

PEDESTRIAN CRASH ANALYSIS

2006



*TRANSPORTATION DEPARTMENT
TRAFFIC STUDIES GROUP*

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INTRODUCTION

The **2006 PEDESTRIAN CRASH ANALYSIS** is a statistical review of the 102 pedestrian crashes and 107 related injuries that occurred on the City of Mesa streets in 2006. It focuses on crashes involving pedestrians 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 / San Tan Freeway (Loop 202) which are under the jurisdiction of the Arizona Department of Public Safety, were not included in the analysis.

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 December 2000.

The purpose of analyzing pedestrian traffic crashes is to better understand the underlying causes of conflicts between pedestrians and motor vehicles. Analysis of the crashes reveals facts about the types of streets where accidents happened, behavior of pedestrians and motorists that caused the accidents, the times of day and year accidents occur, and age and gender of pedestrians involved in pedestrian/motor vehicle crashes. Once an understanding of the root causes of pedestrian 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 for pedestrians. Analysis of pedestrian crashes also helps in developing appropriate messages for educating the public on safer walking habits and how pedestrians and motorists can best share the streets in the City of Mesa.

Pedestrian crashes that were not traffic related, that is, crashes that occurred at a location other than a public roadway or adjacent sidewalk and for which PAR was not submitted, are not included in this report. Based on national studies, the majority of non-fatal pedestrian crashes are not traffic related and anyone seeking to fully understand pedestrian crash causes and patterns should not rely solely on this report.

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

- An analysis of the pedestrian crashes in 2006 did not identify any significant changes in the trends from 2005 in the City of Mesa; although, the number of pedestrian fatalities decreased in 2006.
- With a decrease in the total number of fatalities in 2006, the five-year trend now reflects a decrease in the normalized crash frequency which is a reversal from the five year trend presented in 2005 review.
- When the pedestrian data is normalized, the 10—14 year old group had the highest over-representation in crashes for all age groups.
- The average age of pedestrians involved in crashes was 30.4 vs 31.3 and the median age was 25.0 vs 24.5. This is a slight decrease and a slight increase respectively from 2005.
- Motorists' failure to observe pedestrians in crosswalks while executing right or left turns or to observe pedestrians on sidewalks while exiting private driveways comprised 42.2% of all pedestrian/motor vehicle crashes.
- Pedestrians' failure to observe the motor vehicle comprised 44.1% of all pedestrian related crashes which was a decrease from 2005.
- Pedestrians attempting to cross midblock accounted for 29.4% of all pedestrian crashes.
- Pedestrian conveyances (skateboards, scooters, etc.) accounted for 9.2% of all pedestrian crashes.
- Pedestrian crashes occurring within a 2-1/2 mile radius of downtown Mesa accounted for 59.8% of all pedestrian crashes which was an increase from 2005.
- Alcohol or drugs were contributing factors in 7.8% of all pedestrian crashes which was a decrease from 2005. Of these, 62.5% of the pedestrians were under the influence.

DEFINITIONS

Incapacitating Injury. Is an injury, other than fatal, which prevents the injured person from walking, driving or normally continuing activities which he or she was capable of performing prior to the motor vehicle traffic crash. Includes severe lacerations, broken or distorted limbs, unconsciousness, inability to leave accident scene without assistance.

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.

No Injury. A situation where there is no reason to believe that the person received any bodily harm from the motor vehicle traffic crash in which they were involved.

Non-Incapacitating Injury. Any injury other than fatal and incapacitating which is evident to any observer at the scene of the crash. Includes bumps, abrasions, bruises and minor lacerations. The person receiving these injuries is still able to leave the scene under their own power.

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.

Pedestrian Conveyance. Human powered device, other than pedaling, by which a pedestrian may move himself or other pedestrians. Includes, but not limited to: baby carriage, child's wagon, roller skates, sleds, push carts, non-motorized wheel chairs, scooters, skateboards, etc.

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.

Road. The part of trafficway which includes the roadway and the shoulder alongside the roadway.

Traffic Unit. A traffic unit is a vehicle, pedestrian, pedalcyclist, or rider on an animal involved in a motor vehicle traffic crash. 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 to the vehicle, pedestrian, pedalcyclist, or animal rider causing the collision, however, this procedure is not mandatory.

Trafficway. Any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

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

PEDESTRIAN CRASH RATE

In 2006, the total number of pedestrian crashes decreased to their lowest level in the past five years. Although the percentage of pedestrian crashes to total motor vehicle crashes remained the same, the number of fatal pedestrian crashes decreased from 2005. When the number of crashes is normalized by looking at how many pedestrian crashes occur per every 1,000 people in Mesa's population in a given year (Chart 2, Page 9), the crash rate as well as the fatality rate decreased. Normalization puts into perspective an increase or decrease in the number of pedestrian crashes when there is a concurrent rise in the number of drivers, pedestrians and automobiles due to population growth (and a consequent increase in opportunities for pedestrian/motor vehicle conflicts). When a linear trendline is added to the normalized 5-year crash chart (Chart 3, Page 9), a decreasing trend is seen in the last two years. This is a change from 2004 when it was increasing. A linear trendline usually shows an occurrence that is increasing or decreasing at a steady rate.

TABLE 1: PEDESTRIAN CRASH RATE - FIVE YEAR TREND

YEAR	PEDESTRIAN CRASHES	FATAL PEDESTRIAN CRASHES	TOTAL CRASHES	PEDESTRIAN CRASHES AS % OF TOTAL	PEDESTRIAN CRASHES PER 1,000 POPULATION	PEDESTRIAN FATALITIES PER 100,000 POPULATION	ESTIMATED POPULATION
2002	122	3	9,155	1.3%	0.28	0.68	438,181
2003	116	1	8,520	1.4%	0.26	0.23	440,404
2004	126	6	9,184	1.4%	0.28	1.34	449,017
2005	109	17	9,205	1.2%	0.24	3.75	452,856
2006	102	9	8,522	1.2%	0.22	1.97	455,984

