

# 2019 Attleboro Motor Vehicle Accident & Crash Report



## ATTLEBORO POLICE



### Executive Summary

Overall motor vehicle accident reporting in 2019 declined by 1.5% with just twenty-nine less accidents reported during that year. Total accident volume was on the decline between 2011 and 2013 before starting on an upwards trend through 2016 and reaching its ten-year pinnacle in 2017. While the city experienced a decline in reporting for the last two years (2018 – 2019), the number of accidents reported in 2019 is considered to be within the expected statistical range of such events when compared to accident reporting from the prior ten years and are more than 2% above the ten-year average.

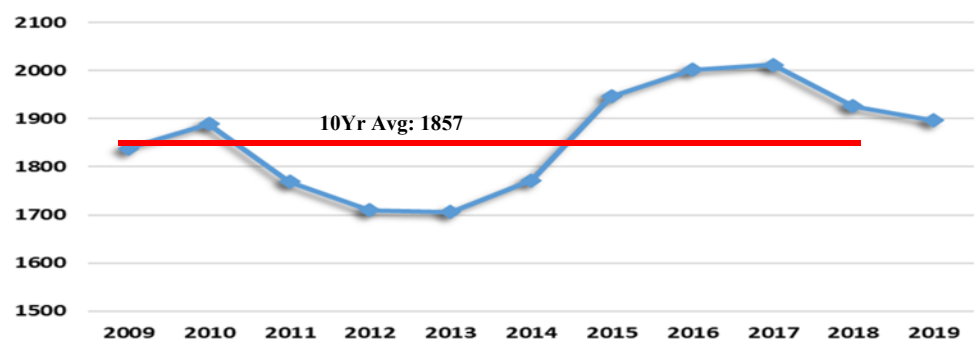
Vehicle-on-vehicle impacts accounted for the majority of accidents last year (86%), a two percent increase from the eighty-four percent reported for 2018. Total accident volume remained consistent throughout the year with an incremental uptick observed during the last quarter of 2019, but with accident numbers below last year's figures during that particular quarter. Accidents involving bicyclists remained steady while strikes involving pedestrians continued to spike with more than twenty reported incidents last year and at their highest point in more than ten years. Additionally, while deer strikes slightly declined last year, such accident events continue to remain highly elevated at some of the highest levels seen in more than a decade. Accidents also continue to be most prevalent between the hours of 2 PM and 7 PM with 56% of reported accidents during that timeframe, which was a similar finding in 2018.

Approximately half of all collisions on public ways occurred at or immediately near an intersection, which was also a similar finding in 2018. Several stretches of public way continued to be problematic in 2019 and include the following areas: Newport Ave. between the State Line and I-95 (8% of accidents); Pleasant St. between the Common and Perry Ave. (5% of accidents); the South Ave Interchange (3.3% of accidents); intersection of Highland & Washington (2.9% of accidents); and Robert F Toner Blvd. between I95 and North Main St. (2.6% of accidents). Increased reporting was also noted at South Ave. & Tiffany St.; Bacon & Washington Sts; County & Read Sts. and Olive & South Main Sts.

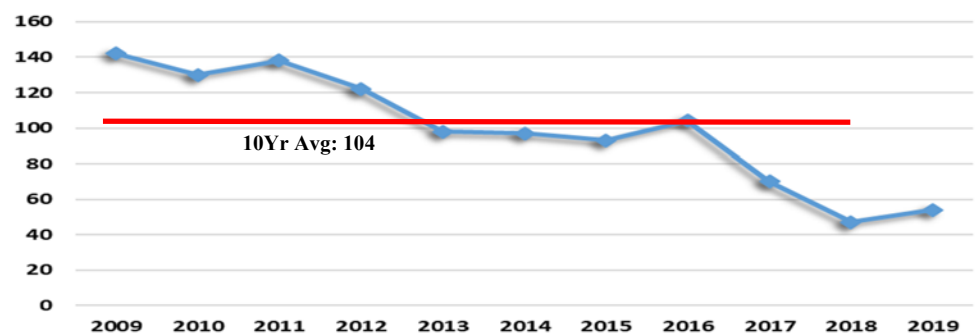
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10 Year Accident Trend



10 Year OUI Trend

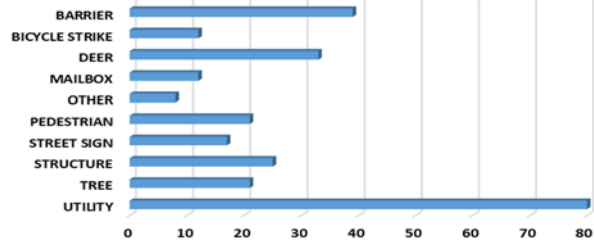


## Vehicle-on-Vehicle Accidents 2019

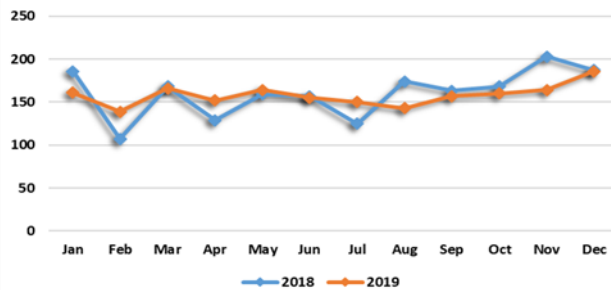
Accidents involving two or more vehicles increased slightly in 2019 and accounted for 86% of all the reported car accidents in the city – a 2% increase from the 84% of reported accidents from the previous year. Accident reporting remained consistent throughout the year, but with decreased reporting for four out of the last five months of 2019 when compared to the prior year.

Seventy-seven percent of calls of reported vehicle-on-vehicle accidents occurred on a public way; further scrutiny reveals that approximately 48% of the total number of such collisions occurred at or near an intersection. In 2018, that percentage was noted to be similar at 45%. Also in 2018, 47% of accidents were noted between 2 PM and 7 PM – in 2019, an increase to 56% was observed. The remaining 14% of accidents in 2019 accounted for single vehicle impacts often involving a utility (5%), deer (2%), barrier (2.4%) or structure (1.5%).

