

*FATAL
CRASH ANALYSIS*

2006



*TRANSPORTATION DEPARTMENT
TRAFFIC STUDIES GROUP*

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TABLE OF CONTENTS

INTRODUCTION	5
EXECUTIVE SUMMARY	6
DEFINITIONS	7
FIVE YEAR CRASH TREND - MESA	8
Table 1: Fatal Crashes - Five Year Trend	8
Chart 1: Total Number of Fatal Crashes	9
Chart 2: Total Number of all Vehicle Crashes	9
NATIONAL COMPARISON	10
Chart 3: Mesa Total Fatalities	10
Chart 4: National Total Fatalities	10
TEN YEAR CRASH TREND - MESA vs. NATIONAL AVERAGE	11
Chart 5: Fatalities per 100,000 Population	11
STREET CLASSIFICATION	12
Table 2: Fatal Crashes by Type of Roadway	12
Chart 6: Fatal Crashes by Type of Roadway	12
INTERSECTION CLASSIFICATION	13
Table 3: Classification of Intersection	13
Chart 7: Classification of Intersection	13
GEOGRAPHIC LOCATION	14
2006 Location Map	15
2002 - 2006 Location Map	16
GENDER AND AGE	17
Table 4: Gender of Victims	17
Chart 8: Gender of Victims	17
Table 5: Age of Victims	18
Chart 9: Age of Victims	18
Chart 10: Percent of Population vs. Percent of Fatalities	19
OLDER DRIVERS	19
Chart 11: Older Driver Fatalities	19
TRAFFIC UNIT TYPE	20
Table 6: Traffic Unit Type - Five Year History	20
Chart 12: Traffic Unit Type - Five Year History	20

TABLE OF CONTENTS

Table 7: Traffic Unit Type	21
Chart 13: Traffic Unit Type	21
MANNER OF COLLISION	22
Table 8: Manner of Collision	22
Chart 14: Manner of Collision	22
FACTORS CONTRIBUTING TO FATAL CRASHES	23
Table 9: Cause of Crash - Violations/Behavior - All Units	23
ALCOHOL/DRUGS AS CONTRIBUTING FACTORS	24
Table 10: Alcohol/Drugs as Contributing Factors	24
Table 11: Alcohol - Five Year Trend	24
LOCATION OF VICTIM	25
Table 12: Location of Victim	25
Chart 15: Location of Victim	25
SAFETY DEVICE USAGE	26
Chart 16: Victim Restraint Usage	26
MONTH - FIVE YEARS HISTORY	27
Table 13: Month - Five Year History	27
Chart 17: Month - Five Year History	27
DAY - FIVE YEARS HISTORY	28
Table 14: Day - Five Year History	28
Chart 18: Day - Five Year History	28
TIME - FIVE YEAR HISTORY	29
Table 15: Time - Five Year History	29
Chart 19: Time - Five Year History	30
Table 16: Time of Day vs Manner of Collision	31
SUMMARY	32

INTRODUCTION

The **2006 FATAL CRASH ANALYSIS** is a statistical review of the 47 fatal crashes and 50 fatalities that occurred on the City of Mesa streets in 2006. It focuses on vehicle crashes involving fatalities identified in the 2006 Police Accident Reports (PARs) investigated and reported by the City of Mesa Police Department. Crashes occurring on the Superstition Freeway (US 60), the Price Freeway (Loop 101) and the Red Mountain Freeway (Loop 202), which are under the jurisdiction of the Arizona Department of Public Safety, were not included in the analysis.

A **fatal crash** is a traffic crash that may involve one or more motor vehicles, pedestrians, or bicyclists in transport on a traffic way in which at least one person dies within thirty days of the crash.

The database used to prepare this report was compiled and maintained by the Traffic Records Section of the Arizona Department of Transportation. Definitions and terms were extracted from the Arizona Traffic Accident Report Instruction Manual and Glossary, 7th Edition, dated November 2000.

The purpose of analyzing fatal traffic crashes is to better understand the underlying causes of fatal crashes. Analysis of the crashes reveals facts about the types of streets where crashes happened, behavior of pedestrians and motorists that caused the crashes, the times of day and year accidents occur, and age and sex of pedestrians involved in pedestrian/motor vehicle crashes. Once an understanding of the root causes of fatal crashes is gained, the Transportation Department can do further analysis to determine if the traffic environment in the City of Mesa can be made safer. Analysis of fatal crashes also helps in developing appropriate messages for educating the public.

Percentages in all charts may total more or less than 100% due to rounding.

National statistics contained in this report were obtained from the Fatality Analysis Reporting System (FARS) Web-Based Encyclopedia. Unless otherwise stated, statistics are from the calendar year 2006.

Questions or comments concerning this report should be directed to City of Mesa, Transportation Department, P.O. Box 1466, Mesa, Arizona, 85211-1466, (480) 644-2160.

EXECUTIVE SUMMARY - FATAL CRASHES

- Fatal crashes continue to be a random occurrence.
- Forty-seven fatal crashes occurred with 50 fatalities.
- The total number of fatal crashes occurring decreased by 27% over 2005.
- Mesa's percentage of fatal motor vehicle crashes per 100,000 population is 20% below the national average.
- The percentage of fatal motorcycle crashes increased to almost 21% of all fatal crashes.
- Over 89% of all fatal crashes occurred on arterial streets.
- Less than 25% were intersection related.
- Only two and a half percent involved red light violations.
- Males were the victims over 70% of the time.
- When normalized, the "Over 84" age group had the highest over-representation of all age groups.
- Pedestrian crashes accounted for 19% of all fatal crashes.
- Alcohol or drugs were contributing factors in over 23% of all fatal crashes.
- January had the highest monthly frequency.
- Friday had the highest daily frequency.
- The hour of 22:01 to 23:00 PM had the highest frequency.
- Of all the fatalities in which the victim was in a motor vehicle, the seatbelt was in use by the victim over 57% of the time.

DEFINITIONS

Angle. A traffic crash that occurs when a vehicle collides with another vehicle (usually at a 90 degree angle) as a result of a vehicular right-of-way violation.

Head-On. A collision involving vehicles traveling in opposite directions wherein at least one of the vehicles crosses the roadway centerline.

Intersection Related Crash. A traffic crash where the first harmful event (1) occurs on an approach to, movement through or exit from an intersection and (2) has resulted from an activity, behavior, or control related to the intersection.

Left-Turn. A traffic crash that occurs when a left-turning vehicle collides with a through vehicle on the opposite approach of the left-turning vehicle.

Pedestrian. Any person who is not an occupant or driver of a motor vehicle or other road vehicle. Includes: person walking, sitting, lying, working or operating a pedestrian conveyance.

Possible Injury. Any injury reported or claimed which is not a fatal, incapacitating, or non-incapacitating evident injury. Includes such situations as nausea, hysteria, complaint of pain, and injuries not evident.

Rear-End. A collision with the rear of another vehicle, either moving or stopped (excluding parked vehicles).

Sideswipe, Same Direction. A collision with another vehicle or bicyclist traveling in the same direction.

Traffic Unit. A traffic unit is a vehicle, pedestrian, pedalcyclist, or rider on an animal involved in a motor vehicle traffic accident. Traffic unit number is used as an identifier for each involved unit (i.e. U1, U2, U3, etc). It is preferred that police jurisdictions assign traffic unit number 1 (U1) to the vehicle, pedestrian, pedalcyclist, or animal rider causing the collision, however, this procedure is not mandatory.

Unit Action. The action at the moment of and/or which most directly affected the accident.

FIVE YEAR CRASH TREND

Chart 1, page 9, shows that for the past five years, the number of fatal crashes has fluctuated significantly. In 2006, fatal crashes were down from 2005 but not to the levels seen in earlier years.

When normalized, the 2006 fatalities per 100,000 population remain higher than the five-year norm. Normalization puts into perspective an increase or decrease in the number of crashes when there is a concurrent rise in the number of drivers, cyclists and automobiles due to population growth (and a consequent increase in opportunities for conflicts).

TABLE 1: FATAL CRASHES - FIVE YEAR TREND

Year	Fatal Crashes	Total Fatalities	Total Vehicle Crashes	Estimated Population*	Fatalities Per 100,000 Population	Percent Change From Yearly Average
2002	22	23	9155	438,181	5.2	-40.9%
2003	30	31	8520	440,404	7.0	-20.5%
2004	25	27	9184	449,017	6.0	-31.8%
2005	64	67	9205	452,856	14.8	68.2%
2006	47	50	8522	455,984	11.0	25.0%
<i>Average</i>	<i>37.6</i>	<i>39.6</i>	<i>8917</i>	<i>447,288</i>	<i>8.8</i>	

* Population estimates provided by the City of Mesa Planning Division.

Trendlines are used to graphically display trends in data and to analyze problems of prediction. The trendlines shown in Charts 1 and 2 on page 9 are a best-fit straight line that are used with simple linear data sets. The data is linear if the pattern in its data points resembles a line. A linear trendline usually shows that something is increasing or decreasing at a steady rate. So when applied to the average crash rate for the past five years, the trendlines show a steady decrease in all vehicle crashes, but an increase in fatal crashes.