CHART 1: TOTAL NUMBER OF PEDESTRIAN CRASHES

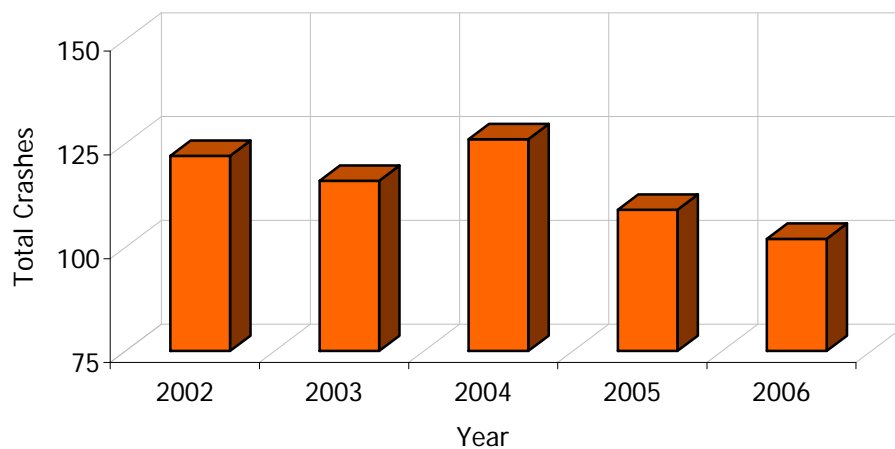


CHART 2: PEDESTRIAN CRASHES NORMALIZED

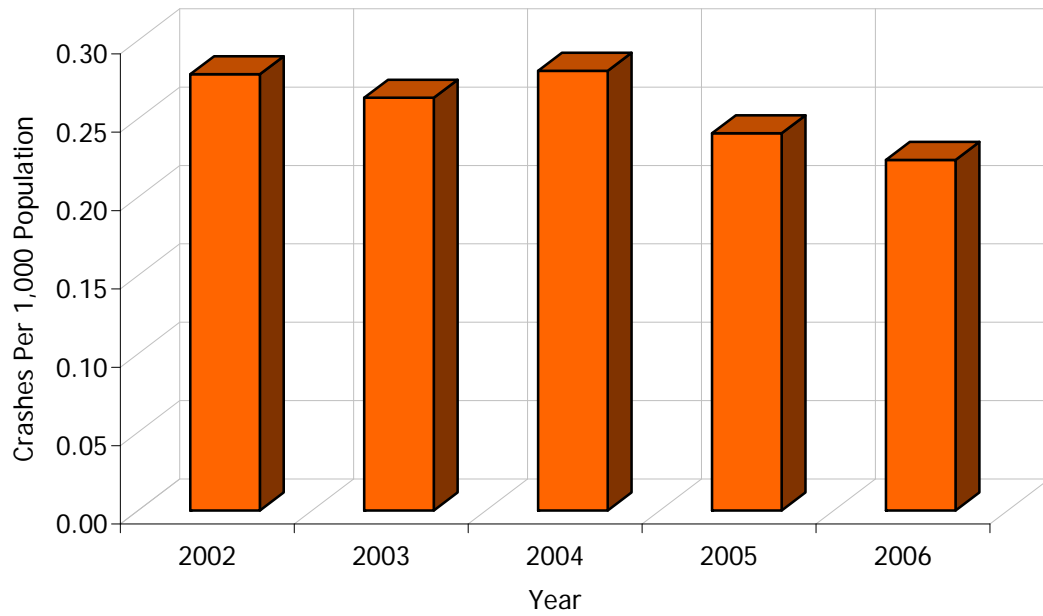
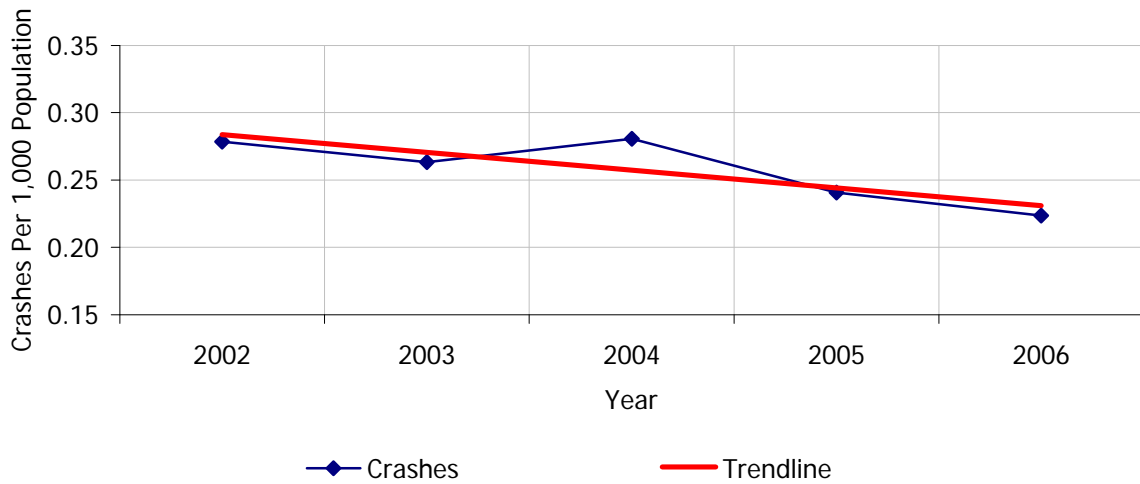


CHART 3: PEDESTRIAN CRASHES NORMALIZED: 5-YEAR TREND



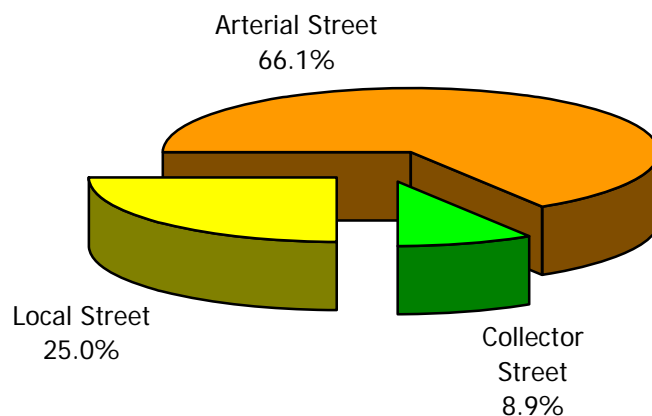
STREET CLASSIFICATION

Of the 56 mid-block crashes, 75.0% occurred on arterial or collector 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 typically funnel traffic from local streets. Examples of collector streets are Longmore, Alta Mesa and 8th Street. The remainder of pedestrian crashes occurred on local streets. Local streets are low volume streets in residential and commercial areas. Because of higher speeds associated with arterial and collector roadways, the potential for more severe injuries exists.

TABLE 2: MIDBLOCK PEDESTRIAN CRASHES BY TYPE OF ROADWAY

TYPE OF ROADWAY	NUMBER OF CRASHES	PERCENT OF MIDBLOCK
Arterial Street	37	66.1%
Collector Street	5	8.9%
Local Street	14	25.0%
TOTAL	56	100.0%

CHART 4: MIDBLOCK PEDESTRIAN CRASHES BY TYPE OF ROADWAY



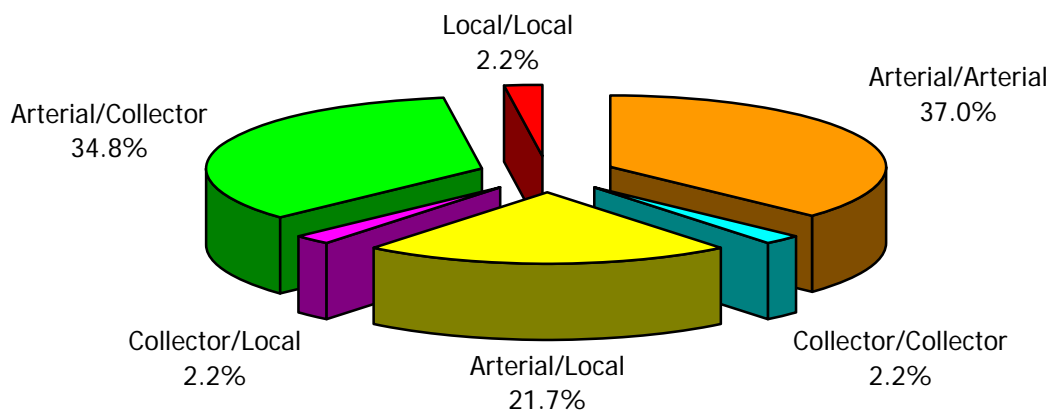
INTERSECTION CLASSIFICATION

Of the 46 intersection related crashes, 97.8% occurred at intersections having one approach classified as either an arterial or collector street.