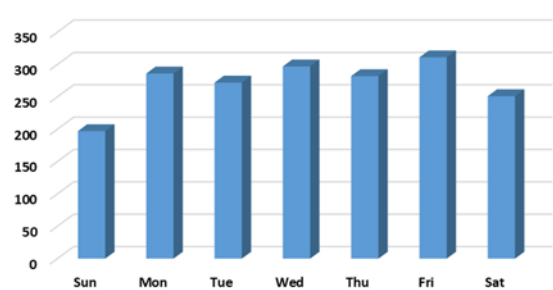
Collision Type (Other than Car)



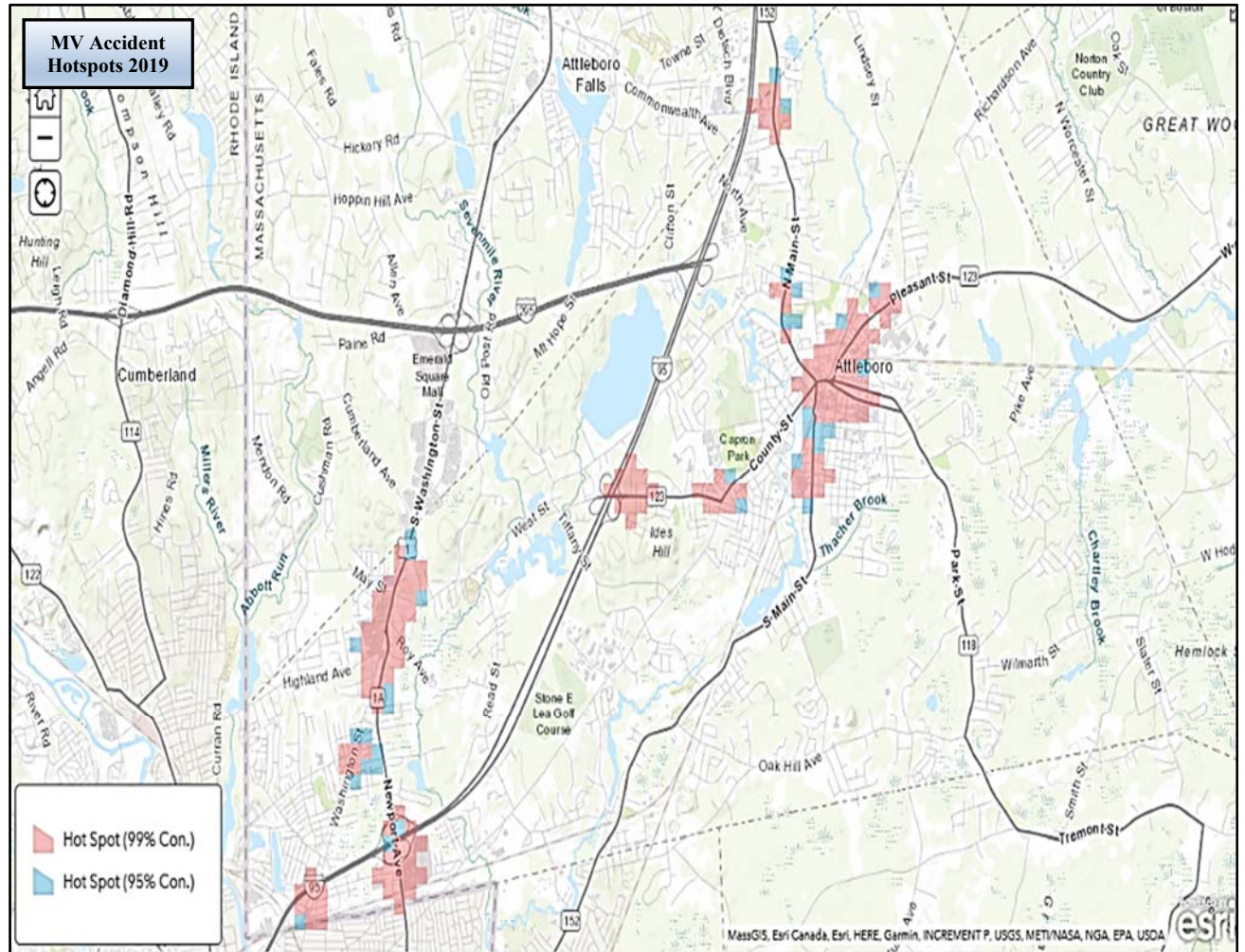
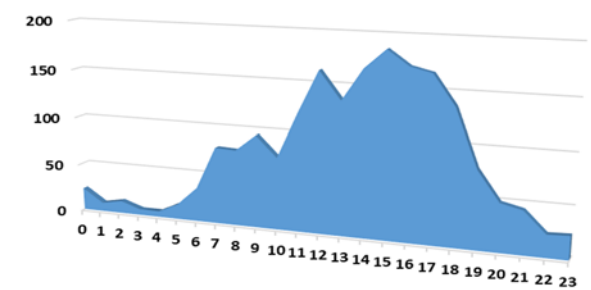
Accidents by Month