CHART 1: TOTAL NUMBER OF FATAL CRASHES

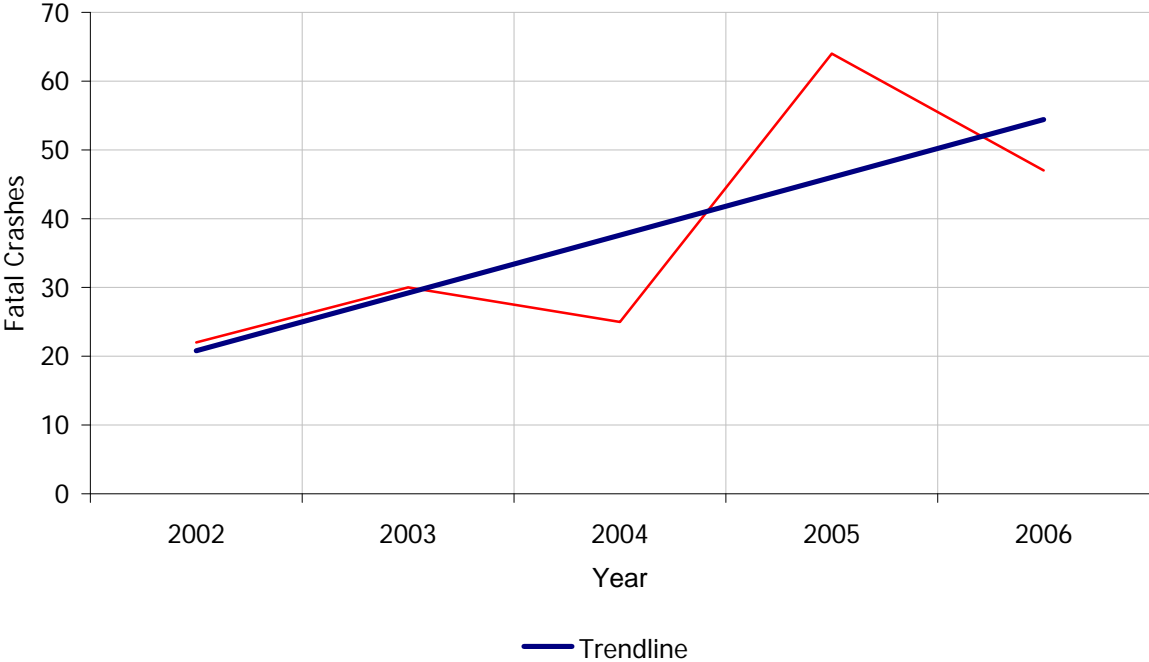
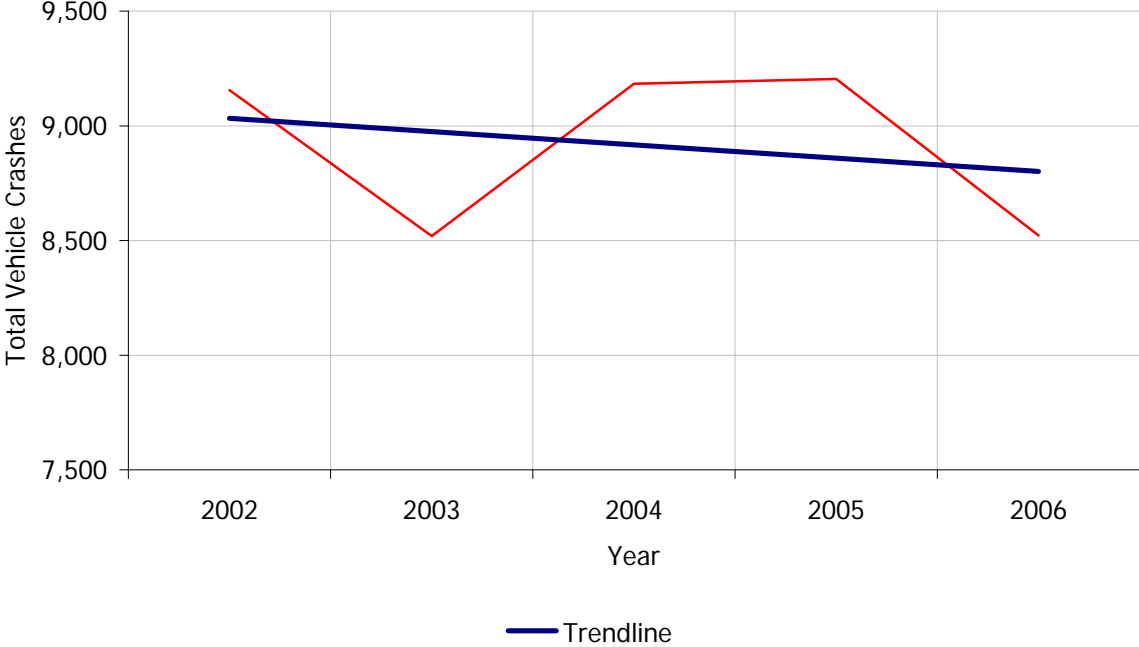


CHART 2: TOTAL NUMBER OF ALL VEHICLE CRASHES



NATIONAL COMPARISON

The U.S. Department of Transportation, National Center of Statistics & Analysis, figures indicate 1.9% decrease in fatalities from 2005 to 2006. Nationally, there has been a steady rise in fatalities of 1.5% over the past 10 years. Up until 2005, Mesa had experienced a downward trend in fatalities over the same period. The percent of fatalities declined by 25% from 2005 to 2006; however, the trend in fatalities over the last ten years is increasing because of the spike in 2005 and number of fatalities in 2006.

CHART 3: MESA TOTAL FATALITIES

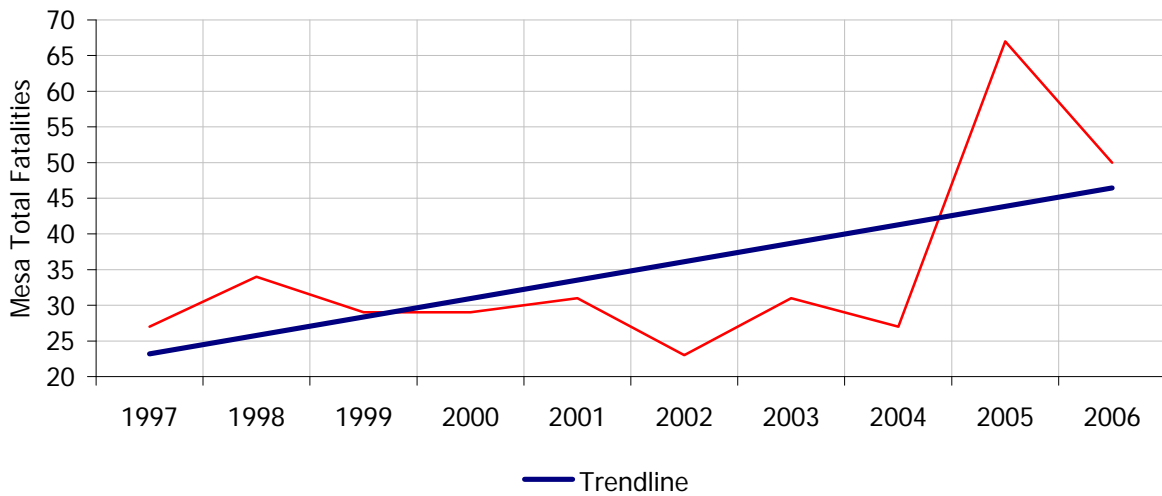
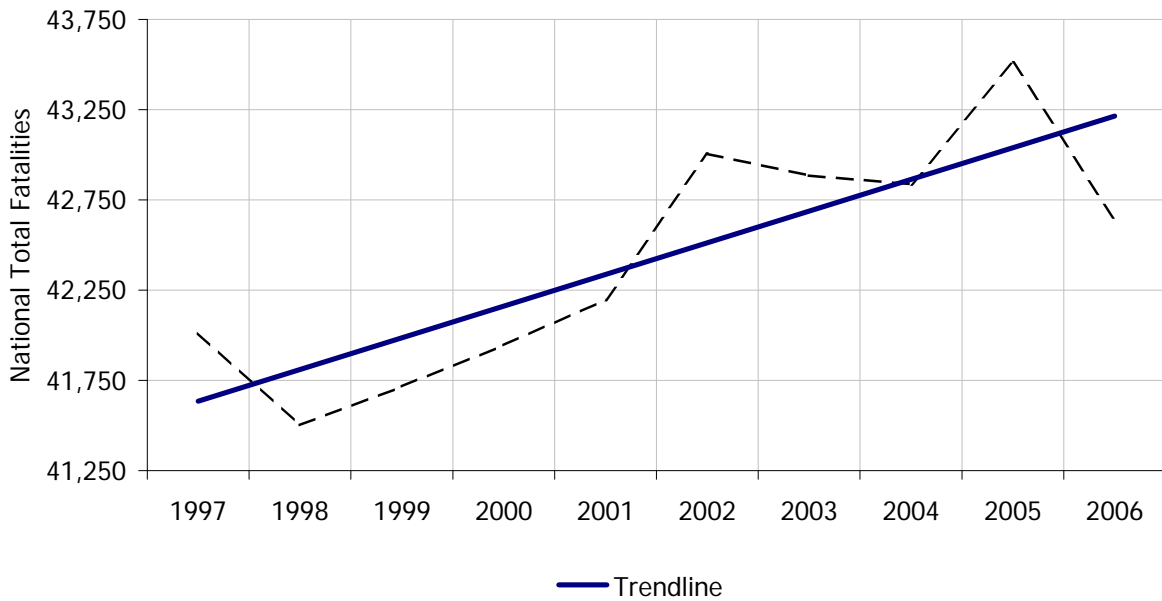


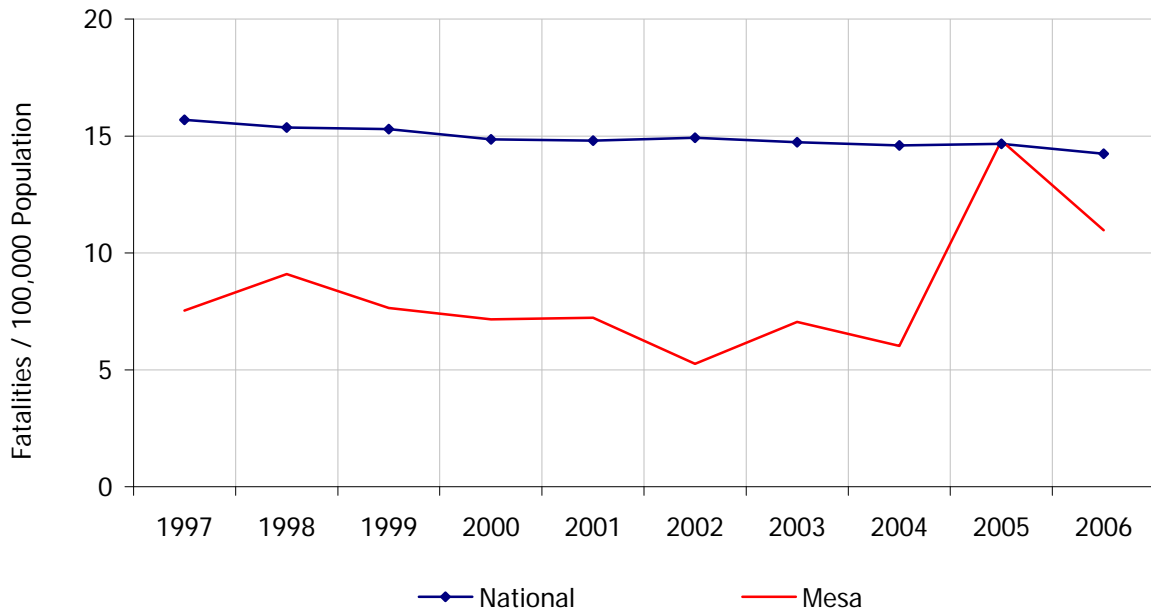
CHART 4: NATIONAL TOTAL FATALITIES



TEN YEAR CRASH TREND: MESA vs. NATIONAL AVERAGE

Up until 2006, Mesa had consistently experienced fewer normalized fatalities per 100,000 population per year than the national average. Nationally, fatalities per 100,000 population decreased by 2% in 2006 from 2005. For the same period, Mesa experienced a 25% decrease to 11.0 fatalities per 100,000 population - below the national average of 14.5.