TABLE 3: TYPE OF INTERSECTION

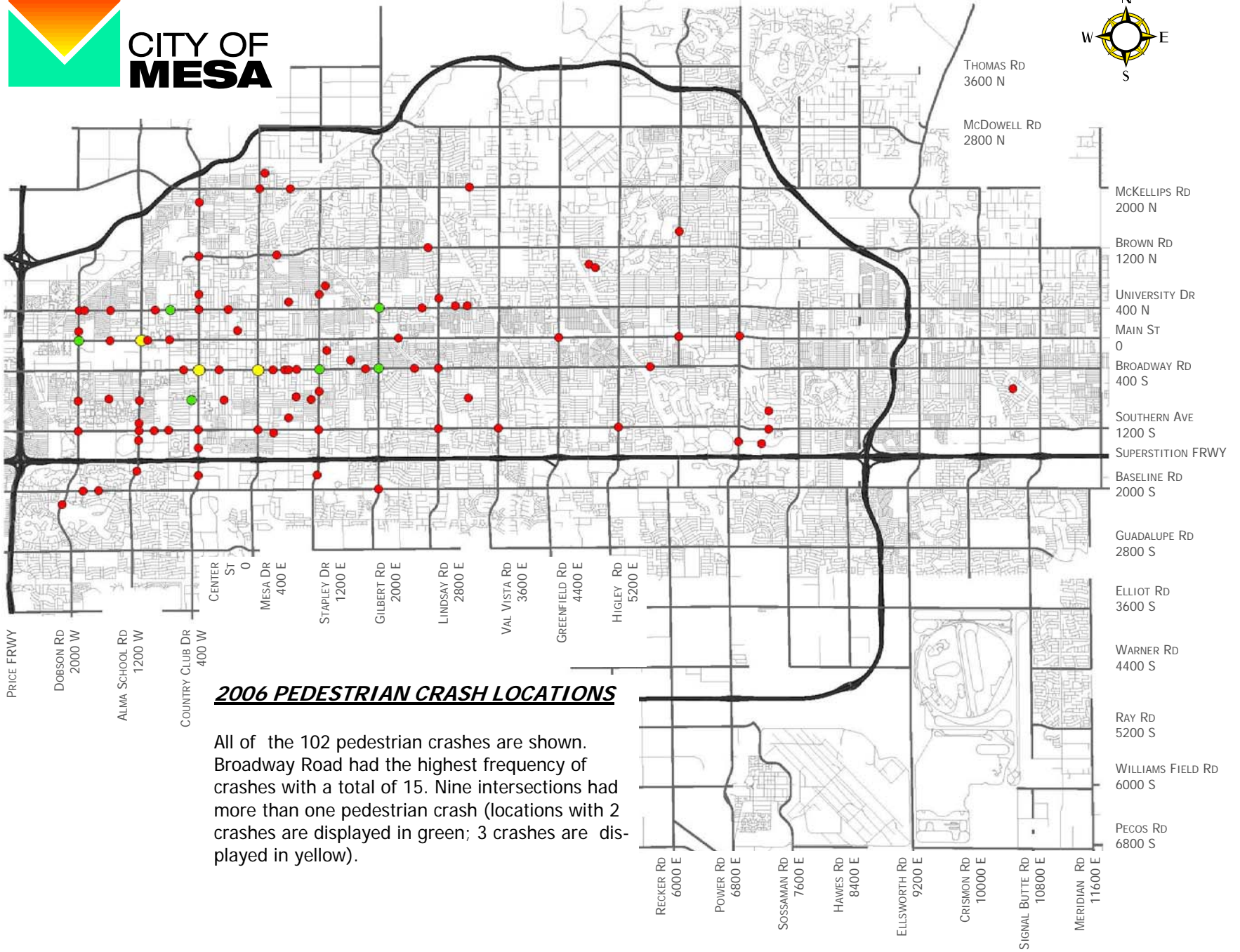
TYPE OF INTERSECTION	NUMBER OF CRASHES	% OF INTERSECTION CRASHES
Arterial/Arterial	17	37.0%
Arterial/Collector	16	34.8%
Arterial/Local	10	21.7%
Collector/Collector	1	2.2%
Collector/Local	1	2.2%
Local/Local	1	2.2%
TOTAL	46	100.0%

CHART 5: TYPE OF INTERSECTION





CITY OF MESA



GEOGRAPHIC LOCATION

Of all pedestrian crashes, 59.8% occurred within a 2-1/2 mile radius of downtown Mesa. Additionally, 75.5% of all crashes occurred west of or on Gilbert Road. Both percentages increased from prior years even though the population center of Mesa continues to move eastward.

Of all surface streets, Broadway Road had the highest frequency of pedestrian crashes with fifteen crashes; Country Club Drive, Main Street and Southern Avenue had seven and Alma School Road and University Drive had six each. See map on previous page.

GENDER AND AGE OF PEDESTRIANS

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

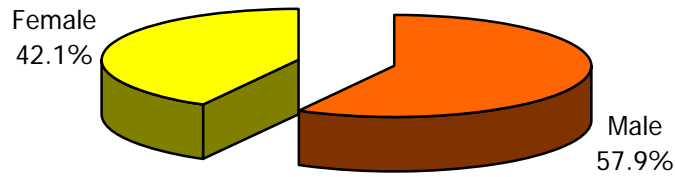
GENDER. Males have greater rate of involvement in pedestrian crashes than do females. Males comprise 49.5% of Mesa's population, but accounted for 57.9% of all pedestrians involved in crashes in 2006.

TABLE 4: GENDER OF PEDESTRIANS INVOLVED IN PEDESTRIAN CRASHES

GENDER	PERSONS INVOLVED	PERCENT OF TOTAL	PERCENT OF ESTIMATED POPULATION
Male	62	57.9%	49.5%
Female	45	42.1%	50.5%
TOTAL	107*	100.0%	100.0%

* The total number of individuals involved in crashes was greater than the total number of crashes.

