

3rd Quarter 2018
July – September

Quarterly Traffic Crash Summary



Lake Forest Police Department
Deborah Chrobak, M.A.
October 25, 2018

Quarterly Traffic Crash Summary – 3rd Quarter 2018

I. INTRODUCTION

Each quarter all traffic crashes occurring in the City are analyzed to extract informational and actionable data resulting in the “Quarterly Traffic Crash Summary”. This synopsis provides an overview of crash events for residents, city and police officials, and elected representatives. This report reviews quarterly events from July through September 2018, year-to-date crashes, and prior 2017 year’s comparative data. A reference legend on page six provides injury type code descriptors.

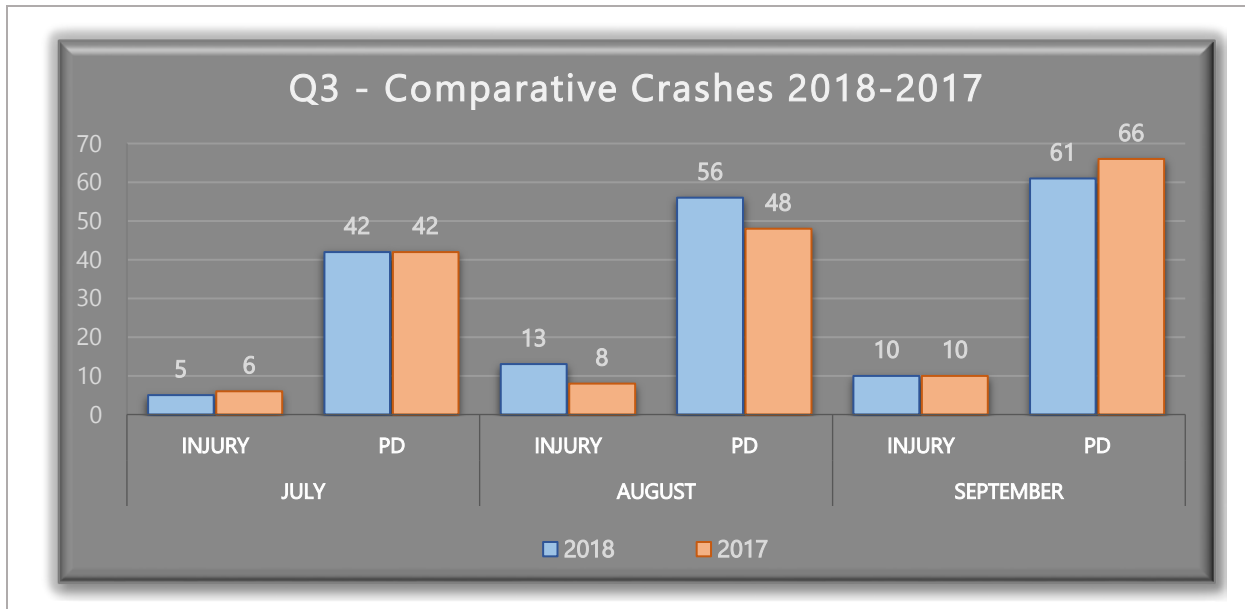
II. CITY-WIDE CRASH DATA

A. CURRENT & COMPARATIVE 3rd QUARTERS by CRASH and SEGMENT TOTALS

Third quarter 2018 data discloses a +3.8% increase in overall crashes when compared to 2017. The 2018 increase is revealed primarily by an uptick in private property crashes which rose by 19 incidents as well as a modest monthly rise during August of 13 additional crashes.