CHART 5: FATALITIES PER 100,000 POPULATION -
MESA vs. NATIONAL AVERAGE



STREET CLASSIFICATION

Of the 47 fatal crashes, 89.4% occurred on arterial streets. Arterial streets are roadways that often extend across city boundaries, carry large volumes of traffic, and may have limited access to properties along the roadway. Country Club Drive and Southern Avenue are examples of arterial streets.

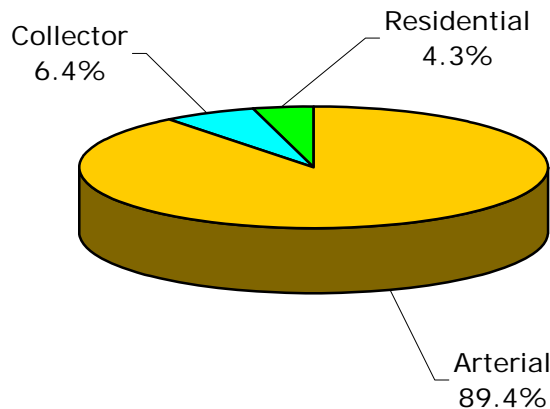
Collector streets are roadways that collect and carry traffic between local and arterial streets and can provide access to abutting properties. Adobe Street and Pueblo Avenue are examples of collector streets.

Local streets are low volume streets in residential and commercial areas. Because of higher speeds, higher volumes of traffic and greater widths associated with arterial roadways, the more potential for fatal injuries exists.

TABLE 2: FATAL CRASHES BY TYPE OF ROADWAY

Type of Roadway	Number of Crashes	Percent of Total
Arterial	42	89.4%
Collector	3	6.4%
Residential	2	4.3%
<i>Total</i>	<i>47</i>	<i>100.0%</i>

CHART 6: FATAL CRASHES BY TYPE OF ROADWAY



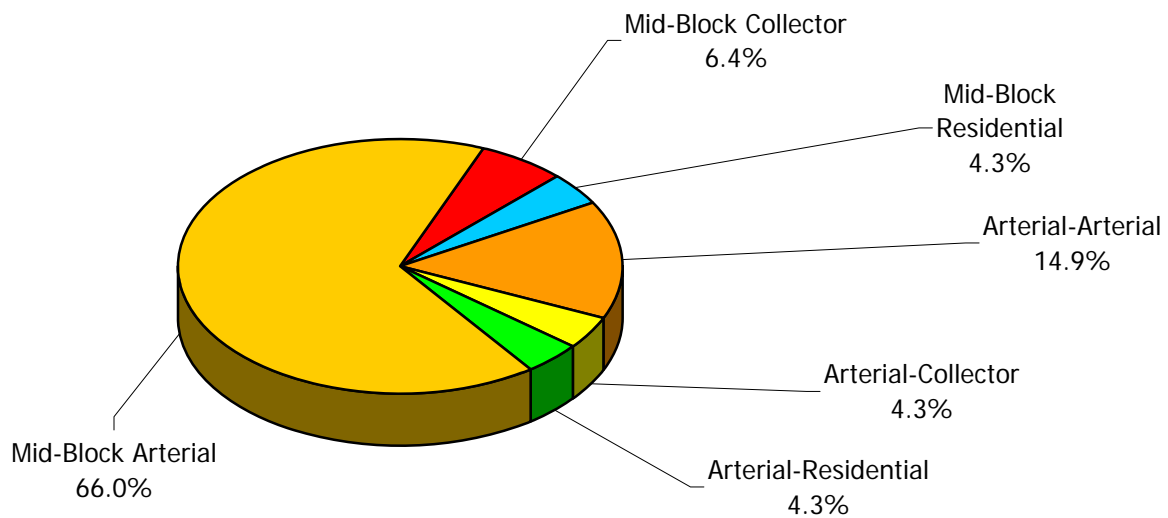
INTERSECTION CLASSIFICATION

Of the 11 intersection related crashes, all occurred at intersections having at least one approach classified as an arterial street. Mid-block fatal crashes occurring on arterials accounted for 86.1% of all mid-block crashes. As previously stated, because of higher speeds, higher volumes of traffic and wider roadways associated with arterials, the potential for more fatal injuries exists.

TABLE 3: CLASSIFICATION OF INTERSECTIONS

Intersection Related	Number of Fatal Crashes	% of Total Fatal Crashes
Arterial-Arterial	7	14.9%
Arterial-Collector	2	4.3%
Arterial-Residential	2	4.3%
Total Intersection	11	23.4%
Mid-Block Related	Number of Fatal Crashes	% of Total Fatal Crashes
Arterial	31	66.0%
Collector	3	6.4%
Residential	2	4.3%
Total Mid-Block	36	76.6%
<i>Total</i>	<i>47</i>	<i>100.0%</i>

CHART 7: CLASSIFICATION OF INTERSECTIONS



GEOGRAPHIC LOCATION

2006

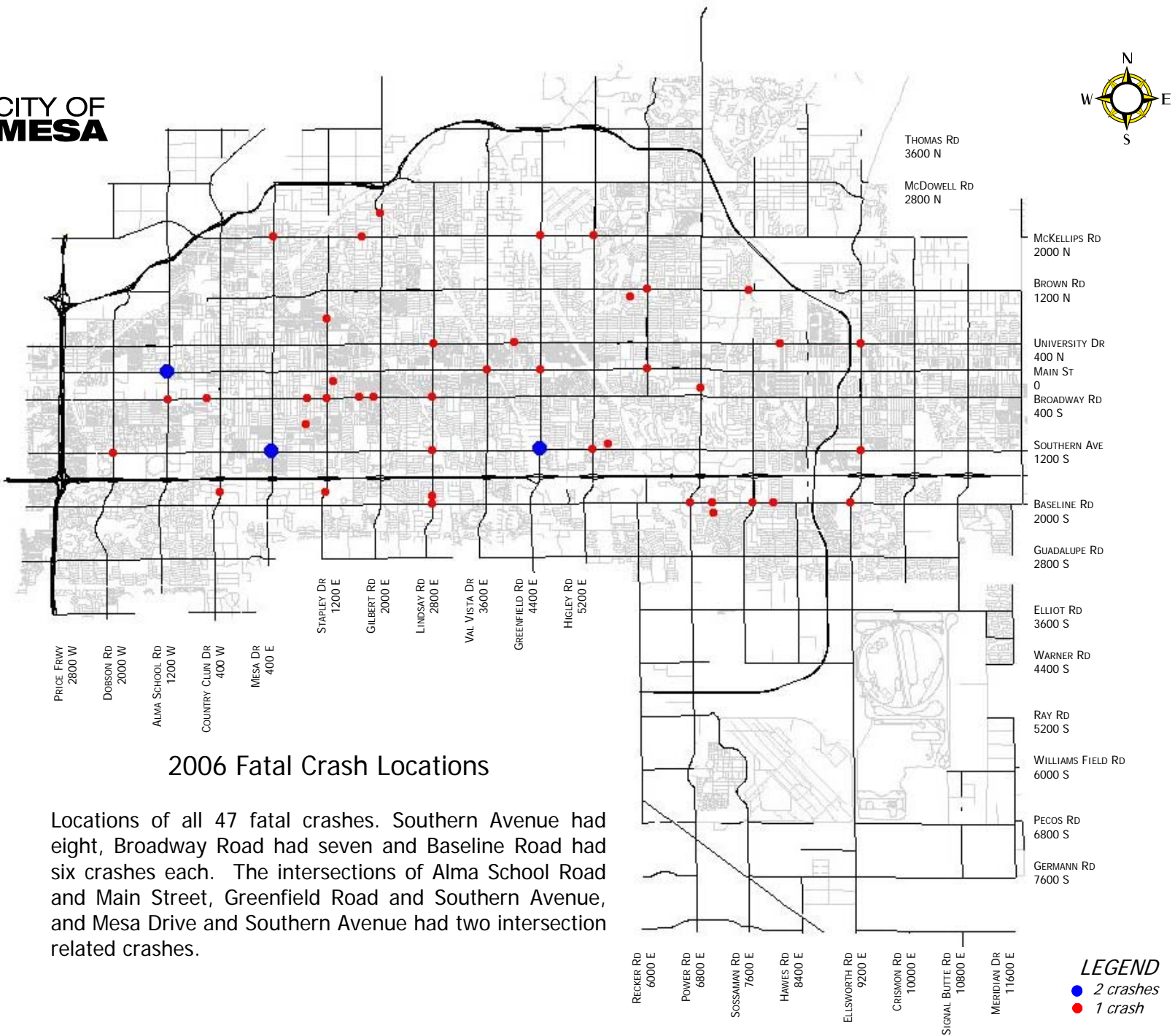
Like the random nature of fatal crashes, the locations of fatal crashes also appear to be random. Southern Avenue had eight, Broadway Road had seven and Baseline Road had six crashes each. Intersection related crashes have accounted for 23.4% of all fatal crashes in 2006. The intersections of Alma School Road and Main Street, Greenfield Road and Southern Avenue, and Mesa Drive and Southern Avenue all had two crashes, but there appeared to be no commonality between either the drivers of unit most at fault or the crash dynamics. See map on page 15.