CHART 6: GENDER OF PEDESTRIANS INVOLVED IN PEDESTRIAN CRASHES

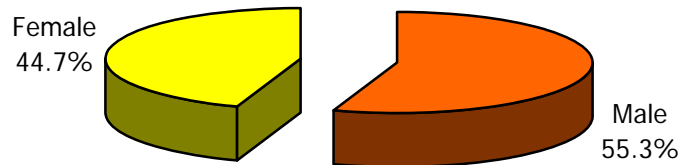


GENDER of UNIT 1. In the Police Accident Reports (PAR), the unit causing the crash or the unit most at fault is most often identified as Unit 1 as outlined in the *Arizona Traffic Accident Report Instruction Manual & Glossary*. When Unit 1 is identified as the pedestrian, 55.3% of the pedestrians are male vs. 44.7% being female.

TABLE 5: GENDER OF UNIT 1 PEDESTRIANS

UNIT 1 GENDER	PERSONS INVOLVED	PERCENT OF TOTAL
Male	26	55.3%
Female	21	44.7%
TOTAL	47	100.0%

CHART 7: GENDER OF UNIT 1 PEDESTRIANS



AGE. When the total number of pedestrians involved in pedestrian crashes is normalized by looking at how many pedestrians are involved per every 1,000 people in each age group, it is readily apparent that the 10 - 14 year old group was over represented. This group was followed by the 15 - 19 year olds and 5-9 year olds. In 2005, the most over represented group was the 15 - 19 year olds.

TABLE 6: AGE OF PEDESTRIANS INVOLVED IN CRASHES

AGE	POPULATION*	% OF TOTAL POPULATION	NUMBER OF PEDESTRIANS	% OF TOTAL PEDESTRIANS	PEDESTRIANS INVOLVED PER 1,000 POPULATION
Under 5	37,391	8.2%	6	5.6%	0.16
5 - 9	34,655	7.6%	11	10.3%	0.32
10 - 14	33,287	7.3%	14	13.1%	0.42
15 - 19	33,287	7.3%	13	12.1%	0.39
20 - 24	37,391	8.2%	6	5.6%	0.16
25 - 34	70,678	15.5%	14	13.1%	0.20
35 - 44	64,750	14.2%	11	10.3%	0.17
45 - 54	50,614	11.1%	10	9.3%	0.20
55 - 59	18,239	4.0%	4	3.7%	0.22
60 - 64	15,047	3.3%	2	1.9%	0.13
65 - 74	30,551	6.7%	6	5.6%	0.20
75 - 84	23,255	5.1%	5	4.7%	0.22
Over 84	6,840	1.5%	0	0.0%	0.00
TOTAL	455,984	100.0%	102	95.3%	
Not reported			5	4.7%	
TOTAL	455,984		107	100.0%	

* Estimated population information provided by the City of Mesa Planning Division.

CHART 8: AGE OF PEDESTRIANS INVOLVED IN CRASHES

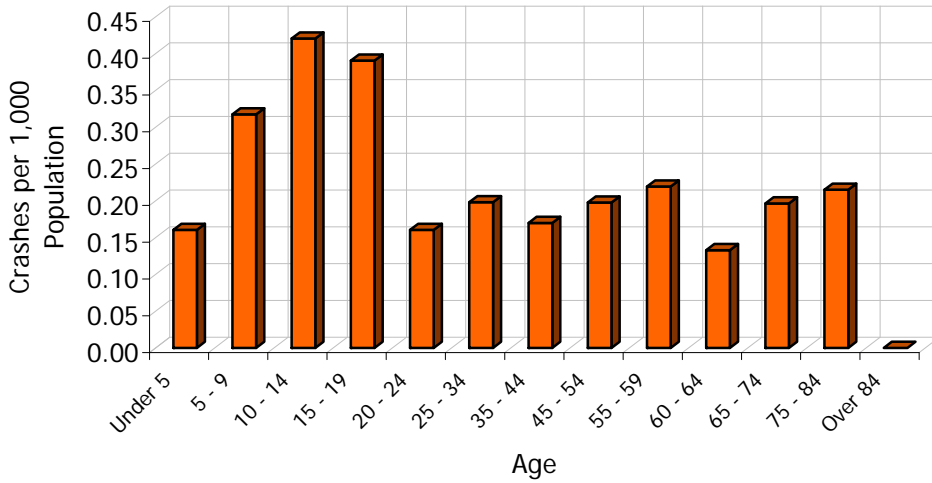
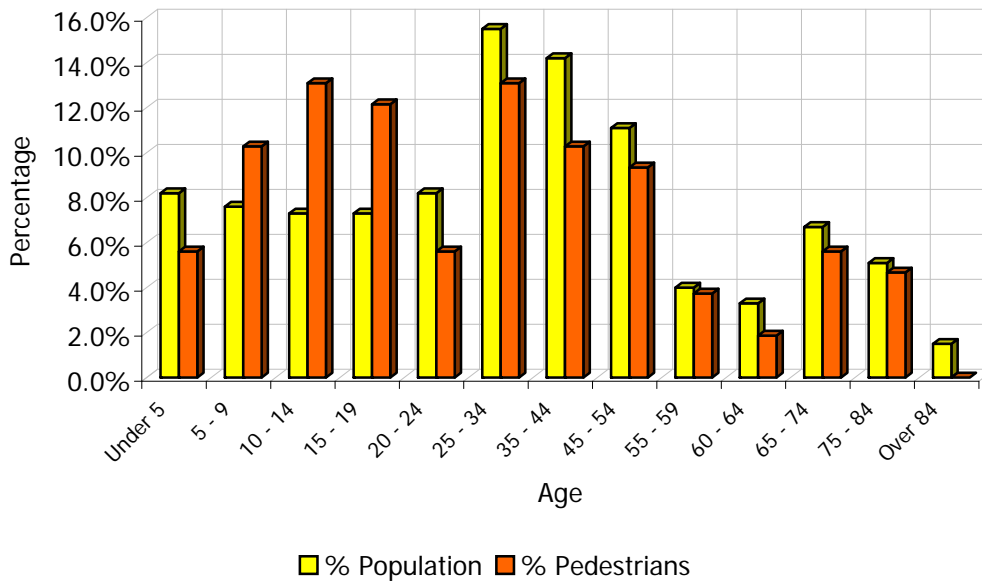


CHART 9: PERCENTAGE OF POPULATION vs PERCENTAGE OF CRASHES



AGE STATISTICS: In 2006 two groups, 10 - 14 year old and 15 - 19 year old, had the highest representation; the average (mean) age of all pedestrians involved in crashes was 30.4, and the median age was 25.0. The average (mean) age of drivers involved in pedestrian crashes was 38.1, and the median age was 35.0. These ages increased from 2005, but have been relatively constant over the past five years.

