8%
Four-Way Intersection	17.4%
T-Intersection	7.4%
Y-Intersection	3.4%

D **EVANSVILLE DATA**

Evansville Local Roads



	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not Including State Roads	Total Number of Fatalities Not Including State Roads
Total Fatality Count	49	54	33	35
Average Annual Motor-Vehicle Involved Roadway Fatalities	9.8	10.8	6.6	7
5-Year Fatality Rate (per 100,000 persons)	8.35	9.21	7.33	7.67
Percentage of Population in Underserved Communities				
60%				

Evansville Non-State Road Crash Manner

All Crashes	
Manner of Crash	Percentage of Total Crashes
Rear End	29.0%
Right Angle	28.1%
Same Direction Sideswipe	12.3%
Ran off Road	8.1%
Left Turn	7.2%
Fatality or Incapacitating Injury Crash	
Manner of Crash	Percentage of Total Crashes
Right Angle	44.3%
Rear End	15.1%
Left Turn	11.8%
Ran off Road	10.9%
Same Direction Sideswipe	5.0%

Evansville Non-State Road Crash Primary Factor

All Crashes	
Primary Factor	Percentage of Total Crashes
Failure to Yield Right of Way	28.0%
Following too Closely	25.1%
Disregard Signal/ Reg Sign	9.6%
Ran off Road Right	7.2%
Improper Lane Usage	6.1%
Fatality or Incapacitating Injury Crash	
Primary Factor	Percentage of Total Crashes
Failure to Yield Right of Way	35.7%
Disregard Signal/ Reg Sign	18.4%
Following too Closely	11.5%
Ran off Road Right	9.7%
Other (Driver)- Explain in Narrative	3.8%

Evansville Non-State Road Crash Statistics - Top 5

Light Condition	Percentage of Total Crashes
Daylight	74.1%
Dark (Lighted)	18.6%
Dawn/Dusk	4.5%
Dark (Not Lighted)	2.7%
Unknown	0.2%
Roadway Characteristic	Percentage of Total Crashes
Straight/Level	88.2%
Straight/Grade	6.2%
Curve/Level	2.5%
Straight/Hillcrest	1.3%
Curve/Grade	1.2%
Weather Condition	Percentage of Total Crashes
Clear	64.6%
Cloudy	19.4%
Rain	14.3%
Snow	1.3%
Sleet/Hail	0.3%
Surface Condition	Percentage of Total Crashes
Dry	78.3%
Wet	19.8%
Snow/Slush	1.0%
Ice	0.7%
Loose Material on Road	0.1%
Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/Pick-up/SUV/Van	97.0%
Motorcycle	0.6%
Unknown	0.6%
Tractor/One Semi Trailer	0.4%
Truck (Single 3 or more axles)	0.4%
Roadway Junction	Percentage of Total Crashes
Four-Way Intersection	54.9%
No Junction Involved	28.0%
T-Intersection	15.8%
Y-Intersection	0.5%
Ramp	0.4%

E VANDERBURGH COUNTY DATA

Vanderburgh County Jurisdiction Non-State Road Crash Manner - Top 5

All Crashes	
Manner of Crash	Percentage of Total Crashes
Ran off Road	30.2%
Rear End	18.3%
Right Angle	14.5%
Collision with Deer	8.8%
Opposite Direction Sideswipe	5.5%
Fatality or Incapacitating Injury Crash	
Manner of Crash	Percentage of Total Crashes
Ran off Road	41.4%
Right Angle	23.6%
Head On	10.0%
Rear End	7.9%
Left Turn	5.7%
Other Explain in Narrative	5.7%

Vanderburgh County Jurisdiction Non-State Road Crash Primary Factor - Top 5

All Crashes	
Primary Factor	Percentage of Total Crashes
Ran off Road Right	24.7%
Failure to Yield Right of Way	16.6%
Following too Closely	15.1%
Animal/Object in Roadway	11.2%
Unsafe Backing	4.7%
Fatality or Incapacitating Injury Crash	
Primary Factor	Percentage of Total Crashes
Ran off Road Right	32.9%
Failure to Yield Right of Way	27.1%
Left of Center	8.6%
Disregard Signal/Reg Sign	6.4%
Following too Closely	5.0%