2002 - 2006

There have been a total of 180 fatal crashes during this five-year period. Broadway Road and Southern Avenue have had the highest frequency of fatal crashes with 20 each. Baseline Road has had 19 during the same period. Intersection related crashes have accounted for 49.4% of all fatal crashes. With three fatal intersection related crashes in 2005, Broadway Road and Val Vista Drive had the most intersection related fatal crashes. See map on page 16.



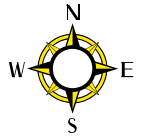
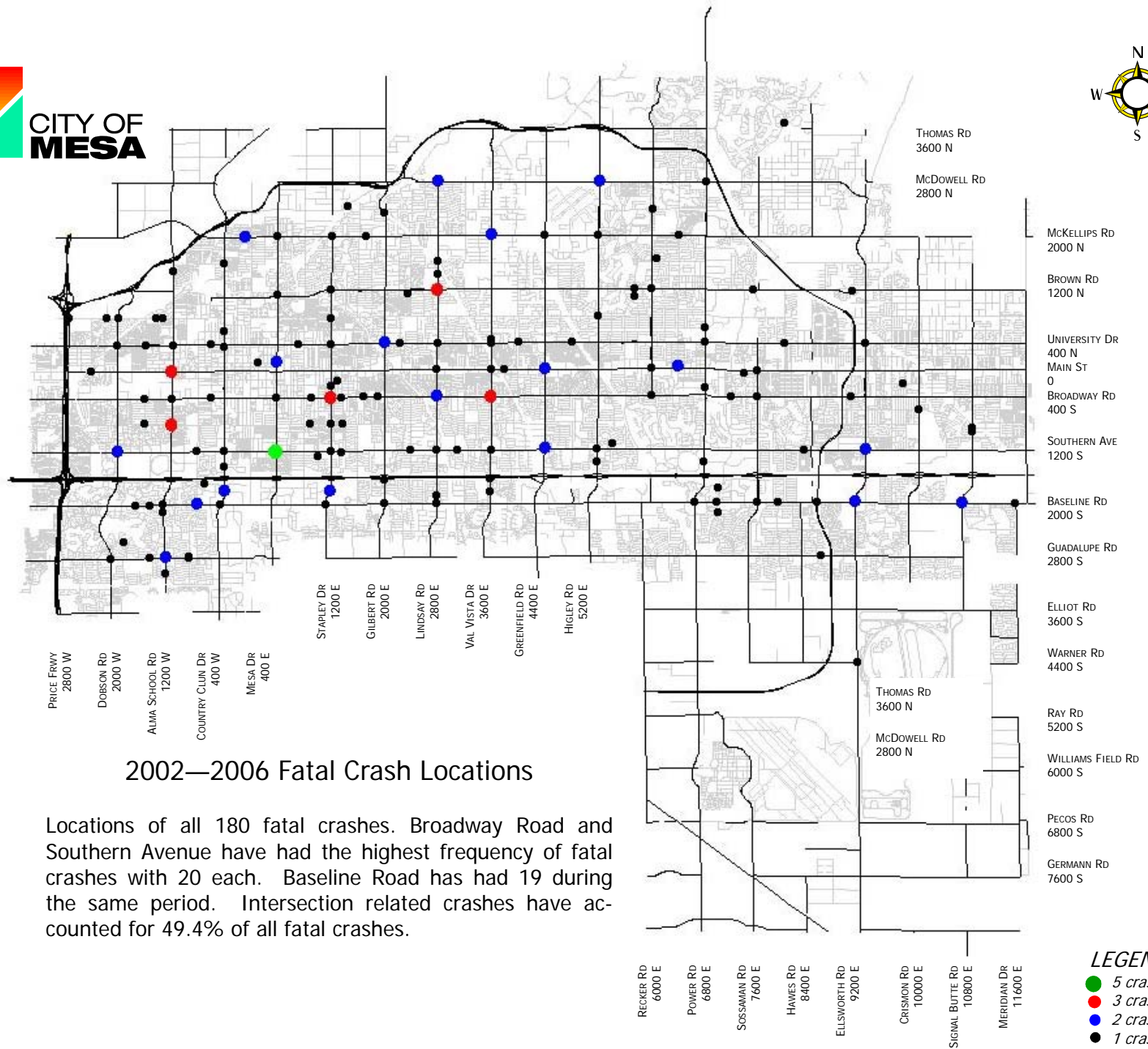
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GENDER AND AGE

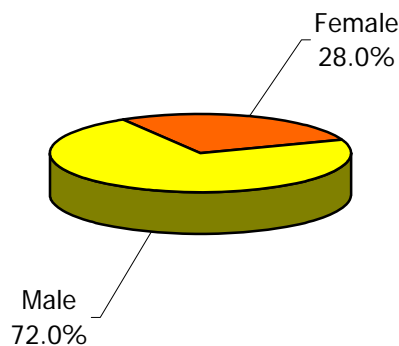
Certain groups of individuals, defined by gender and age, have a greater probability of being involved in fatal crashes.

GENDER. Consistently, year after year, males have a much greater fatality rate than females. Males comprise 49.5% of Mesa's population, but were involved in 72.0% of all fatal crashes. The national percentage of male fatalities in 2006 was 69.7%.

TABLE 4: GENDER OF VICTIMS

Gender	Persons Involved	Percent of Total	Percent of Estimated Population
Male	36	72.0%	49.5%
Female	14	28.0%	50.5%
<i>Total</i>	<i>50</i>	<i>100.0%</i>	<i>100.0%</i>

CHART 8: GENDER OF VICTIMS



AGE. When the number of crashes is normalized by looking at how many fatal crashes occur per every 10,000 people in each age group, the one age group that is the most over-represented is the Over 84 year-olds. See last column in table below. One was the driver of U1, one was a pedalcyclist and one was a passenger in U2.

The second highest over represented age group was the 75-84 year-olds. Of this group three were U1 drivers, two were passengers in U1, one was U2 driver and one was a pedestrian. For the past five years these two age groups have been either the most over-represented or next to the most over represented four out of the five years.

TABLE 5: AGE OF VICTIMS

Age	Population	Percent of Total Population	No. of Fatalities	Percent of Total Fatalities	Fatalities/10,000 Persons
Under 5	37,391	8.2%	2	4.0%	0.27
5 - 9	34,655	7.6%	-	-	-
10 - 14	33,287	7.3%	-	-	-
15 - 19	33,287	7.3%	7	14.0%	2.10
20 - 24	37,391	8.2%	9	18.0%	2.41
25 - 34	70,678	15.5%	5	10.0%	0.71
35 - 44	64,750	14.2%	5	10.0%	0.77
45 - 54	50,614	11.1%	7	14.0%	1.38
55 - 59	18,239	4.0%	3	6.0%	1.64
60 - 64	15,047	3.3%	-	-	-
65 - 74	30,551	6.7%	1	2.0%	0.33
75 - 84	23,255	5.1%	8	16.0%	3.44
Over 84	6,840	1.5%	3	6.0%	4.39
<i>Total</i>	<i>455,984</i>	<i>100.0%</i>	<i>50</i>	<i>100.0%</i>	

CHART 9: AGE OF VICTIMS

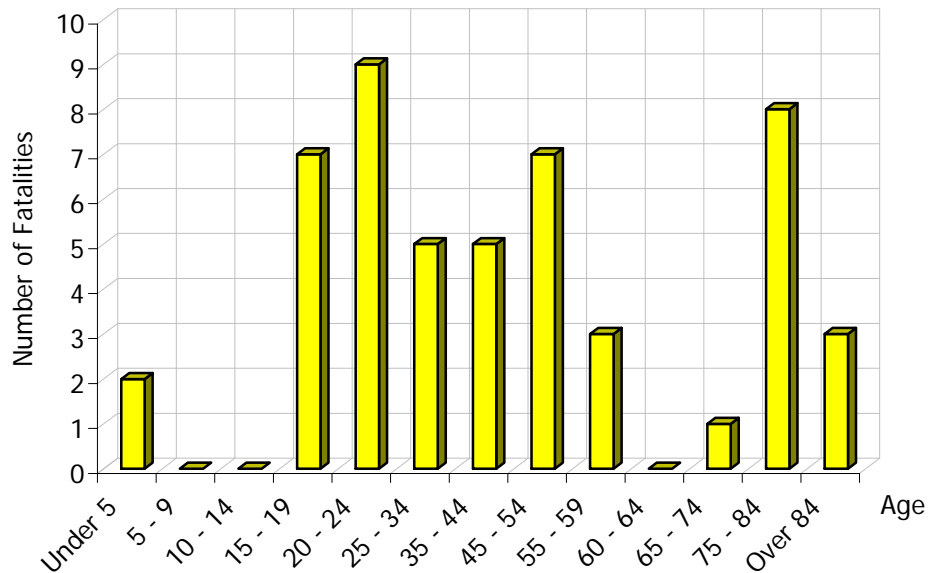
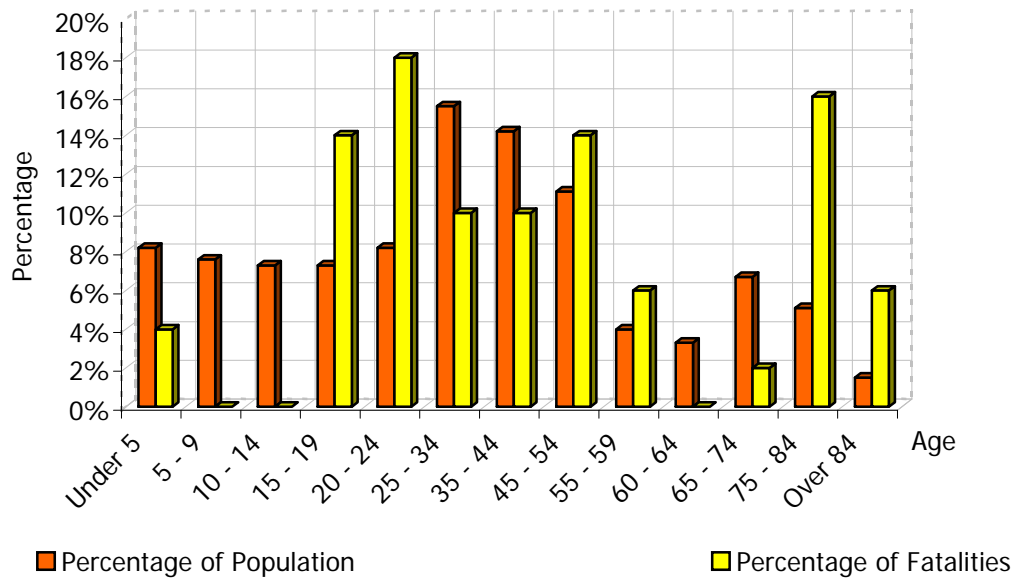
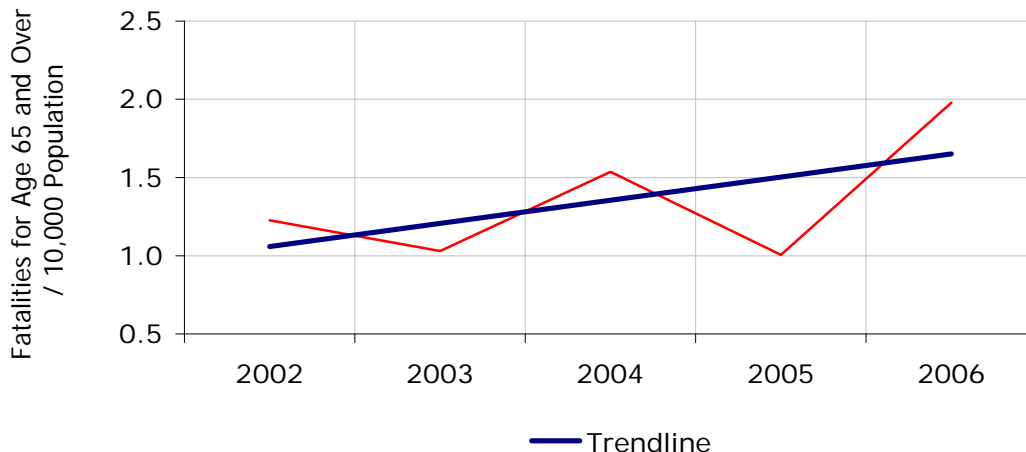