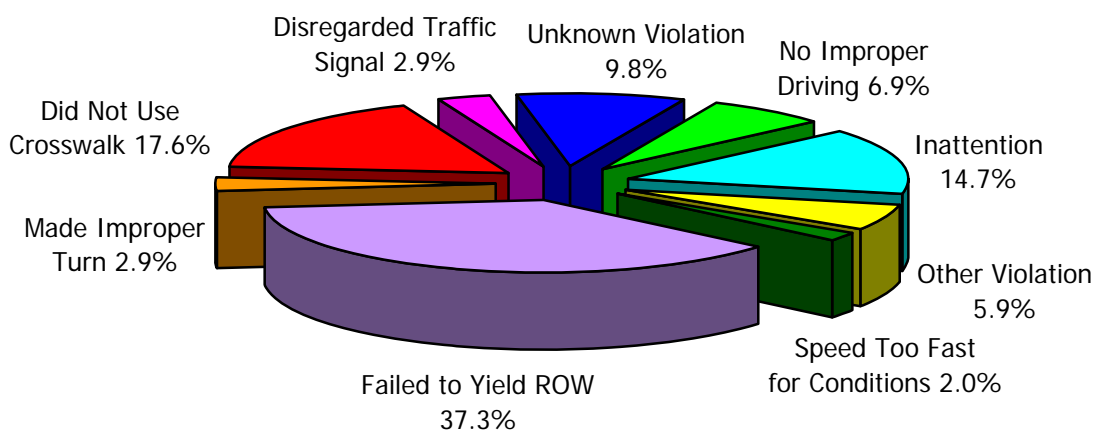
CAUSE OF PEDESTRIAN TRAFFIC CRASHES

As stated earlier, in the Police Accident Reports (PAR), the unit causing the crash or the unit most at fault is most often 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 cause of crash from the PARs. Again in 2006, Failed to Yield Right-of-Way was the most frequently listed cause of pedestrian crashes.

TABLE 7: CAUSE OF CRASH - VIOLATION/BEHAVIOR OF UNIT 1

CAUSE OF CRASH	NUMBER OF CRASHES	PERCENT OF CRASHES
Failed to Yield ROW	38	37.3%
Inattention	15	14.7%
Did Not Use Crosswalk	18	17.6%
Disregarded Traffic Signal	3	2.9%
Other Violation	6	5.9%
Unknown Violation	10	9.8%
Speed Too Fast for Conditions	2	2.0%
No Improper Driving	7	6.9%
Made Improper Turn	3	2.9%
TOTAL	102	100.0%

CHART 10: CAUSE OF CRASH - VIOLATION/BEHAVIOR OF UNIT 1



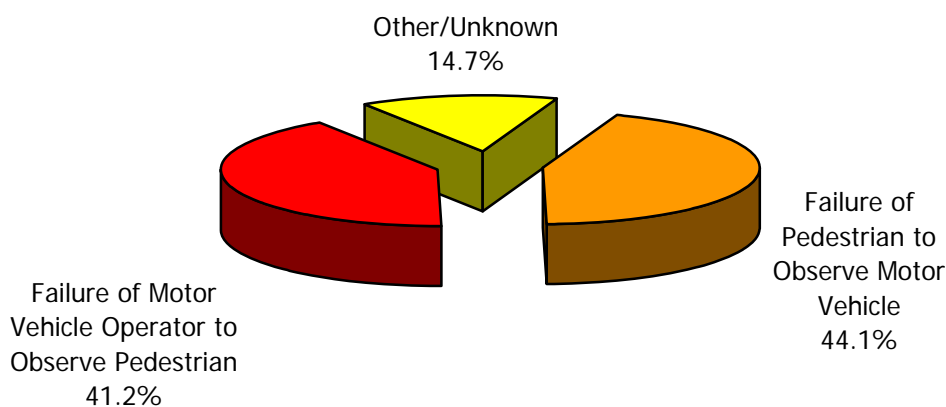
A review of each crash narrative and diagram was performed to obtain a better insight into whether the vehicle driver's or the pedestrian's action was the primary contributing factor. Grouping crashes that involved motorists failing to stop before crossing a sidewalk from a private drive, starting to turn right or turning right on a red signal, turning left or failure to yield (to a pedestrian) into one category called "Failure of motor vehicle operator to observe pedestrian" accounted for 41.2% of all pedestrian crashes.

Grouping pedestrian crashes that had narratives reading - pedestrian darted into the street, pedestrian attempted to cross midblock, pedestrian stepped off curb, pedestrian failed to stop, etc. into a category entitled "Failure of pedestrian to observe motor vehicle," accounted for 44.1% of all pedestrian crashes. The remaining crashes involved pedestrians playing on or around vehicles, not associated with a roadway or driveway, both parties being at fault, or could not be determined.

TABLE 8: CAUSE OF CRASH - NARRATIVE

CAUSE OF CRASH	NUMBER OF CRASHES	PERCENTAGE OF CRASHES
Failure of Pedestrian to Observe Motor Vehicle	45	44.1%
Failure of Motor Vehicle Operator to Observe Pedestrian	42	41.2%
Other/Unknown	15	14.7%
TOTAL	102	100.0%

CHART 11: CAUSE OF CRASH - NARRATIVE



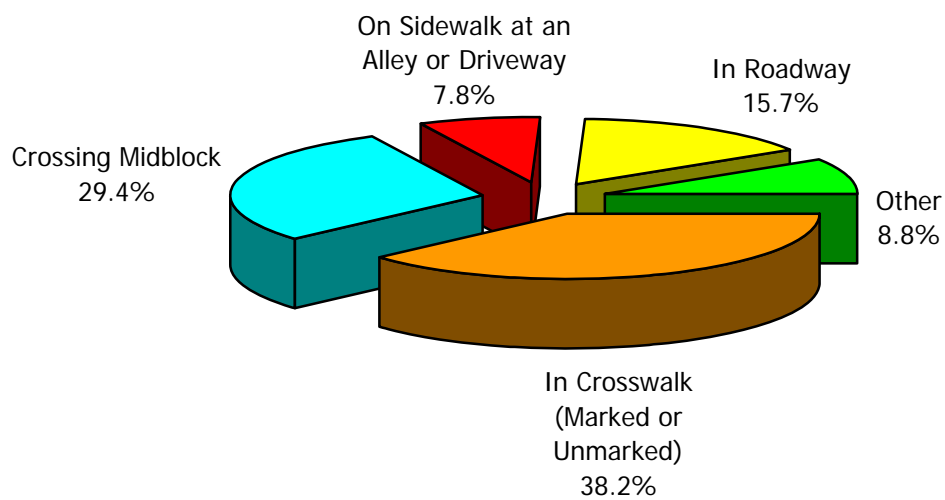
LOCATION OF PEDESTRIAN

Pedestrians attempting to cross streets in either marked or unmarked crosswalks accounted for 38.2% of all pedestrian crashes. Pedestrians attempting to cross streets midblock accounted for 29.4% of all crashes. An additional 7.8% were struck while standing or walking on a sidewalk with or against traffic.