Vanderburgh County Jurisdiction Non-State Road Crash Statistics - Top 5

Light Condition	Percentage of Total Crashes
Daylight	61.0%
Dark (Not Lighted)	30.9%
Dawn/Dusk	4.0%
Dark (Lighted)	3.8%
Unknown	0.3%
Roadway Characteristic	Percentage of Total Crashes
Straight/Level	63.4%
Straight/Grade	13.3%
Curve/Level	11.8%
Curve/Grade	5.6%
Straight/Hillcrest	4.3%
Weather Condition	Percentage of Total Crashes
Clear	63.3%
Rain	17.0%
Cloudy	16.0%
Snow	2.4%
Sleet/Hail	0.7%
Surface Condition	Percentage of Total Crashes
Dry	72.3%
Wet	24.0%
Snow/Slush	2.1%
Ice	1.2%
Water (Standing or Moving)	0.2%
Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/Pick-up/SUV/Van	93.1%
Motorcycle	1.4%
Unknown	1.4%
Truck (Single 3 or more axles)	0.9%
Truck (Single 2 Axle, 6 Tires)	0.8%
Roadway Junction	Percentage of Total Crashes
No Junction Involved	62.9%
Four-Way Intersection	19.0%
T-Intersection	16.5%
Traffic Circle/Roundabout	0.6%
Ramp	0.4%
Y-Intersection	0.4%

F FARS DATA

Darmstadt FARS Data Summary

Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not Including State Roads	Total Number of Fatalities Not Including State Roads
2017	1	1	1	1
2018	0	0	0	0
2019	0	0	0	0
2020	1	2	1	2
2021	0	0	0	0
Total Fatality Count	2	3	2	3
Average Annual Motor-Vehicle Involved Roadway Fatalities	0.4	0.6	0.4	0.6
5-Year Fatality Rate (per 100,000 persons)	29.13	43.7	29.13	43.7

Evansville FARS Data Summary

Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not Including State Roads	Total Number of Fatalities Not Including State Roads
2017	10	12	7	9
2018	8	8	7	7
2019	8	8	5	5
2020	9	12	5	5
2021	14	14	9	9
Total Fatality Count	49	54	33	35
Average Annual Motor-Vehicle Involved Roadway Fatalities	9.8	10.8	6.6	7
5-Year Fatality Rate (per 100,000 persons)	8.35	9.21	7.33	7.67

Vanderburgh FARS Data Summary

Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not Including State Roads	Total Number of Fatalities Not Including State Roads
2017	8	8	5	5
2018	6	6	3	3
2019	4	4	2	2
2020	5	6	3	3
2021	4	4	2	2
Total Fatality Count	27	28	15	15
Average Annual Motor-Vehicle Involved Roadway Fatalities	5.4	5.6	3	3
5-Year Fatality Rate (per 100,000 persons)	8.79	9.11	4.88	4.88

G COUNTERMEASURES

		Action	Safety Benefit
Intersection	Engineering		
		Adding backplates with retroreflective borders to traffic signals to improve visibility	15% reduction in total crashes <i>*Safety Impact of Increased Traffic Signal Backboards Conspicuity</i>
		Reduced Left-Turn Conflict Intersections by utilizing reduced crossing U-turns (RCUT) and Median U-Turns (MUT)	<ul style="list-style-type: none"> • 54% reduction in fatal and injury crashes two way stop controlled to RCUT • 22% reduction in fatal and injury crashes signalized intersection to signalized RCUT • 63% reduction in fatal and injury crashes unsignalized intersection to unsignalized RCUT • 30% reduction in intersection related injury crash rate with MUT <i>*FHWA, MoDOT, NC State University</i>
		Modifying the yellow change intervals can reduce the amount of red lights ran	<ul style="list-style-type: none"> • 36-50% reduction in red light running • 8-14% reduction in total crashes • 12% reduction in injury crashes <i>*NCHRP Report 731: Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections</i>
		Incorporate corridor access management by <ul style="list-style-type: none"> • Reducing density through driveway closure, consolidation, or relocation • Manage spacing of intersection and access points • Limit allowable movements at driveways (such as right in/right out only) • Place driveways on an intersection approach corner rather than a receiving corner • Implement raised medians that preclude across-roadway movements • Provide turn lanes • Use lower speed one way or two way off arterial circulation roads 	<ul style="list-style-type: none"> • 5-23% reduction in total crashes along 2-lane rural roads by reducing driveway density • 25-31% reduction in fatal and injury crashes along urban/suburban arterials reducing driveway density
		Replace signals, 2-way-stop controls, and all way stop controls with roundabouts	<ul style="list-style-type: none"> • 82% reduction in fatal and injury crashes at 2-way-stop controlled intersection to a roundabout • 78% reduction in fatal and injury crashes at signalized intersections to a roundabout
		Dedicated left and right turn lanes at intersections	<ul style="list-style-type: none"> • 28-48% reduction in total crashes by adding left turn lanes • 36% reduction in fatal and injury crashes with positive offset left turn lanes • 14-26% reduction in total crashes by adding right turn lanes <i>*FHWA</i>
		Systematic application of multiple low-cost countermeasures at stop-controlled intersections On the Through Approach <ul style="list-style-type: none"> • Doubled up oversized advance intersection warning signs with supplemental street name signs • Retroflective sheeting on sign post • Enhanced pavement markings that identify the street edges On the Stop Approach <ul style="list-style-type: none"> • Doubled up oversized advance "Stop Ahead" intersection warning signs with flashing beacons • Doubled up (left and right) oversized stop signs • Retroflective sheeting on sign post • Properly placed stop bar • Removal of vegetation, parking, or obstructions that limit sight distance • Double arrow warning signs at stem T-Intersections 	<ul style="list-style-type: none"> • 10% reduction of fatal and injury crashes at all locations/ types/ areas • 15% reduction of nighttime crashes at all locations/ types/ areas • 27% reduction of fatal and injury crashes at rural intersections • 19% reduction of fatal and injury crashes at 2-lane by 2 lane intersections • Average cost benefit ratio 12:1
	Enforcement		
		Enforcement blitz for intersections that have a high rate of crashes due to running lights or speed	No statistics available on benefit
Education			
	Public service announcements regarding dangers of running red lights and stop signs	No statistics found	