CHART 10: PERCENTAGE OF POPULATION vs PERCENTAGE OF FATALITIES



OLDER DRIVERS. The number of older drivers in the United States is expected to double over the next 30 years. As people age, a decline in sensory, cognitive, or physical functioning may make them less safe drivers, as well as more vulnerable to injury once in a crash. Yet, older Americans depend on automobiles for meeting their transportation needs. As Mesa’s population continues to grow, the number of older drivers on our roads increase. As can be seen in the five-year graph above, the fatality trend for drivers age 65 and over is increasing.

CHART 11: OLDER DRIVER FATALITIES



TRAFFIC UNIT TYPE

For the purposes of this analysis, the Traffic Unit Types have been broken into four categories: Motor Vehicle, Motorcycle, Pedalcycle and Pedestrian. As can be seen in the table below, for the past four years, the number of all unit crashes fluctuate by year. In 2006, the number of Motor Vehicle and Pedestrian crashes decreased in comparison with 2005.

Table 7 and Chart 13 on the next page display the percentage of each of the categories of total fatalities by traffic unit type. In Mesa during 2006, motor vehicle and motorcycle fatalities combined comprised 72.0% of all fatal crashes vs. 86.6% of 2006 national fatalities. Pedestrian and pedalcycle crashes both exceeded the national percentages of fatalities.

TABLE 6: TRAFFIC UNIT TYPE - FIVE YEAR HISTORY

Unit Type \ Year	2002	2003	2003	2005	2006
Motor Vehicle	15	16	16	34*	23
Motorcycle	3	9	1	10	10
Pedalcycle	1	4	2	4	5
Pedestrian	3	1	6	16	9
<i>Total</i>	<i>22</i>	<i>30</i>	<i>25</i>	<i>64</i>	<i>47</i>

* Includes three ATV fatal crashes.

CHART 12: TRAFFIC UNIT TYPE - FIVE YEAR HISTORY

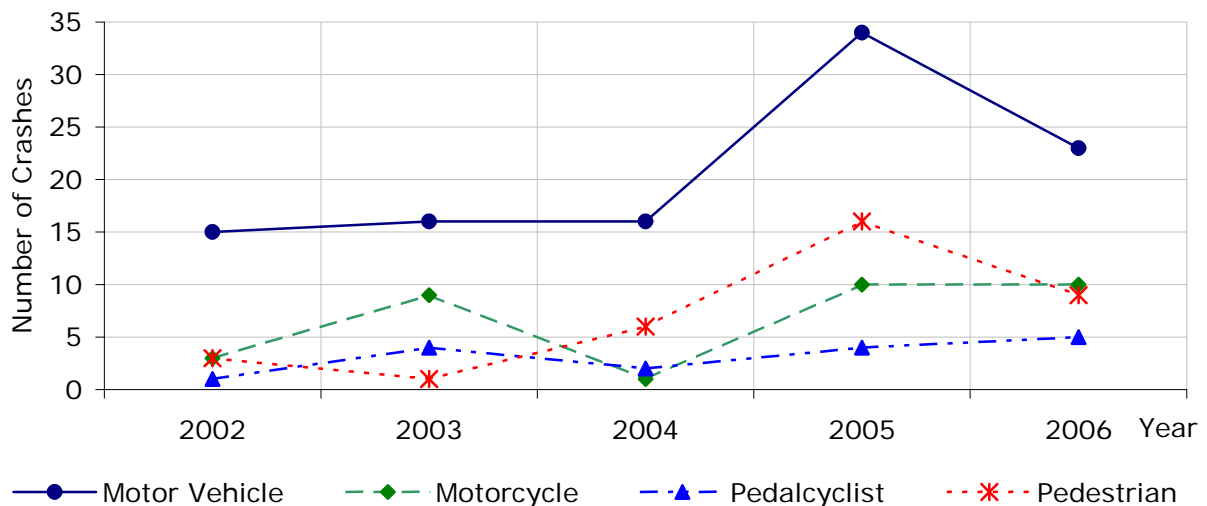
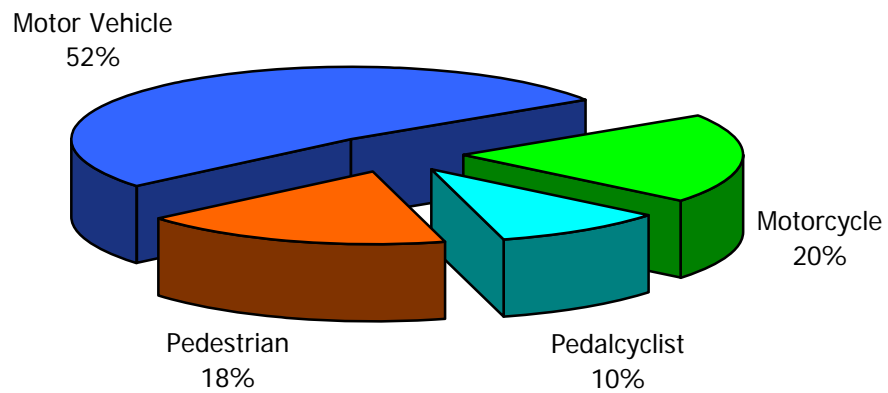


TABLE 7: TRAFFIC UNIT TYPE - TOTAL FATALITIES

Traffic Unit Type	Number	Percent of Total	2006 National Percentages*
Motor Vehicle	26	52.0%	75.0%
Motorcycle	10	20.0%	11.6%
Pedalcyclist	5	10.0%	1.8%
Pedestrian	9	18.0%	11.2%
<i>Total Fatalities</i>	<i>50</i>	<i>100.0%</i>	<i>99.6%</i>

*The remaining 0.4% were "Other Non-Motorists"

CHART 13: TRAFFIC UNIT TYPE - TOTAL FATALITIES



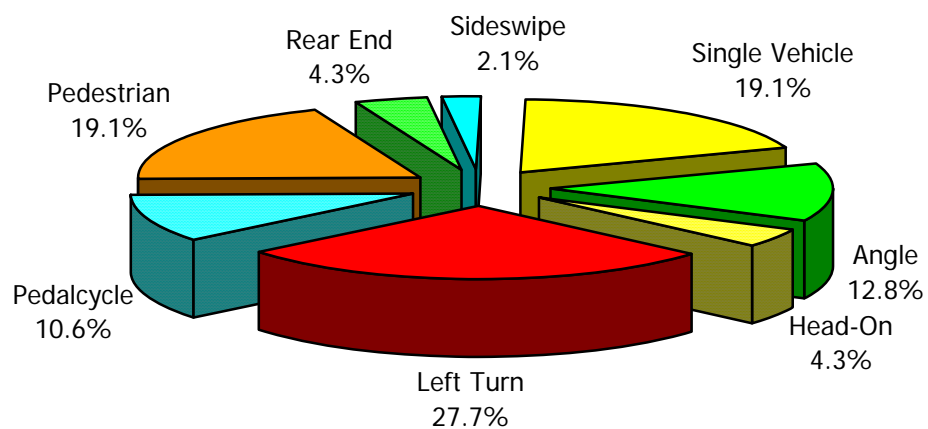
MANNER OF COLLISION

In 2005, 25% of all fatal crashes were pedestrian crashes. In 2006, pedestrian crashes were replaced by left turn crashes as the most prevalent manner of collision for fatal crashes.

TABLE 8: MANNER OF COLLISION

Manner of Collision	Number	Percent of Total
Angle	6	12.8%
Head-On	2	4.3%
Left Turn	13	27.7%
Pedalcycle	5	10.6%
Pedestrian	9	19.1%
Rear End	2	4.3%
Sideswipe	1	2.1%
Single Vehicle	9	19.1%
<i>Total</i>	<i>47</i>	<i>100.0%</i>

CHART 14: MANNER OF COLLISION



FACTORS CONTRIBUTING TO FATAL CRASHES

In the Police Accident Reports (PAR), the unit causing the crash or the unit most at fault is supposedly identified as Unit 1 as outlined in the *Arizona Traffic Accident Report Instruction Manual & Glossary*. The table and chart below breaks out the 2006 crashes by the contributing factors from the PARs.