TABLE 9: LOCATION OF PEDESTRIAN

LOCATION	NUMBER	% OF ALL PEDESTRIAN CRASHES
In Crosswalk (Marked or Unmarked)	39	38.2%
Crossing Midblock	30	29.4%
On Sidewalk at an Alley or Driveway	8	7.8%
In Roadway	16	15.7%
Other	9	8.8%
TOTAL	102	100.0%

CHART 12: LOCATION OF PEDESTRIAN



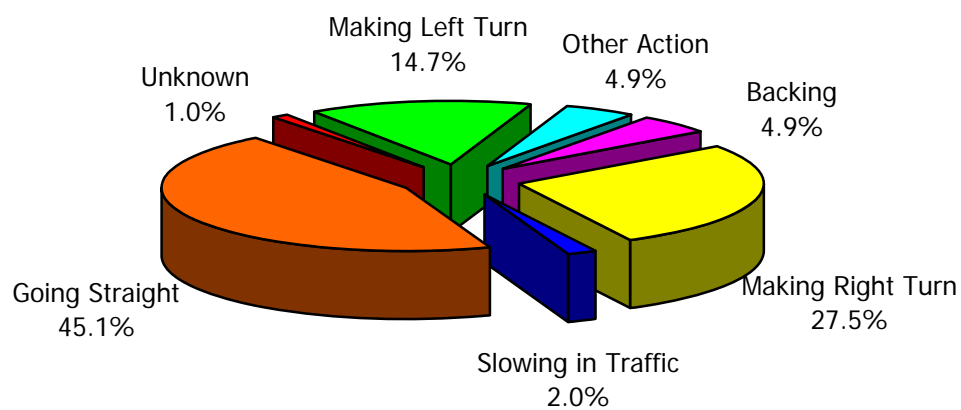
ACTION OF MOTOR VEHICLE

In 45.1% of all pedestrian crashes, the motor vehicle was traveling straight ahead. Another 42.2% involved vehicles making either a right or left turn from either a private drive or at an intersection.

TABLE 10: ACTION OF MOTOR VEHICLE

MOTOR VEHICLE ACTION	NUMBER OF CRASHES	% OF ALL PEDESTRIAN CRASHES
Going Straight	46	45.1%
Making Right Turn	28	27.5%
Making Left Turn	15	14.7%
Slowing in Traffic	2	2.0%
Other Action	5	4.9%
Backing	5	4.9%
Unknown	1	1.0%
TOTAL	109	100.0%

CHART 13: ACTION OF MOTOR VEHICLE



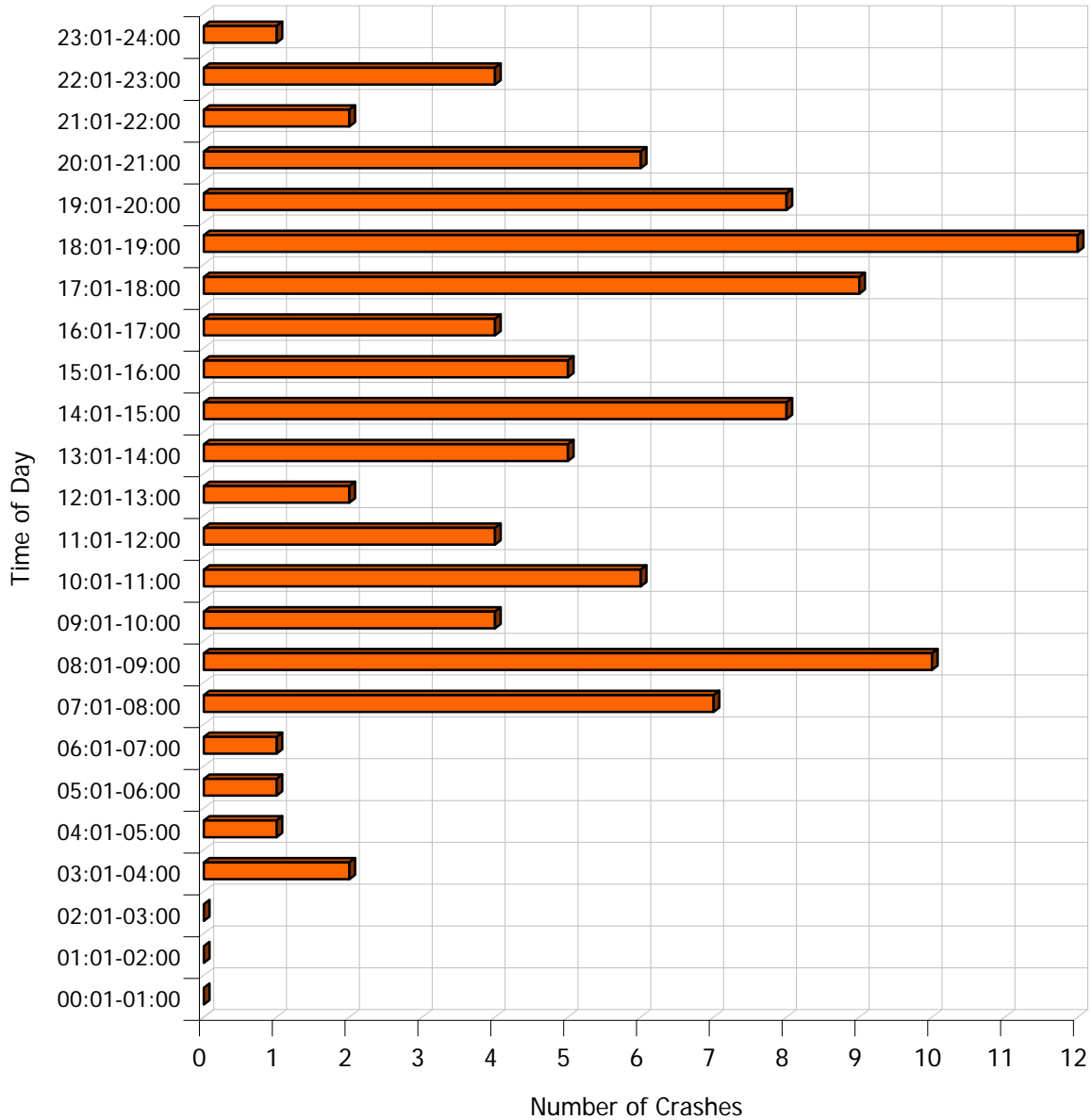
TIME OF CRASHES

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 pedestrian traffic crash. As in past years, the weekday evening “rush” hours experienced the highest frequency of pedestrian crashes. Seven hours, 2:01 PM - 9:00 PM, experienced 50.9% of all pedestrian crashes. The rise in pedestrian crashes during these hours mirrors increased traffic volumes as people commute to and from work and students travel to and from school.