Day of Week

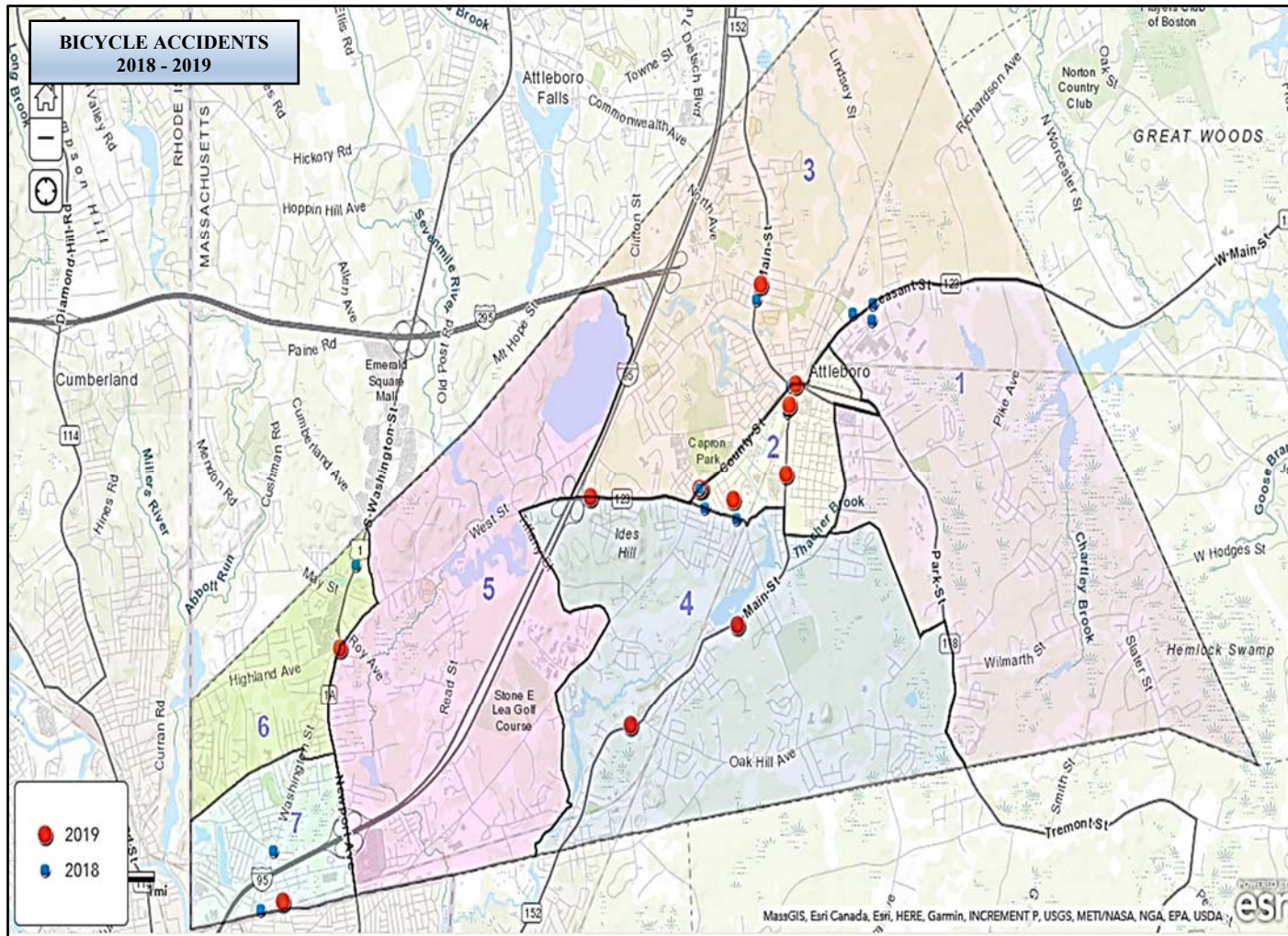


Accidents by Hour





## BICYCLE ACCIDENTS 2018 - 2019



## Bicyclist Accidents 2019

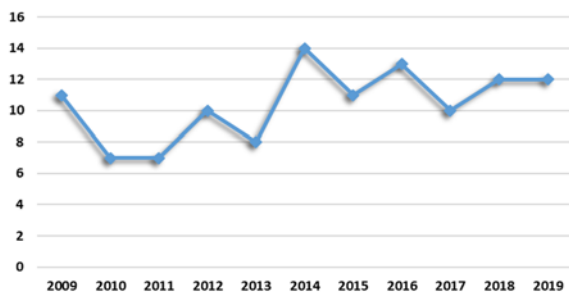
Cyclists reported the same number of car-involved accidents in 2019 as they did the previous year ( $n=12$ ). Half of all bicycle-involved accidents continued to cluster uptown on Beat 2 last year with the area accounting for six of those twelve accidents primarily on state Routes 123 and 152.

While these types of accidents occur year-round, half of reported activity in 2019 occurred between June and July and with two-thirds of these accidents reported in July. Most accidents were also reported during the afternoon to early-evening with nine accidents reported by cyclists between 2PM and 8PM last year. The area around Fiske Square continues to be a bike hotspot.

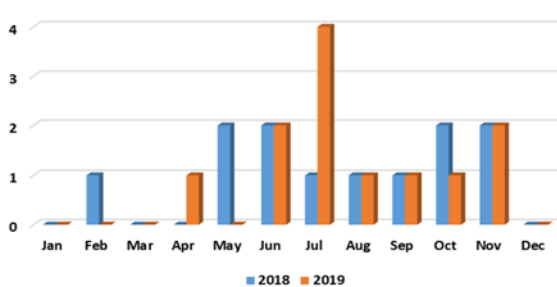
## Top Historic Accident Locations

Brook & Emory Sts.  
North Main & Peck Sts.  
North Main & Hayward Sts.  
Pleasant St. & Starkey Ave.  
130 Pleasant St.  
505 Pleasant St.  
217 South Main St.  
Highland Ave. & Washington St.