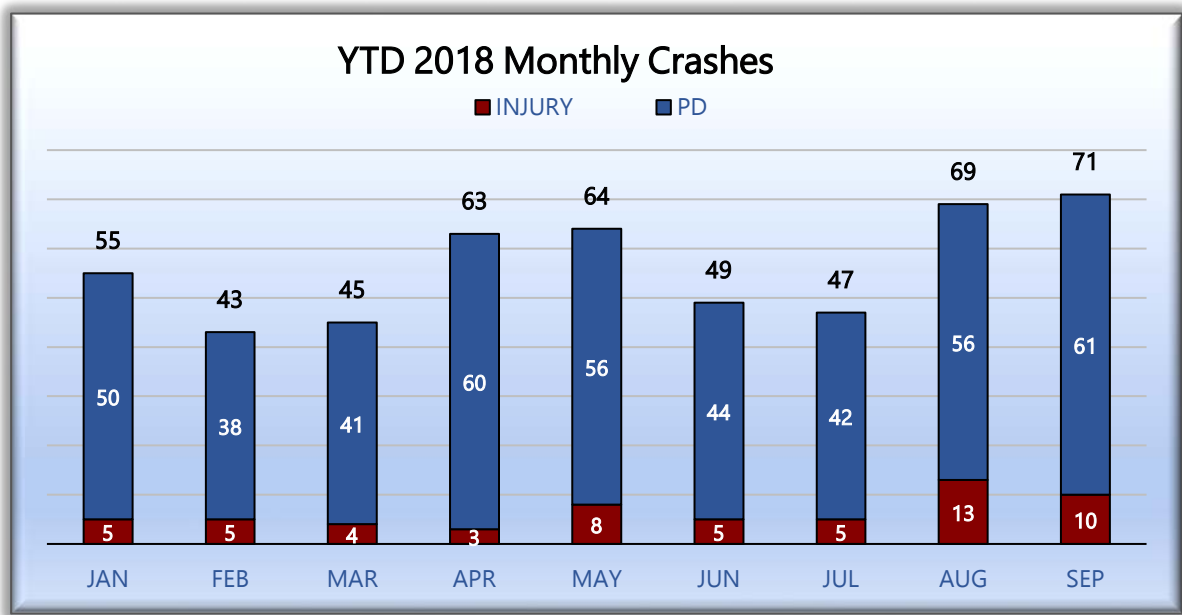
3 rd QUARTER	2018	2017
CRASH TOTALS & SEGMENTS		
All Crashes	187	180
Roadway	144	156
Private Property	43	24
INJURY SEGMENTS		
All Injury Crashes (A,B,C)	27	24
Serious Injury (A)	2	1
Fatalities	0	0
Roadway Injury	27	22
Private Property Injury	0	2
DUI / HIT & RUN SEGMENTS		
DUI crashes	2	3
Roadway Hit & Run	9	14
Priv. Prop. Hit & Run	8	5