TABLE 11: PEDESTRIAN CRASHES BY TIME AND DAY

Time \ Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	TOTAL	% of Crashes by Time
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	2.0%
04:01-05:00					1			1	1.0%
05:01-06:00			1					1	1.0%
06:01-07:00						1		1	1.0%
07:01-08:00	1	1	1	1	1	2		7	6.9%
08:01-09:00		1	3	3	2	1		10	9.8%
09:01-10:00	1	2		1				4	3.9%
10:01-11:00		2		2			2	6	5.9%
11:01-12:00	1	1	1	1				4	3.9%
12:01-13:00	2							2	2.0%
13:01-14:00		1	1	1			2	5	4.9%
14:01-15:00		2		2	2	1	1	8	7.8%
15:01-16:00			1	2	1	1		5	4.9%
16:01-17:00			2		1		1	4	3.9%
17:01-18:00	1	3			2	1	2	9	8.8%
18:01-19:00	2	5		1	1	1	2	12	11.8%
19:01-20:00		2	1	2	2	1		8	7.8%
20:01-21:00		1	1	3	1			6	5.9%
21:01-22:00					1	1		2	2.0%
22:01-23:00		1	1			2		4	3.9%
23:01-24:00		1						1	1.0%
TOTAL	8	24	13	19	15	13	10	102	100.0%
% of Crashes by Day	7.8%	23.5%	12.7%	18.6%	14.7%	12.7%	9.8%	100.0%	

CHART 14: TIME OF THE DAY



DAY OF THE WEEK and MONTH OF THE YEAR: In 2006, Monday had the highest number of pedestrian crashes. In 2005, Wednesday had the highest number of pedestrian crashes. See Chart 15 on the next page.

December was month with the highest number of pedestrian crashes in 2006. See Table 12 on the next page and Chart 16 on page 24.

CHART 15: DAY OF THE WEEK

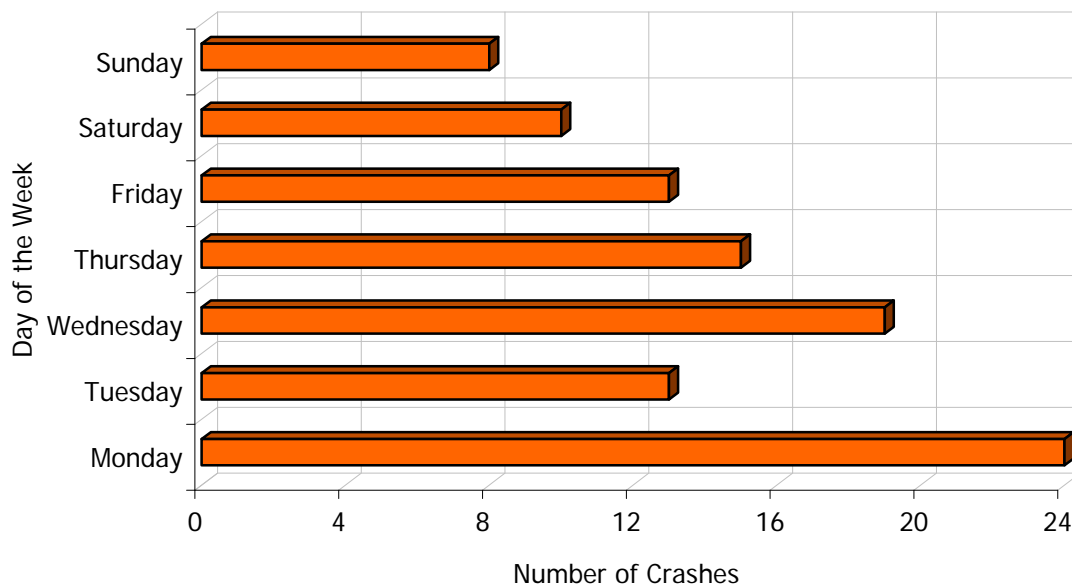
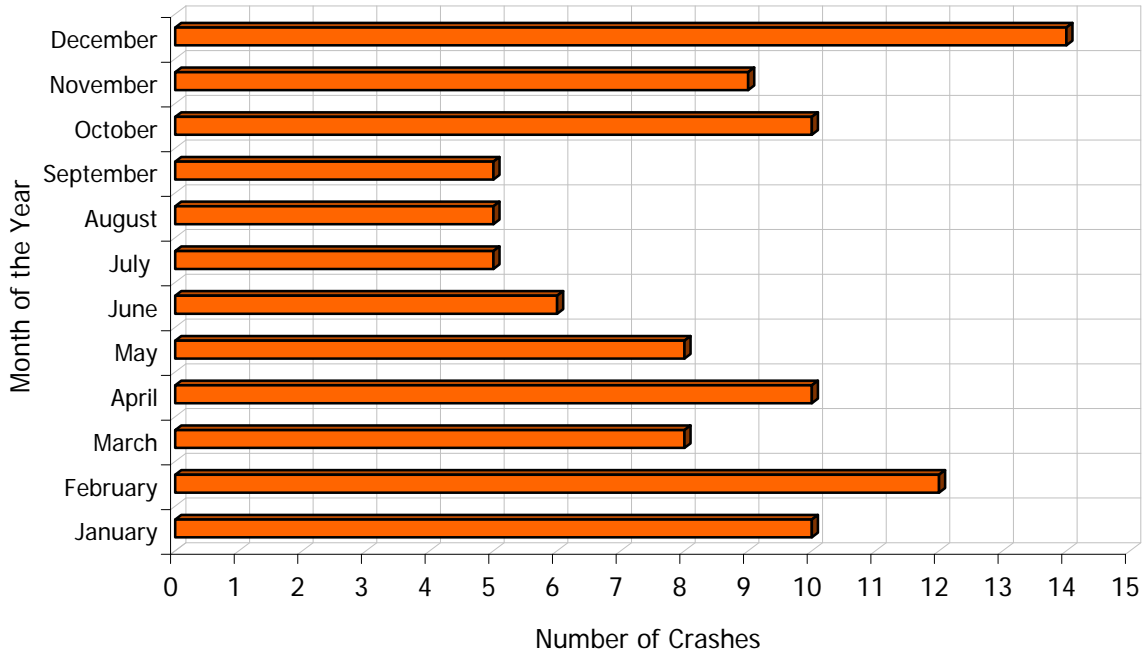


TABLE 12: MONTH OF THE YEAR

MONTH	NUMBER OF CRASHES	PERCENT OF CRASHES
January	10	9.8%
February	12	11.8%
March	8	7.8%
April	10	9.8%
May	8	7.8%
June	6	5.9%
July	5	4.9%
August	5	4.9%
September	5	4.9%
October	10	9.8%
November	9	8.8%
December	14	13.7%
TOTAL	102	100.0%

CHART 16: MONTH OF THE YEAR



FATALITIES AND INJURIES TO PEDESTRIANS

When normalized to the population, the number of fatalities per 100,000 population decreased from 3.75 to 1.97 in 2006. See Table 1 on page 8 and Chart 18 on page 25.