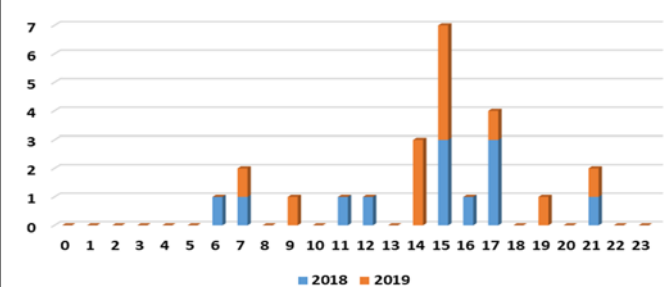
Accidents by Year



Accidents by Month



Accident Timeframe





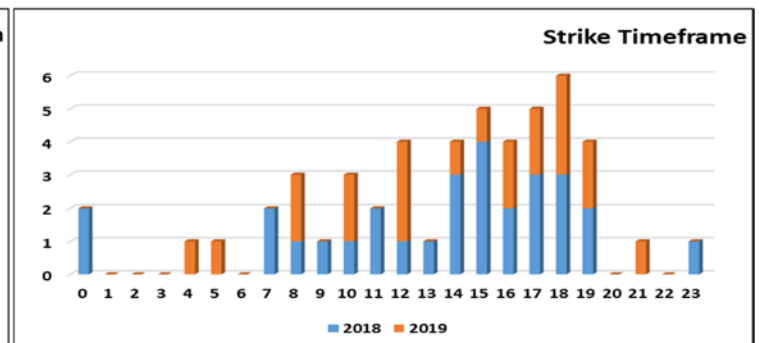
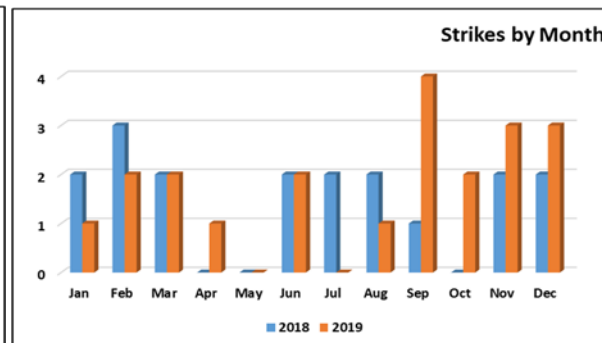
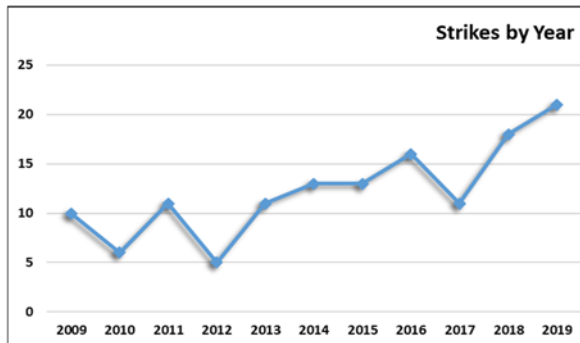
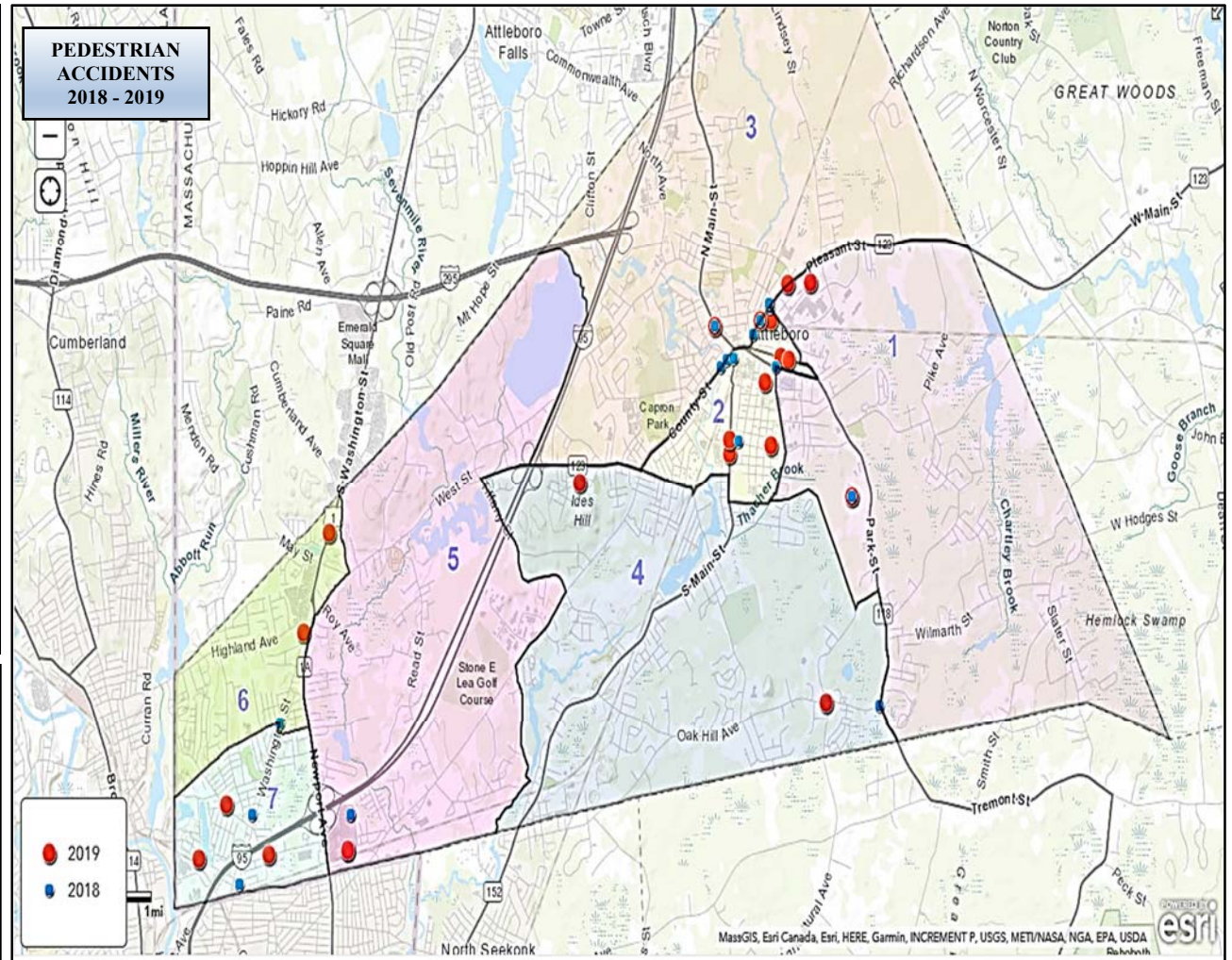
## Pedestrian Strikes 2019

Pedestrian-related accidents in the city continue to climb and are at their highest point in over ten years with twenty-one reported events last year. While such accidents declined significantly in 2017, these event types have been on the general rise since 2013 and have increased by 90% when measured against the previous ten years.