Fatal crashes involving a failure to yield right-of-way was the leading contributing factor with 23.8%. Speed (either "Speed Too Fast for Conditions" or "Exceeded Lawful Speed") was a contributing factor 20.0% of the time and driving under the influence was 13.8% respectively.

TABLE 9: CAUSE OF CRASH - VIOLATION/BEHAVIOR - ALL UNITS

Contributing Factor*	Number of Incidents of Contributing Factor	Percentage of All Contributing Factors
Disregard Traffic signal	2	2.5%
Failed to yield Right-of-Way	19	23.8%
Unsafe Lane Change	3	3.8%
Had Been Drinking/Under Influence of Drugs	11	13.8%
Speed Too Fast for Conditions	14	17.5%
Exceeded Lawful Speed	2	2.5%
Made Improper Turn	2	2.5%
Drove in Opposing Traffic Lane	6	7.5%
Inattention	9	11.3%
Did Not Use Crosswalk	9	11.3%
Other	3	3.8%
<i>Total</i>	<i>80</i>	<i>100.0%</i>

* One fatal crash can have more than one contributing factor and/or both units can contribute to a crash.

ALCOHOL/DRUGS AS CONTRIBUTING FACTORS

Alcohol or drugs were a contributing factor in 23.4% of all crashes and 22.0% of all fatalities.

The percentage of all 2006 fatal crashes involving possible alcohol/drug involvement was below the five year average.

In 2006, 41.3% of all fatalities nationwide involved alcohol. This was a one percentage point increase from 2005.

TABLE 10: ALCOHOL/DRUGS AS CONTRIBUTING FACTORS

Violation of Unit Causing or Most at Fault in a Crash	No. of Fatal Crashes	Drugs/Alcohol Involved	% of Fatal Crashes Drugs/Alcohol Involved
Inattention	1	-	-
Failed to yield Right-of-Way	18	3	6.4%
Unsafe Lane Change	1	1	2.1%
Unknown Violation	4	-	-
Speed Too Fast for Conditions	12	4	8.5%
Exceeded Lawful Speed	1	1	2.1%
Made Improper Turn	1	-	-
Drove in Opposing Traffic Lane	3	1	2.1%
Disregard Traffic signal	2	1	2.1%
Did Not Use Crosswalk	2	-	-
Other Violation	2	-	-
<i>Total</i>	<i>47</i>	<i>11</i>	<i>23.4%</i>

TABLE 11: ALCOHOL - FIVE YEAR TREND

Year	Total No. of Fatalities	Alcohol/Drugs Involved	Percent of All Fatal Crashes
2002	23	9	39.1%
2003	31	9	29.0%
2004	27	6	22.2%
2005	67	28	41.8%
2006	50	11	22.0%
<i>Average</i>	<i>39.6</i>	<i>12.6</i>	<i>30.8%</i>

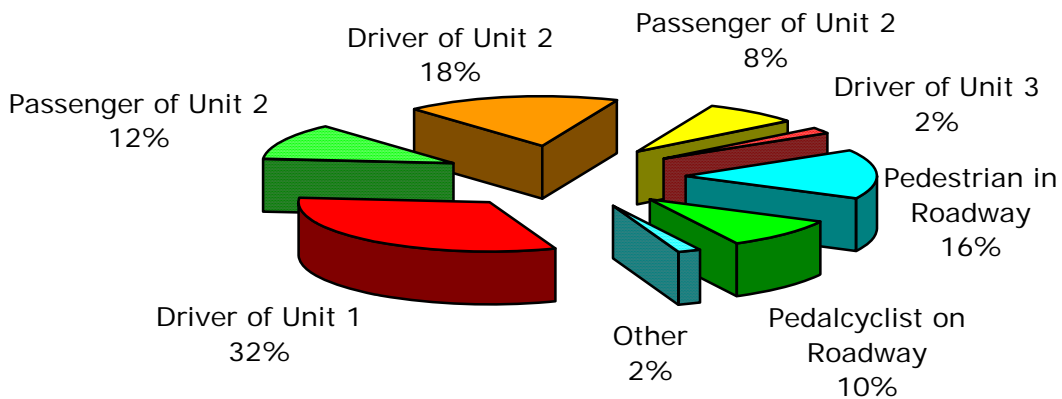
LOCATION OF VICTIM

The driver of the unit most at fault, Unit 1, had the highest frequency of fatalities among the 50 fatalities. This is partially attributable to 31.9% of the fatal crashes being angle crashes which exposed the driver of Unit 1 to Unit 2 penetration of the driver's side and single vehicle crashes.

TABLE 12: LOCATION OF VICTIM

Location	Number	Percentage of All Fatal Crashes
Driver of Unit 1	16	32%
Passenger in Unit 1	6	12%
Driver of Unit 2	9	18%
Passenger of Unit 2	4	8%
Driver of Unit 3	1	2%
Pedestrian in Roadway	8	16%
Pedalcyclist in Roadway	5	10%
Other	1	2%
<i>Total</i>	<i>50</i>	<i>100%</i>

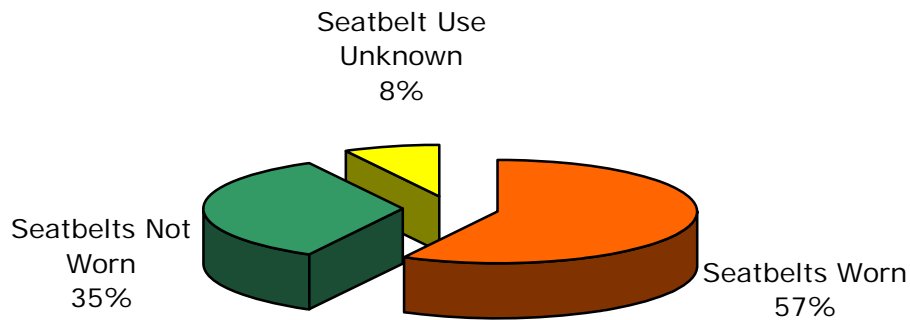
CHART 15: LOCATION OF VICTIM



SAFETY DEVICE USAGE

VICTIM RESTRAINT USAGE. There were 23 fatal crashes (26 fatalities) where the victims could have utilized restraint. The remaining victims were either on motorcycles, ATVs, pedal-cycles or were pedestrians. Of these 26 fatalities, 15 were utilizing restraint, 9 were not and two were not determined. In both not determined crashes, the air bags deployed.

CHART 16: VICTIM RESTRAINT USAGE.



MOTORCYCLE HELMET USAGE. There were 10 motorcycle crashes; in seven fatal crashes helmets were worn.

PEDALCYCLE HELMET USAGE. There were five fatal pedalcycle crashes. Only one of the victims was wearing helmet.

MONTH - FIVE YEAR HISTORY

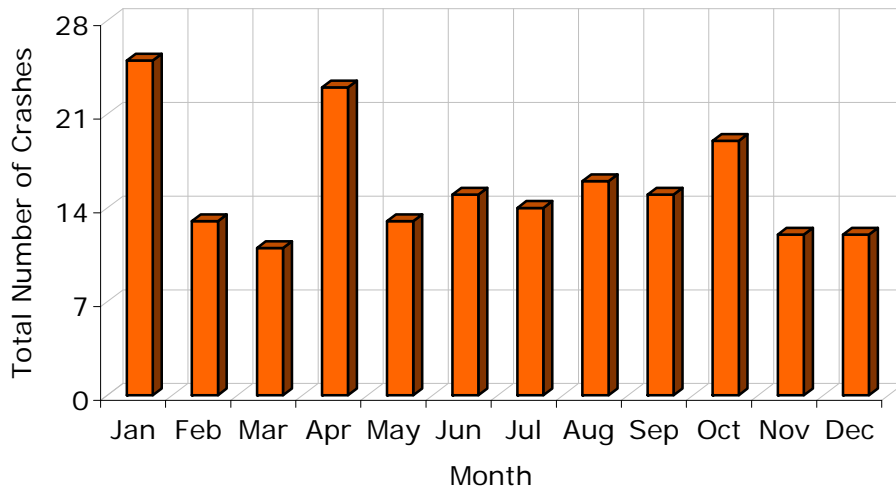
For the third year in a row, January had the highest number of crashes. Four were motor vehicle, one was a motorcycle, two were pedestrian, and one was a pedalcycle. January has the highest number of fatal crashes for the most recent five years.

TABLE 13: MONTH - FIVE YEAR HISTORY

Year Month	2002	2003	2004	2005	2006	Total	% of Total Fatal Crashes
January	1	2	5	9	8	25	13.3%
February	2	1	2	5	3	13	6.9%
March	3	3	0	4	1	11	5.9%
April	5	7	1	5	5	23	12.2%
May	2	1	2	4	4	13	6.9%
June	1	2	1	7	4	15	8.0%
July	0	2	2	6	4	14	7.4%
August	0	3	4	5	4	16	8.5%
September	2	2	3	6	2	15	8.0%
October	3	1	2	7	6	19	10.1%
November	1	3	1	5	2	12	6.4%
December	2	3	2	1	4	12	6.4%
<i>Total</i>	22	30	25	64	47	188	100.0%

○ = Month with highest frequency of fatal crashes.