		Action	Safety Benefit
Roadway Departure	Engineering		
		<ul style="list-style-type: none"> Wider edge lanes (6") Roadside design improvements at curves Longitudinal rumble strips and stripes Median barriers 	<ul style="list-style-type: none"> 37% reduction for non-intersection, fatal, and injury crashes on rural, two lane roads 22% reduction in fatal and injury crashes on rural freeways Benefit Cost Ratio of 25:1 for fatal and serious injury crashes on two lane rural roads
		SafetyEdge Technology shapes the edge of pavement at approximately 30 degrees from the pavement cross slope during the paving process	<ul style="list-style-type: none"> 11% reduction in fatal and injury crashes 21% reduction in run off road crashes 19% reduction in head on crashes 700:1 to 1,500:1 benefit cost ratio
		Enhanced delineation for horizontal curves <ul style="list-style-type: none"> Pavement markings In-lane curve warning pavement markings Retroreflective strips on sign post Delineators Chevron signs Enhanced conspicuity Dynamic curve warning signs Sequential dynamic chevrons 	<ul style="list-style-type: none"> 25% reduction in night time crashes and 16% reduction in non-intersection fatal and injury crashes with chevron signs 15% reduction in fatal and injury cases with oversized chevron signs 60% reduction in fatal and injury crashes with sequential dynamic chevrons 35-38% reduction in all crashes with in lane curve warning
		Roadside design improvements at curves <ul style="list-style-type: none"> Clear zone improvements Slope flattening Adding or widening shoulders Cable barrier Metal beam guardrail Concrete barrier 	<ul style="list-style-type: none"> 8% reduction for single vehicle crashes by flattening the side slope from 1V:3H to 1V:4H 12% reduction for single vehicle crashes by flattening side slope from 1V:4H to 1V:6H 22% reduction for all crashes by increasing the distance to roadside features from 3.3 ft to 16.7 ft 44% reduction for all crashes by increasing the distance to roadside features from 16.7 to 30 ft.
		Longitudinal rumble strips and stripes on two-lane roads	<ul style="list-style-type: none"> 44-64% reduction in head-on fatal and injury crashes on two lane rural roads by adding center line rumble strips 13-51% reduction in single vehicle run off road fatal and injury crashes on two lane rural roads.
		Median barriers <ul style="list-style-type: none"> Cable barriers Metal-beam guardrails Concrete barriers 	<ul style="list-style-type: none"> 97% reduction in cross-median crashes when median barriers are installed on rural four lane freeways

		Action	Safety Benefit
Speed Management	Engineering		
		Variable Speed Limits (VSL)	<ul style="list-style-type: none"> VSL can reduce total crashes on freeway up to 34%, reduce rear-end crashes by 65%, reduce fatal and injury crashes by 51% Benefit cost ratios range between 9:1 and 40:1
		Incorporating appropriate speed limits for all users	**no real stats**
	Enforcement		
	Speed Safety Cameras	<ul style="list-style-type: none"> Fixed units reduce crashes on urban principal arterials up to 54% for all crashes and 47% for injury crashes P2P units can reduce fatal and injury crashes on urban expressways, freeways, and principal arterials up to 37% Mobile units can reduce fatal and injury crashes on urban principal arterials up to 20% 	