Accidents involving pedestrians follow similar patterns to accidents involving cyclists. More than half of these accidents have occurred in the general uptown area measuring approximately 0.5 mi<sup>2</sup>. The area of North Main & Mechanic Sts., as well as the area around 80 Pleasant St., remain pedestrian hotspots. Over one-half of all accidents occurred during the last four months of the year in 2019 and with the timeframe of 4 PM to 8 PM accounting for almost half of these accidents.

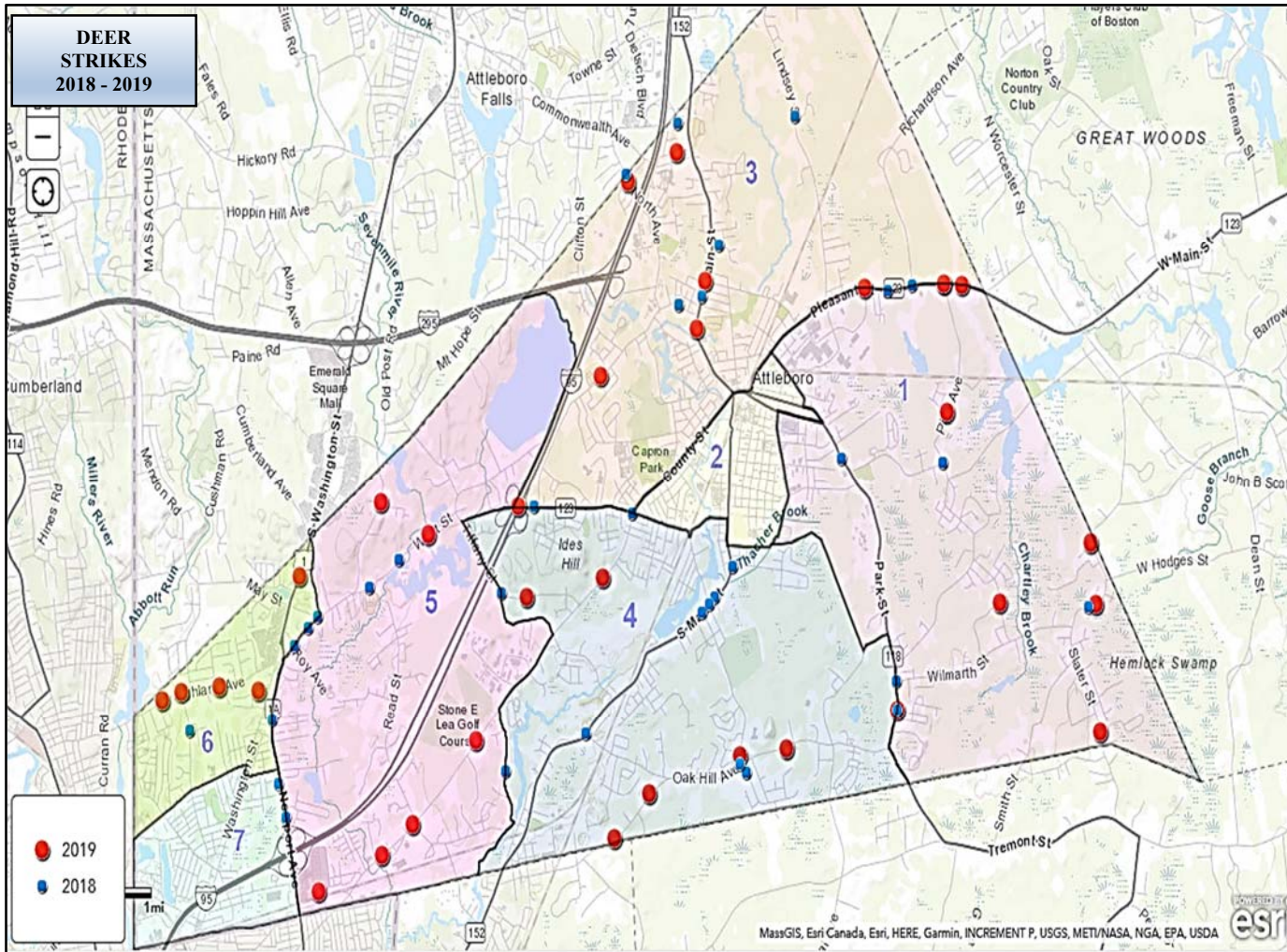
### Top Historic Strike Locations

Pleasant St. & Starkey Ave.  
Bank & Park Sts.  
Peck & Pleasant Sts.  
North Main & Mechanic Sts.  
North Main & Holden Sts.  
Newport Ave. & Collins St.  
Washington & Carleton Sts.  
366 Washington St.





## DEER STRIKES 2018 - 2019



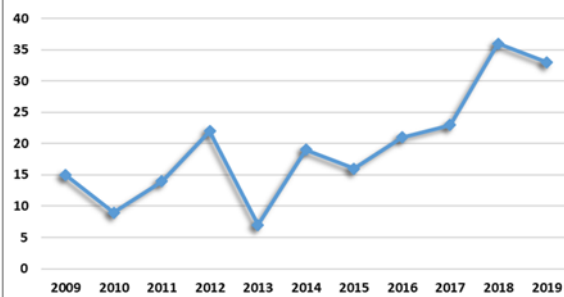
## Deer Strikes 2019

Deer continued to be an active threat on city roadways in 2019 with motorists reporting an elevated number of accidents. While there were three less accidents reported than the prior year, events involving deer have almost doubled when compared to just five years prior. Deer strikes continue to be reported throughout multiple areas in the community with Beats One, Five and Seven seeing the highest number of strikes last year. The area of Oakhill & Locust continues to see increased reporting as does the upper reaches of Route 123 as it heads into Norton. As with similar findings in 2018, approximately 40% of strikes were reported during the last two months of the year while approximately half occurred between 5 PM and 11 PM.