CHART 17: MONTH - FIVE YEAR HISTORY



DAY - FIVE YEAR HISTORY

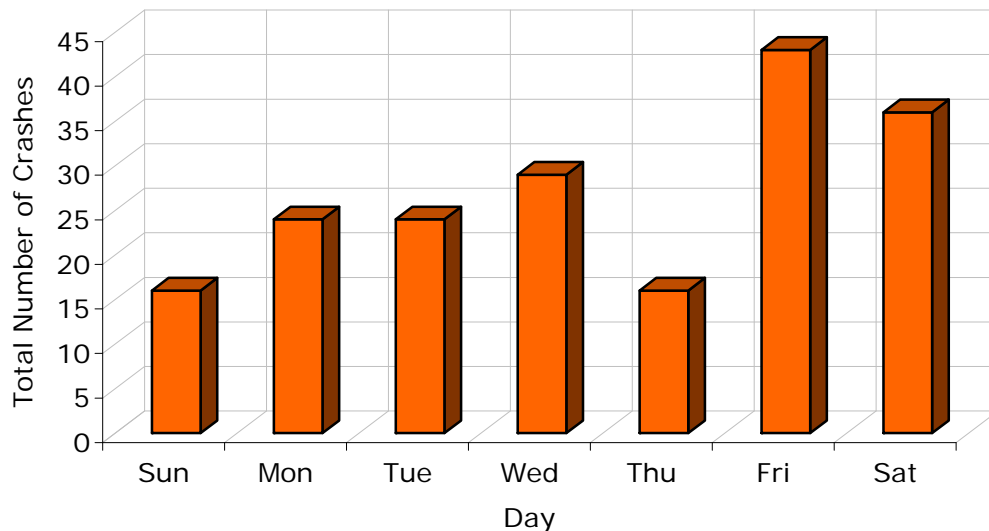
Nationally, the period 6:01 PM Friday until 6:00 AM Sunday has historically had the highest fatal crash frequency with 29.2% of all fatal crashes occurring during this period. As can be seen below, Mesa's fatalities occurred more frequently during the workweek prior to 2003, but now are starting to mirror the national trend with 36.2% of all fatal crashes occurring during the above timeframe.

TABLE 14: DAY - FIVE YEAR HISTORY

Day \ Year	2002	2003	2004	2005	2006	Total	% of Total Fatal Crashes
Sunday	4	3	1	5	3	16	8.5%
Monday	4	2	2	8	8	24	12.8%
Tuesday	6	5	4	4	5	24	12.8%
Wednesday	0	6	3	11	9	29	15.4%
Thursday	2	4	3	7	0	16	8.5%
Friday	4	4	6	15	14	43	22.9%
Saturday	2	6	6	14	8	36	19.1%
<i>Total</i>	<i>22</i>	<i>30</i>	<i>25</i>	<i>64</i>	<i>47</i>	<i>188</i>	<i>100.0%</i>

○ = Day with highest frequency of fatal crashes.

CHART 18: DAY - FIVE YEAR HISTORY



TIME - FIVE YEAR HISTORY

TIME OF DAY. The number of cars and trucks on Mesa's streets at any given time of the day has a direct correlation to the likelihood of being involved in a fatal traffic crash. Weekday evening "rush hours" continues to have the highest frequency of fatal crashes. During the past five years, 23.9% of all fatalities have occurred within the three hour block from 4:01 PM - 7:00 PM.

TABLE 15: TIME - FIVE YEAR HISTORY

Year Hour	2002	2003	2004	2005	2006	Total	% of Total Fatal Crashes
00:01-01:00	0	2	0	3	0	5	2.7%
01:01-02:00	2	0	0	2	0	4	2.1%
02:01-03:00	1	0	0	3	0	4	2.1%
03:01-04:00	1	0	1	2	1	5	2.7%
04:01-05:00	0	0	1	0	0	1	0.5%
05:01-06:00	0	0	2	1	2	5	2.7%
06:01-07:00	0	1	1	2	2	6	3.2%
07:01-08:00	2	2	0	2	3	9	4.8%
08:01-09:00	0	1	1	2	1	5	2.7%
09:01-10:00	2	0	0	1	2	5	2.7%
10:01-11:00	0	0	1	1	1	3	1.6%
11:01-12:00	1	2	0	0	0	3	1.6%
12:01-13:00	1	1	2	2	2	8	4.3%
13:01-14:00	1	2	2	4	1	10	5.3%
14:01-15:00	0	2	1	3	0	6	3.2%
15:01-16:00	1	2	1	3	3	10	5.3%
16:01-17:00	2	④	0	6	1	13	6.9%
17:01-18:00	④	1	1	3	4	13	6.9%
18:01-19:00	1	1	⑤	⑧	4	19	10.1%
19:01-20:00	0	3	3	2	4	12	6.4%
20:01-21:00	2	2	1	5	4	14	7.4%
21:01-22:00	0	2	1	4	2	9	4.8%
22:01-23:00	1	1	0	3	⑥	11	5.9%
23:01-24:00	0	1	1	2	4	8	4.3%
<i>Total</i>	<i>22</i>	<i>30</i>	<i>25</i>	<i>64</i>	<i>47</i>	<i>188</i>	<i>100.0%</i>

○ = Hour with highest frequency of fatal crashes.

CHART 19: TIME - FIVE YEAR HISTORY

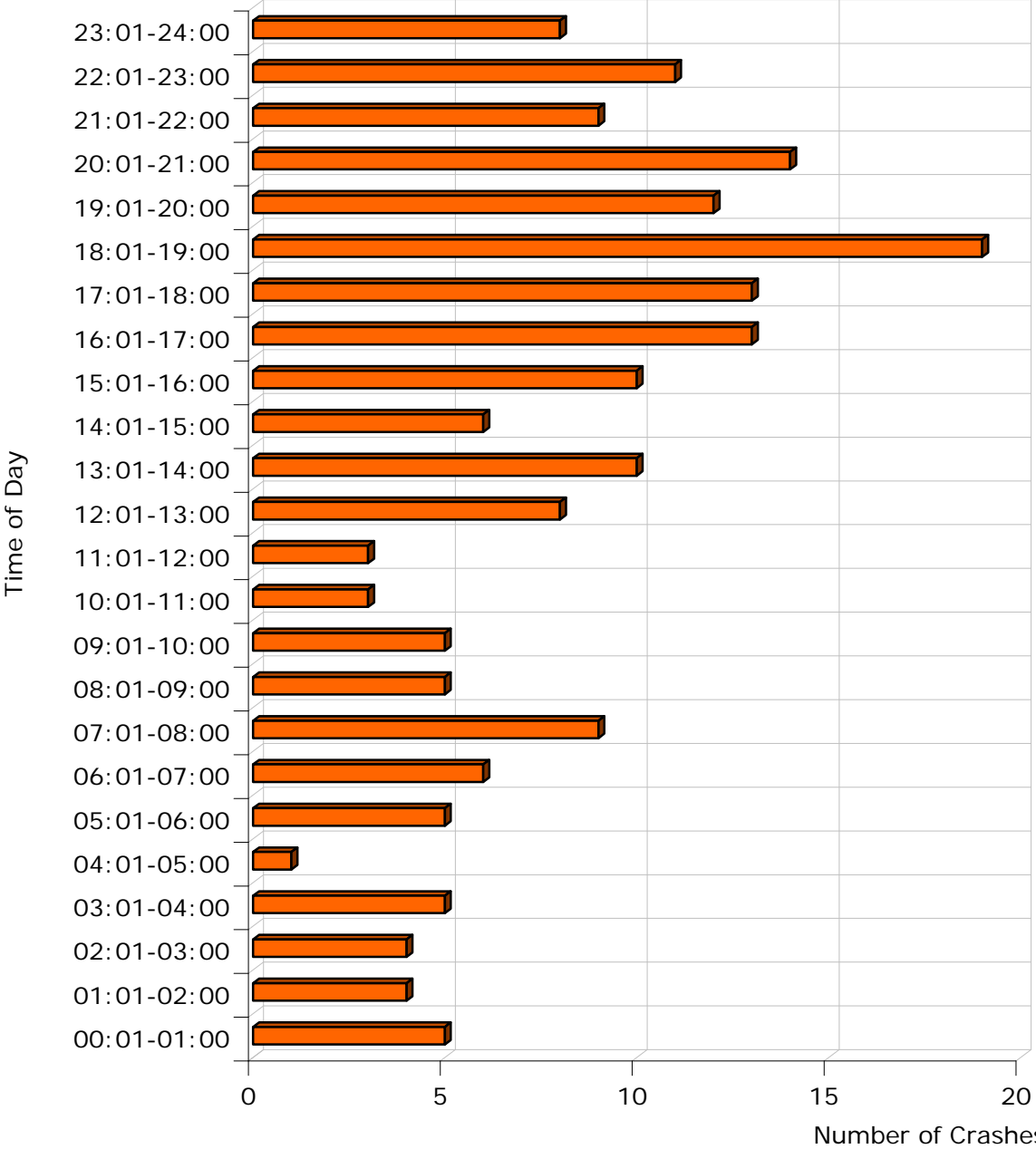


TABLE 16: TIME OF THE DAY vs. MANNER OF COLLISION

In 2006, 19.1% of all fatal crashes occurred between the hours of 4:01 PM and 7:00 PM. An additional, 34.0% occurred between 7:01 PM and 11:00 PM. Of these 25 crashes, 16.0% involved alcohol or drugs as a contributing factor.

Manner Hour	Angle	Left Turn	Single Vehicle	Head-On	Rear End	Side-swipe	Pedestrian	Pedalcyclist	Total	% of Total Fatal Crashes
00:01-01:00									0	0.0%
01:01-02:00									0	0.0%
02:01-03:00									0	0.0%
03:01-04:00							1		1	2.1%
04:01-05:00									0	0.0%
05:01-06:00		①						1	2	4.3%
06:01-07:00				①		1			2	4.3%
07:01-08:00		1	1					①	3	6.4%
08:01-09:00	1								1	2.1%
09:01-10:00		2							2	4.3%
10:01-11:00							1		1	2.1%
11:01-12:00									0	0.0%
12:01-13:00		1	1						2	4.3%
13:01-14:00	1								1	2.1%
14:01-15:00									0	0.0%
15:01-16:00		1	1					1	3	6.4%
16:01-17:00		1							1	2.1%
17:01-18:00		1			①		2		4	8.5%
18:01-19:00	1	1						2	4	8.5%
19:01-20:00		3					1		4	8.5%
20:01-21:00	1	①					2		4	8.5%
21:01-22:00	1		1						2	4.3%
22:01-23:00			③*	1	1		1		6	12.8%
23:01-24:00	①		②				①		4	8.5%
Total	6	13	9	2	2	1	9	5	47	100.0%

○ = Fatal crash possibly involving alcohol or drugs.

○* = Two of these crashes involved alcohol or drugs.