B. COMPARATIVE 3rd QUARTERS by MONTH



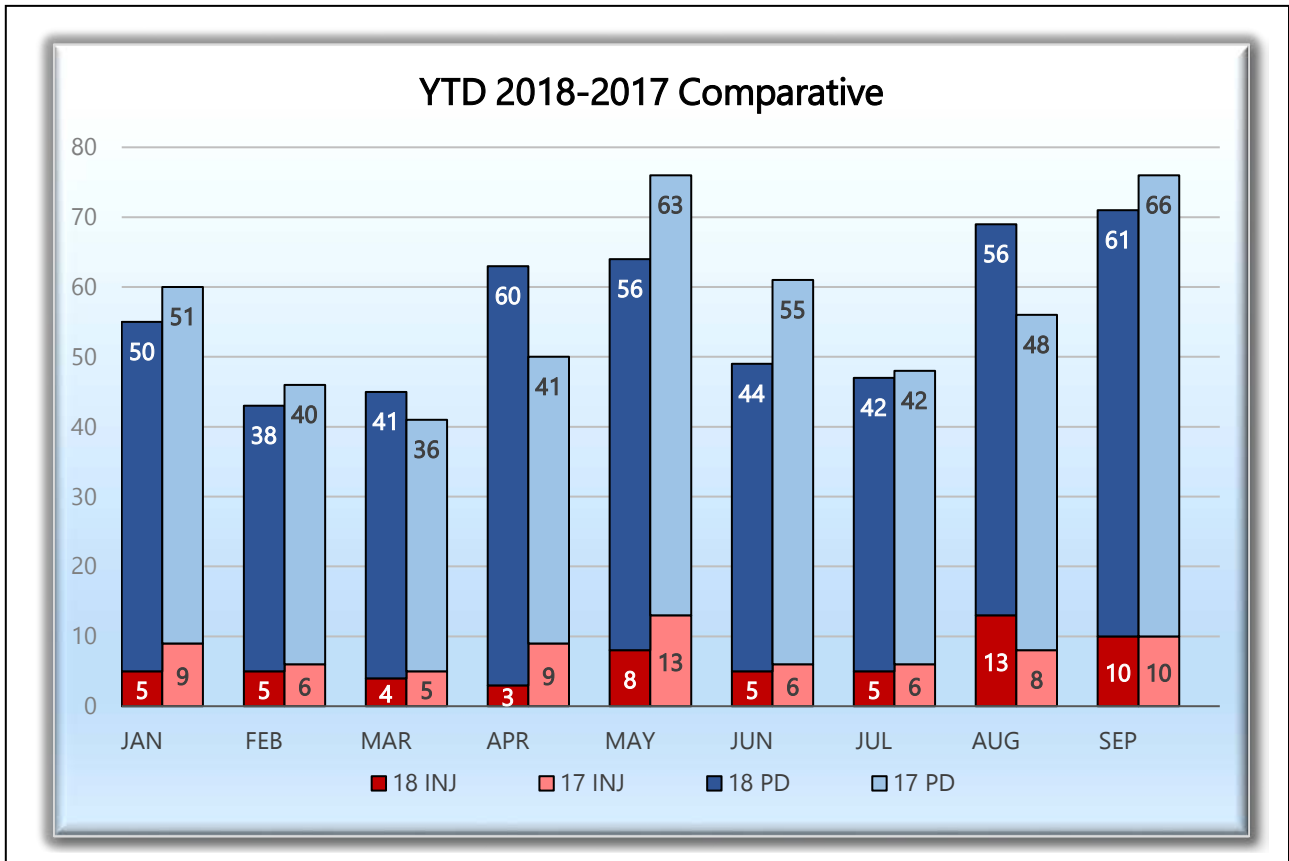
C. YEAR-TO-DATE by MONTH 2018

There were 506 traffic crashes from January 1 to September 30, 2018. The chart below reveals a monthly differentiation of 28 incidents between the lowest of February and busiest of September. For the year, 88.5% of crashes were property damage (PD) only, while 11.5% were injury crashes, with zero fatalities.



D. YEAR-TO-DATE COMPARATIVE by MONTH

There were 514 total crashes year-to-date for 2017 as of September 30th, and 506 during the same span in 2018. The -1.6% overall decrease is most revealed within injury accidents, which decreased -19.4%, from 72 in 2017 to 58 crashes during 2018.



III. TOP CRASH LOCATIONS

In this section, the top crash locations within the City are reviewed by number of crashes and injury statistics. Comparative quarterly and year-to-date data is displayed.

A. Q3 2018 TOP FIVE INTERSECTIONS with INJURY DATA

The most active top five *roadway* intersections are displayed below. City-wide there were zero fatalities and two serious injury (Type A) crashes during the 3rd quarter of 2018; one which occurred at a top five intersection and one at RT 43 / Old Mill.

Q3 2018 INTERSECTION	Total Crashes	Fatalities	Serious Injury ^(A)
RT 41 / RT 60	18	0	0
RT 41 / Old Elm	13	0	1
RT 41 / Deerpath	12	0	0
RT 41 / Westleigh	10	0	0
RT 43 / RT 60	7	0	0
RT 43 / Old Mill	3	0	1

B. COMPARATIVE 3rd QUARTERS TOP FIVE by RANK and CRASH TOTALS

A comparative listing of the quarterly top five *roadway* crash locations in rank order by number of crashes is depicted below. The ranking column is fixed and the data is separately applied to that ranking, allowing intersections and totals to change from year-to-year for the quarter.

The top intersection of RT 41 / RT 60 exhibited a decrease in crashes with 9 fewer events, while both RT 41 / Deerpath and RT 41 / Westleigh showed an increase of 4 additional crashes each. The rankings for the top three remained the same, while the fourth and fifth spots changed.