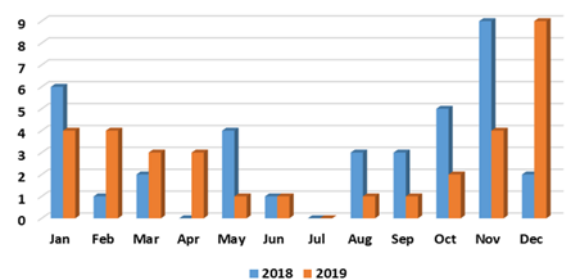
## Top Historic Strike Locations

Pleasant St. & Pike Ave.  
County & Tiffany Sts.  
Newport Ave. & Clayton St.  
Newport Ave. & Route 95  
1200 – 1400 Block of West Ave.  
500 – 1000 Block of Pleasant St.  
100 – 200 of Locust St.  
700 – 900 Block of Oakhill Ave.

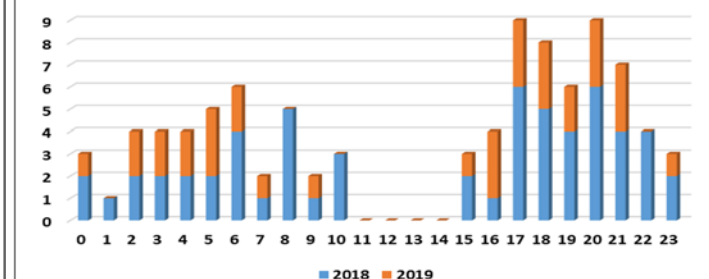
Strikes by Year



Strikes by Month



Strike Timeframe





## OUI Incidents 2019

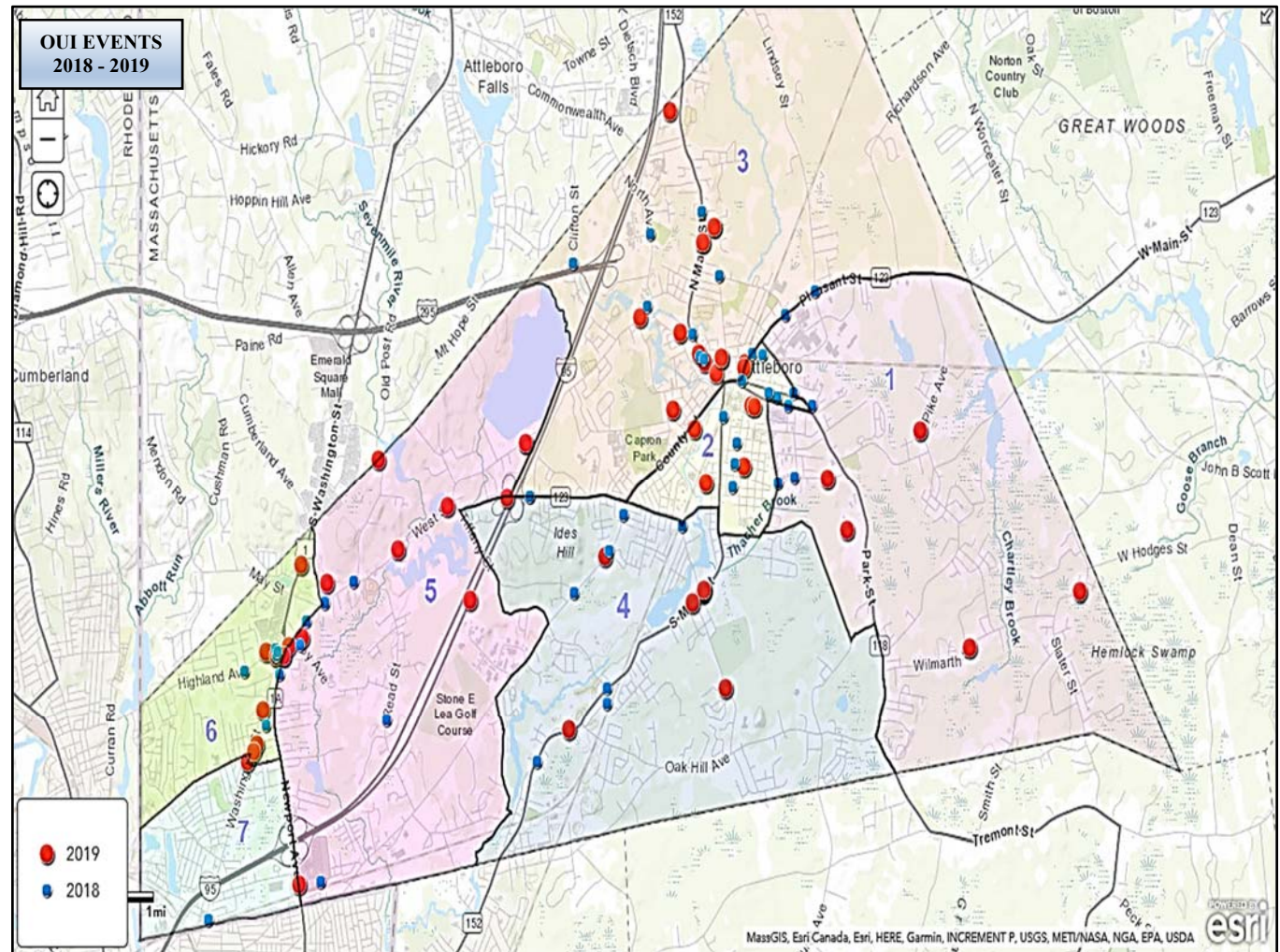
The number of OUI events increased by seven additional incidents (n=54) in 2019. OUI-related events have been in a state of decline for more than ten years even though an incremental uptick in incidents was reported this year and in 2016. When compared over the last ten years, OUI incidents declined by 48%.