CHART 17: NUMBER OF FATALITIES - FIVE YEAR HISTORY

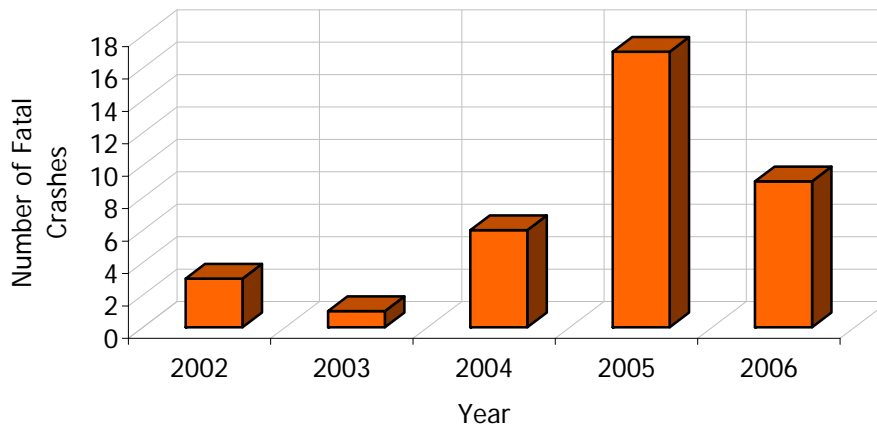
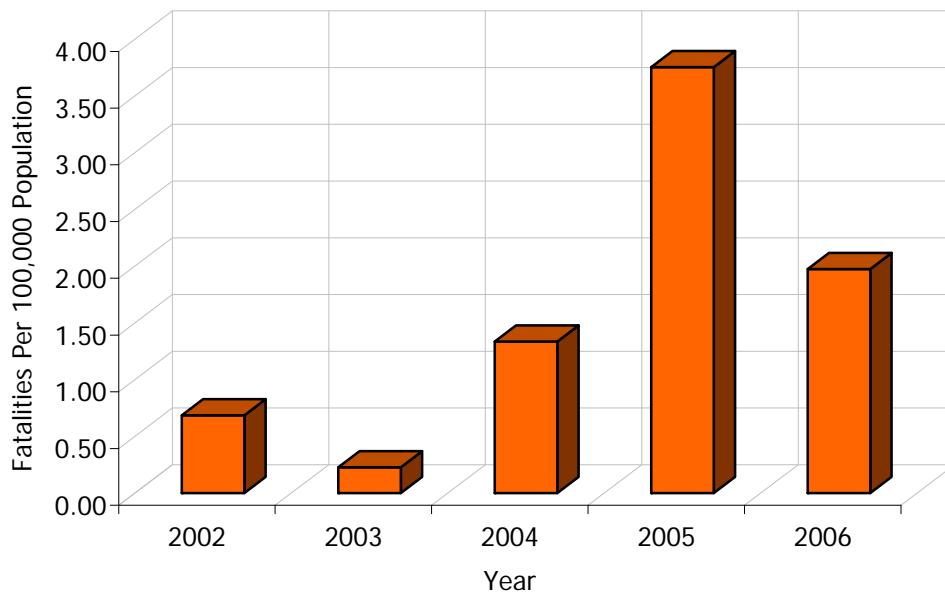


CHART 18: PEDESTRIAN FATALITIES - NORMALIZED TO POPULATION

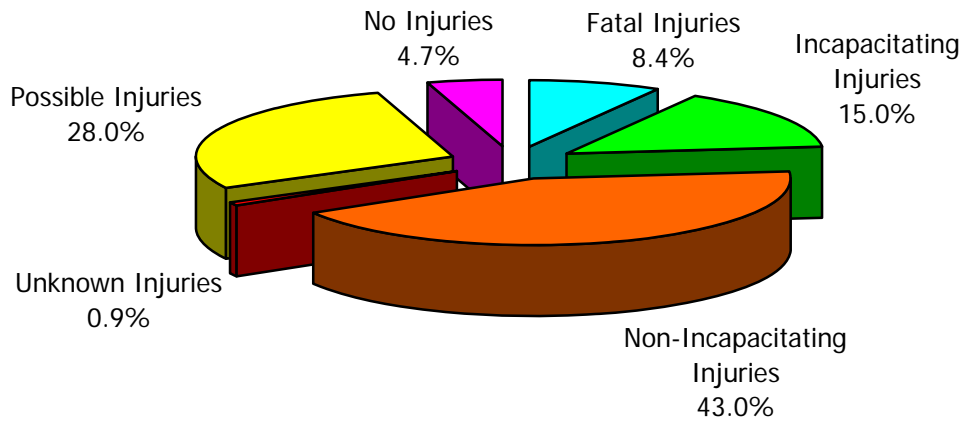


INJURIES: Fatalities and incapacitating injuries comprised 23.4% of all pedestrian injuries. This was a slight decrease from 2005. However, the percentage of fatal injuries decreased from 14.7% in 2005 to 8.4% in 2006.

TABLE 13: SEVERITY OF PEDESTRIAN INJURIES

SEVERITY OF INJURIES	NUMBER OF PEDESTRIANS INVOLVED	PERCENT OF PEDESTRIANS INVOLVED
Fatal Injuries	9	8.4%
Incapacitating Injuries	16	15.0%
Non-Incapacitating Injuries	46	43.0%
Possible Injuries	30	28.0%
No Injuries	1	0.9%
Unknown Injuries	5	4.7%
TOTAL	107	100.0%

CHART 19: SEVERITY OF PEDESTRIAN INJURIES



PEDESTRIAN CONVEYANCES

Pedestrians on skateboards, scooters and motorized wheelchairs were involved in 9.2% of all pedestrian crashes. This was a decrease from 2005. The pedestrian injury tended to be more severe when these conveyances are involved.

TABLE 14: PEDESTRIAN CONVEYANCES

TYPE OF CONVEYANCE	NUMBER OF CRASHES	% OF ALL PEDESTRIAN CRASHES
Motorized Wheelchair	2	1.8%
Skateboard	5	4.6%
Push Scooter	1	0.9%
Motorized Scooter	2	1.8%
TOTAL	10	9.2%

ALCOHOL/DRUG RELATED PEDESTRIAN CRASHES

There were eight pedestrian crashes in which alcohol or drugs were involved. These crashes accounted for 7.8% of all pedestrian crashes. The pedestrian was under the influence of alcohol or drugs in 62.5% of these eight crashes.

HIT AND RUN RELATED PEDESTRIAN CRASHES

There were 20 hit and run pedestrian crashes recorded in 2006 as compared to 26 in 2005. This number accounted for 19.6% of all pedestrian crashes. This number has remained fairly constant over the past five years.

ICE CREAM VENDOR RELATED PEDESTRIAN CRASHES

In 2006, there was one pedestrian crash that involved young pedestrians crossing the travel-way midblock either going to or departing from motor vehicles selling ice cream products.