		Action	Safety Benefit
Pedestrian/Bicyclist	Engineering		
		Crosswalk Visibility Enhancements-Multilane road crossings with vehicle volumes greater than 10,000 AADT, a marked crosswalk is typically not sufficient. This could include incorporating high visibility crosswalks, increased lighting, and signing and pavement markings	<ul style="list-style-type: none"> • 40% reduction in pedestrian injury crashes by incorporating high visibility crosswalks • 42% reduction in pedestrian crashes by incorporating intersection lighting • 25% reduction in pedestrian crashes by adding advance yield or stop markings and signs
		Leading pedestrian interval	<ul style="list-style-type: none"> • 13% reduction in pedestrian vehicle crashes at intersections
		Roadway diets	<ul style="list-style-type: none"> • 19-47% reduction in total crashes with 4 lanes to 3 lane road diet conversions
		Bicycle Lanes	<ul style="list-style-type: none"> • 49% reduction in crashes on urban 4-lane undivided collector and local roads by adding a bicycle lane • 30% reduction in crashes on urban 2-lane undivided collectors and local roads
		Medians and pedestrian refuge islands in urban and suburban areas	<ul style="list-style-type: none"> • 46% reduction in pedestrian crashes with medians with marked crosswalks • 56% reduction in pedestrian crashes with pedestrian refuge islands
		Walkways	<ul style="list-style-type: none"> • 56-89% reduction in crashes involving pedestrians walking along the roadway by adding sidewalks • 71% reduction in crashes involving pedestrians walking along roadways by adding paved shoulders
		Rectangular Rapid Flashing Beacons (RRFB)	<ul style="list-style-type: none"> • 47% reduction in pedestrian crashes with RRFBs • 98% increase in motorist yielding rate by incorporating RRFBs.
	Pedestrian Hybrid Beacons	<ul style="list-style-type: none"> • 55% reduction in pedestrian crashes • 29% reduction in total crashes • 15% reduction in serious injury and fatal crashes 	

		Action	Safety Benefit
Distracted Driving	Enforcement		
		Increase enforcement on distracted driving and increase fines	No statistics found
	Education		
	Communications outreach on distracted driving dangers	No statistics found	

		Action	Safety Benefit
Drowsy Driving	Education		
		Communications outreach out drowsy driving dangers	No statistics found

		Action	Safety Benefit
Drunk Driving	Enforcement		
		Increase enforcement and punishment for drunk driving	No statistics found
	Education		
	Communications outreach on drunk driving	No statistics found	
Rear-End Crash	Action		Safety Benefit
	Engineering		
		Replace permissive left turns with protected left turns	No statistics found
		Restrict or eliminate turning maneuvers	No statistics found
	Employ Signal Coordination-platooning can help reduce major road rear end crashes due to speed changes	No statistics found	
Emergency Response Time	Action		Safety Benefit
	Emergency Management		
	Traffic Incident Management	No statistics found	
Failure to Yield Right of Way	Action		Safety Benefit
	Education		
	Provide driver refresher courses to those who have their licenses	No statistics found	
Roadway Departure, Intersection, and Pedestrian Crashes	Action		Safety Benefit
	Engineering		
		Pavement Friction Management <ul style="list-style-type: none"> • horizontal curves • interchange ramps • intersection approaches <ul style="list-style-type: none"> ◦ higher speed signalized and stop controlled intersections ◦ steep downward grades • locations with a history of <ul style="list-style-type: none"> ◦ rear-end ◦ failure to yield ◦ wet weather ◦ red light running crashes ◦ crosswalk approaches 	<ul style="list-style-type: none"> • VSL can reduce total crashes on freeway up to 34%, reduce rear-end crashes by 65%, reduce fatal and injury crashes by 51% • Benefit cost ratios range between 9:1 and 40:1
	Lighting <ul style="list-style-type: none"> • Continuous lighting along rural and urban highways • Increased lighting at intersections and pedestrian crossings 	<ul style="list-style-type: none"> • 42% reduction in nighttime injury pedestrian crashes at intersections • 33-38% reduction in nighttime crashes at rural and urban intersections • 28% reduction in nighttime injury crashes on rural and urban highways 	

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VANDERBURGH COUNTY SAFETY ACTION PLAN

Evansville MPO



Henderson • Vanderburgh • Warrick