Such activity remained consistent throughout the year and with all but one quarter in 2019 reporting 15 incidents or more. In 2018, fifty-five percent of incident occurred between 10 PM and 4 AM; in 2019, that percentage rose to 63%.

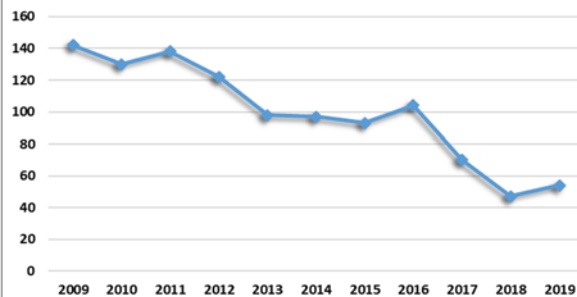
It should be noted that 60% of OUI-related events were the consequence on an accident while approximately 70% of all offenders refused a breath test. Motorists were an average distance of 3.4 miles from their domicile at the time of the stop.

## Historic OUI Locations

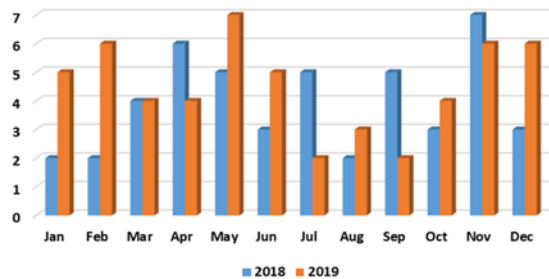
County & Thacher Sts.  
80 County St.  
1128 Oakhill Ave.  
Forest & Pleasant Sts.  
North Main St. & Toner Blvd.  
514 Washington St.