FATAL CRASH SUMMARY

Report Number	Date	Time	Day	Location	Sex/ Age	Seat Belt	Alcohol/ Drugs	Comments
20060040458	1/4/2006	12:48	Wed	SUPERSTITION BLVD and LINDNER	M/81	Yes	No	Single Vehicle. U1 lost control and collided with a tree.
20060060791	1/6/2006	20:00	Fri	MESA DR and SOUTHERN AVE	M/22	N/A	No	Left Turn. U1 failed to yield right-of-way and collided with U2 (MC) in #1 lane.
20060090732	1/9/2006	17:41	Mon	RECKER RD and MAIN ST	F/79	N/A	No	Pedestrian. U1 and U2 (Peds) crossing arterial mid-block collided with U3 traveling in #1 lane.
20060100771	1/10/2006	18:05	Tue	SIGNAL BUTTE RD and SOUTHERN AVE	M/85	N/A	No	Pedalcycle. U1 (Bike) crossing arterial in unmarked x-walk colliding with U2 in #3 lane.
20060110906	1/11/2006	20:59	Wed	STAPLEY DR and BROADWAY RD	M/47	N/A	No	Pedestrian. U1 and U2 (Peds) crossing arterial mid-block collided with U3 traveling in #1 lane.
20060130975	1/13/2006	22:55	Fri	SOSSAMAN RD and BASELINE RD	M/46	Yes	No	Single Vehicle. U1 lost control and collided with a light pole.
20060200625	1/20/2006	16:24	Fri	HIGLEY RD and SOUTHERN AVE	F/83	Yes	No	Left Turn. U1 failed to yield right-of-way, collided with U2 in the intersection and skidded across. U3 collided with U1.
20060240936	1/24/2006	20:53	Tue	MESA DR and SOUTHERN AVE	M/23 F/24	Yes	No	Angle. U1 LT from private drive collided with U2.
20060350628	2/4/2006	17:35	Sat	80TH ST and UNIVERSITY DR	M/48	N/A	No	Left Turn. U1 failed to yield right-of-way and collided with U2 (MC) in unk lane.
20060390598	2/8/2006	15:17	Wed	ALTA MESA DR and BROWN RD	M/19	N/A	No	Left Turn. U1 collided with LTing U2 at high rate of speed.
20060420533	2/11/2006	15:31	Sat	VAL VISTA DR and MAIN ST	M/20	No	Unk	Single Vehicle. U1 drove in opposing traffic lanes at a high rate of speed; collided with a tree and overturned; driver ejected.
20060790952	3/20/2006	22:20	Mon	SOSSAMAN RD and BASELINE RD	F/36	N/A	Yes	Rear End. U2 (scooter) traveling in #1 lane struck from behind by U1.
20061010704	4/11/2006	17:08	Tue	ALMA SCHOOL RD and BROADWAY RD	F/23 M/0	Yes	Yes	Rear End. U1 collided with U2 stopped for red, causing chain reaction involving total of 7 units. Victims U2 passengers.
20061020937	4/12/2006	20:36	Wed	MESA DR and MCKELLIPS RD	F/38	N/A	Unk	Pedestrian. U1 (Ped) crossing arterial mid-block collided with U2 traveling in #3 lane.
20061081020	4/18/2006	21:10	Tue	LINDSAY RD and SOUTHERN AVE	F/17	Yes	Unk	Angle. U1 LT from private drive collided with U2.
20061150632	4/25/2006	15:48	Tue	ALMA SCHOOL RD and MAIN ST	M/49	N/A	Unk	Pedalcycle. U1 (Bike) lost control and was struck by U2 in #1 lane.
20061180989	4/28/2006	22:29	Fri	COUNTRY CLUB DR and SOUTHERN AVE	M/57	N/A	Unk	Pedestrian. U1 (Ped) crossing arterial mid-block collided with U2 traveling in #3 lane. Hit & run.

FATAL CRASH SUMMARY (Continued)

Report Number	Date	Time	Day	Location	Sex/ Age	Seat Belt	Alcohol/ Drugs	Comments
20061211043	5/1/2006	23:08	Mon	STAPLEY DR and BASELINE RD	M/38	N/A	Yes	Pedestrian. U1 (Ped) crossing arterial mid-block collided with U2 in #1 lane. Hit & run.
20061251027	5/5/2006	23:47	Fri	ALTA MESA DR and BROWN RD	M/18	No	Yes	Single Vehicle. U1 lost control and rolled. Victim pasenger.
20061390782	5/19/2006	19:56	Fri	WILLIAMS and BROADWAY RD	M/78	N/A	Unk	Left Turn. U1 failed to yield right-of-way and collided with U2 (MC) in the intersection.
20061470189	5/27/2006	5:23	Sat	HORNE and 8TH AVE	M/32	N/A	Unk	Pedalcycle. U1 left of center and collided with U2 (Bike). Hit & run.
20061560769	6/5/2006	19:13	Mon	ALMA SCHOOL RD and MAIN ST	M/67	N/A	No	Pedestrian. U1 (Ped) crossing mid-block collided with U2 traveling in #3 lane.
20061770892	6/26/2006	21:27	Mon	GILBERT RD and HERMOSA VISTA CIR	M/27	Yes	Unk	Single Vehicle. U1 lost control and collided with steel light pole.
20061790433	6/28/2006	12:52	Wed	DOBSON RD and SOUTHERN AVE	M/27	N/A	No	Left Turn. U1 failed to yield right-of-way and collided with U2 (MC).
20061810091	6/30/2006	3:26	Fri	FRASER CIR and BROADWAY RD	M/21	N/A	Unk	Pedestrian. U2 (Ped) crossing arterial mid-block and collided with U1. Hit & run.
20061910361	7/10/2006	10:58	Mon	GREENFIELD RD and MAIN ST	F/78	N/A	Unk	Pedestrian. U1 (Ped) crossing arterial mid-block and collided with U2.
20061960938	7/15/2006	22:23	Sat	HIGLEY RD and MCKELLIPS RD	M/76	Yes	No	Head On. U1 moved left of center and collided with U2.
20061961037	7/15/2006	23:36	Sat	RECKER RD and BROWN RD	M/28	Yes	Yes	Angle. U1 ran red light colliding with U2.
20062020963	7/21/2006	22:10	Fri	ELLSWORTH RD and UNIVERSITY DR	F/15	No	Unk	Single Vehicle. U1 lost control at a high rate of speed and rolled over. Unrestrained driver ejected.
20062230149	8/11/2006	5:36	Fri	ELLSWORTH RD and BASELINE RD	M/51	N/A	Yes	Left Turn. U1 failed to yield right-of-way and collided with U2 (MC).
20062280878	8/16/2006	18:08	Wed	GREENFIELD RD and MCKELLIPS RD	M/16	Unk	No	Angle. U1 LT from private drive collided with U2. U2 rotated, over turned and collided with U3. Victim: U3 driver.
20062380232	8/26/2006	6:28	Sat	LINDSAY RD and BASELINE RD	M/16	No	Unk	Sideswipe. U1 in LT lane, changed mind, made RT and collided with U2. Victim: U1 passenger.
20062420569	8/30/2006	13:19	Wed	GREENFIELD RD and SOUTHERN AVE	F/80	Yes	Unk	Angle. U1 LT from private drive collided with U2.
20062460286	9/3/2006	8:28	Sun	LINDSAY RD and BROADWAY RD	M/59 F/57	Yes	Unk	Angle. U1 traveling in #1 lane ran the red light and collided with U2.
20062511105	9/8/2006	22:46	Fri	SOSSAMAN RD and BASELINE RD	M/22	No	Yes	Single Vehicle. U1 lost control at a high rate of speed and collided with a light pole. Unrestrained driver ejected.

FATAL CRASH SUMMARY (Continued)

Report Number	Date	Time	Day	Location	Sex/ Age	Seat Belt	Alcohol/ Drugs	Comments
20062810240	10/8/2006	7:32	Sun	POWER RD and BASELINE RD	M/23	No	Unk	Single Vehicle. U1 lost control and collided with a light pole. Unrestrained driver ejected.
20062860375	10/13/2006	9:45	Fri	POWER RD and BAYWOOD AVE	F/86	Yes	Unk	Left Turn. U1 failed to yield right-of-way and collided with U2. Victim: U2 passenger.
20062880724	10/15/2006	19:41	Sun	LINDSAY RD and UNIVERSITY DR	M/40	N/A	Unk	Left Turn. U1 failed to yield right-of-way and collided with U2 (MC).
20062930142	10/20/2006	7:02	Fri	LINDSAY RD and BASELINE RD	M/49	N/A	Yes	Pedalcycle. U1 swerved and rear ended U2 (Bike). U2 dragged by U1.
20062930950	10/20/2006	20:58	Fri	BROADWAY RD and GILBERT RD	M/38	N/A	Yes	Left Turn. U1 failed to yield right-of-way and collided with U2 (MC).
20063030824	10/30/2006	17:08	Mon	MAIN ST and STAPLEY DR	M/1	N/A	No	Pedestrian. U1 backing from a covered parking stall. U2 (Ped) chasing ball entered U1 path and was ran over.
20063260211	11/22/2006	9:05	Wed	UNIVERSITY DR and 39TH WAY	M/88	No	Unk	Left Turn. U1 failed to yield right of way and collided with U2.
20063280980	11/24/2006	23:15	Fri	FLOWER AVE and 54TH ST	M/22	No	Yes	Single Vehicle. U1 traveling at a high rate of speed, lost control and collided with a residential block wall.
20063380146	12/4/2006	7:17	Mon	GREENFIELD RD and SOUTHERN AVE	M/18	N/A	No	Left Turn. U1 failed to yield right of way and collided with U2 (MC).
20063470881	12/13/2006	18:16	Wed	BROADWAY RD and EXTENSION	M/30	N/A	Unk	Pedalcycle. U2 (Bike) attempted to ride around U1 departing private drive.
20063500850	12/16/2006	18:47	Sat	WILLIAMS and MCKELLIPS RD	F/83	No	No	Left Turn. U1 failed to yield right-of-way, collided with U2 in the intersection and skidded across colliding with U3. Victim: U1 passenger.
20063570166	12/23/2006	6:03	Sat	STAPLEY DR and ADOBE RD	F/49	Unk	Yes	Head On. U1 drove in opposing traffic lane and collided with U2. Victim: U2 passenger.