Q3 2018 INTERSECTION	Crashes	Q3 RANK	Q3 2017 INTERSECTION	Crashes
RT 41 / RT 60	18	1	RT 41 / RT 60	27
RT 41 / Old Elm	13	2	RT 41 / Old Elm	14
RT 41 / Deerpath	12	3	RT 41 / Deerpath	8
RT 41 / Westleigh	10	4	RT 43 / Everett	7
RT 43 / RT 60	7	5	RT 41 / Westleigh	6
% of ALL crashes	32.1%		% of ALL crashes	34.4%

C. YEAR-TO-DATE TOP 10 by TOTAL CRASHES, FATALITY and SERIOUS INJURY

The following table depicts the year-to-date top ten *roadway* crash locations, including fatalities and Type A serious injury crashes.

As of September 30th, of the 506 total crashes, there were 3 serious injury crashes and no fatalities for 2018. Any serious injury or fatal crashes which occurred outside the top ten intersections are separately accounted for at the bottom of the table.

YTD TOP 10 - 2018	Total Crashes	Fatalities	Serious Injury ^(A)
1 RT 41 / RT 60	45	0	0
2 RT 41 / Westleigh	35	0	0
3 RT 41 / Old Elm	33	0	1
4 RT 41 / Deerpath	22	0	0
5 RT 43 / RT 60	20	0	0
6 RT 43 / Everett	12	0	0
7 Deerpath / Western	11	0	0
8 RT 60 / I-94	10	0	0
9 RT 176 / RT 43	8	0	0
10 RT 43 / Deerpath	7	0	0
10 RT 43 / Westleigh	7	0	0
- RT 43 / Old Mill	5	0	1
- 890 Western (parking lot & road)	11	0	1

D. Q3 2018 CRASHES INVOLVING PEDESTRIANS or BICYCLISTS

Of particular concern are those motor vehicle crashes which also involve pedestrians or bicyclists, as they have a significantly higher incidence of injury. The following tables provide data for the third quarter and year-to-date statistics.

For the 2018 3rd quarter there were four crashes involving either pedestrians or bicyclists; all resulted in some form of injury and were at differing locations.

Q3 2018 LOCATION	Veh. vs Pedestrian	Veh. vs Bicyclist	Injury Type
RT 43 / Everett	1	-	B
RT 43 / RT 60	1	-	C
Ryan / Western	-	1	B
McKinley / Noble	-	1	B

E. YEAR-TO-DATE & COMPARATIVE CRASHES: PEDESTRIANS & BICYCLISTS

Year-to-date for 2018 there were four pedestrian and three bicycle involved crashes. Six resulted in injuries, all seven were at differing locations, and Western Avenue is highlighted in three events, although Ryan and Western is not contiguous to the two crashes in the 800 block of Western.

Comparative year-to-date data from 2018 and 2017 is trending downward with 3 fewer crashes, resulting in a -30% decrease between the two time frames.

YTD 2018 LOCATION	Veh. vs Pedestrian	Veh. vs Bicyclist	Injury Type
Sheridan / College	1		B
890 Western	1	-	B
850 Western	-	1	O
Ryan / Western	-	1	B
McKinley / Noble	-	1	B
RT 43 / RT 60	1	-	C
RT 43 / Everett	1	-	B

YTD COMPARATIVE	Veh. vs Pedestrian	Veh. vs Bicyclist
2018	4	3
2017	5	5

INJURY TYPE	IDOT LEGEND DESCRIPTION
K	Fatality (Killed)
A	Incapacitating (Serious) injury
B	Non-incapacitating injury
C	Reported injury, not evident
O	No indication of injury

IV. CRASHES BY PATROL BEAT

A. COMPARATIVE 3rd QUARTER CRASHES by BEAT

The map below provides a quick comparative review of crashes City-wide by patrol beat for the third quarters of 2018 and 2017. Beat 305 continued to exhibit the highest crash numbers across both third quarters, although 2018 numbers were down by -15% from 2017 for this beat. The remaining three beats all revealed comparative raises in quarterly crash totals for 2018. Beat 301 displayed the largest increase with a +29% surge accounting for 9 additional events.