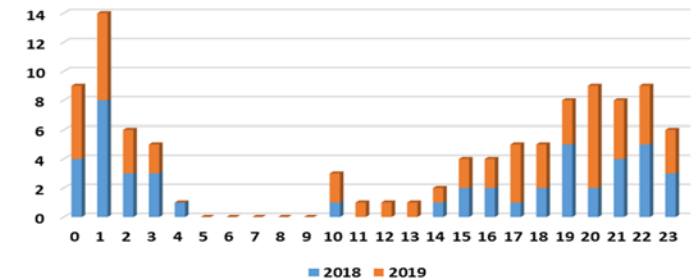
OUI Events by Year



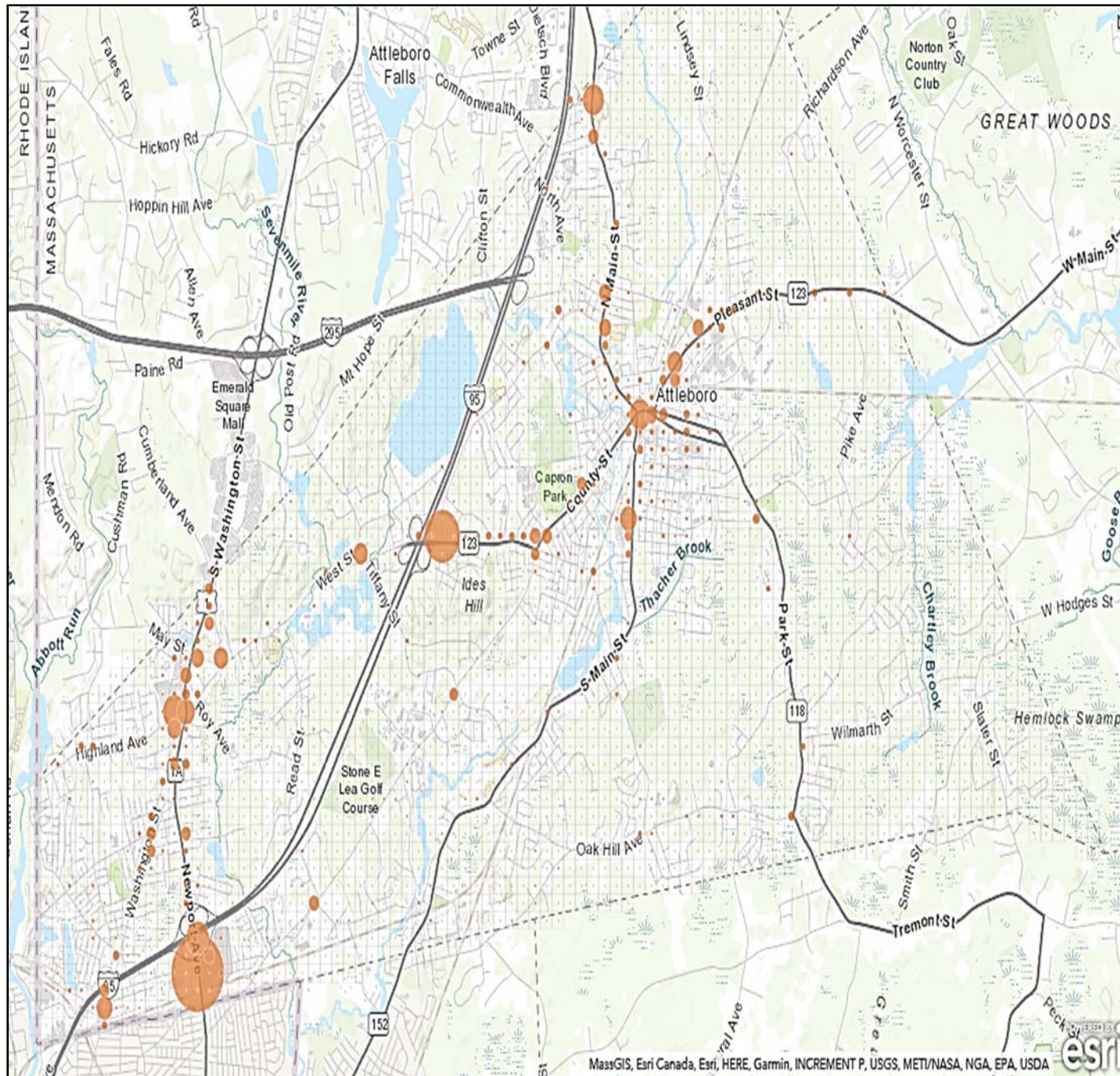
OUI by Month



OUI Timeframe



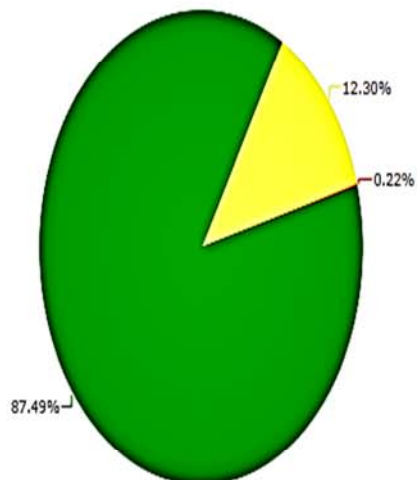




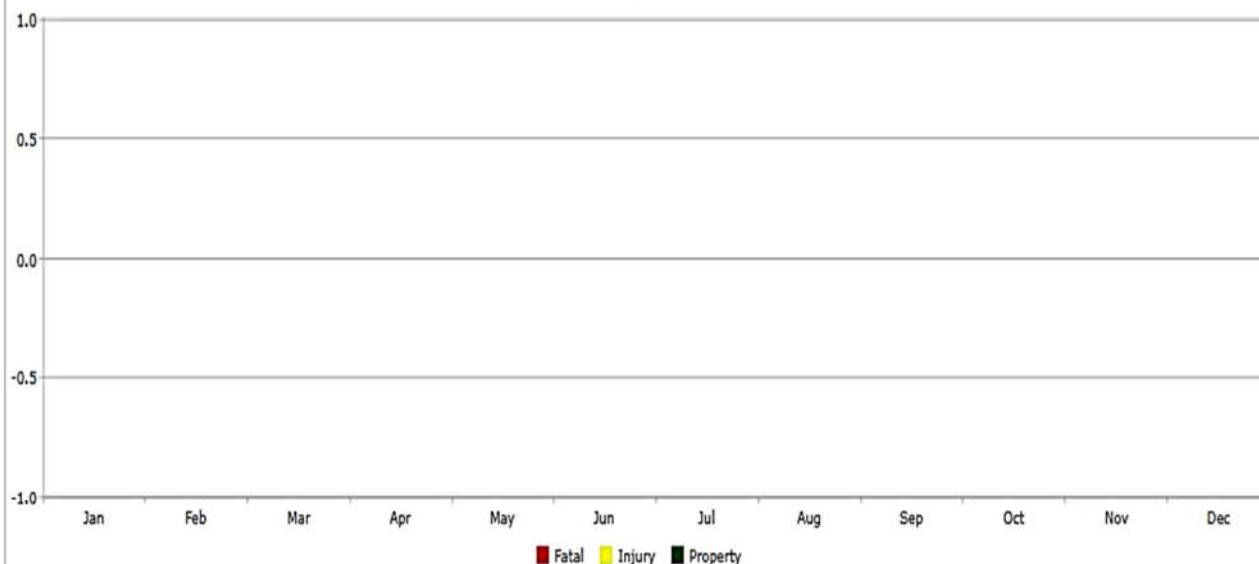
Locations with 8+ Accidents		
Address	2019	2018
1200 NEWPORT AVE	43	34
NEWPORT AVE & I95	43	30
227 SOUTH AVE	31	35
1249 NEWPORT AVE	29	27
287 WASHINGTON ST	29	30
NORTH MAIN ST & TONER BLVD	24	24
COLLINS ST & NEWPORT AVE	23	31
1270 NEWPORT AVE	20	19
HIGHLAND AVE & WASHINGTON ST	20	22
251 WASHINGTON ST	16	13
1100 NEWPORT AVE	14	18
211 PARK ST	14	11
217 SOUTH MAIN ST	14	8
MAY ST & WASHINGTON ST	14	24
SOUTH AVE & TIFFANY ST	14	7
100 WASHINGTON ST	13	12
469 PLEASANT ST	13	15
NORTH MAIN ST & HOLDEN ST	13	13
ANGELINE ST & WASHINGTON ST	12	10
EAST BACON ST & WASHINGTON ST	12	4
OLIVE ST & SOUTH MAIN ST	12	3
366 WASHINGTON ST	11	18
444 WASHINGTON ST	11	14
290 COUNTY ST	10	7
CARLETON ST & NEWPORT AVE	10	12
COUNTY ST & READ ST	10	3
HIGHLAND AVE & NEWPORT AVE	10	11
237 WASHINGTON ST	9	5
68 WASHINGTON ST	9	5
754 NEWPORT AVE	9	2
LATHROP RD & SOUTH AVE	9	12
NEWPORT AVE & MAY ST	9	8
NORTH MAIN ST & WEST ST	9	3
100 RATHBUN WILLARD DR	8	7
196 PLEASANT ST	8	11
285 COUNTY ST	8	3
BROWN ST & WASHINGTON ST	8	6
COUNTY ST & TIFFANY ST	8	4
PECK ST & PLEASANT ST	8	4
ROBERT F TONER BLVD & I95	8	11
SCOTT ST & WASHINGTON ST	8	7

■ Fatal  
■ Injury  
■ Property

Injury Severity  
Total



Injury Severity  
Month



## # Alcohol Related Crashes\*

**21**

Fatal: 0

Injury: 6

Property: 15

## % Alcohol Related Crashes\*

**2.27%**

Fatal: 0.00%

Injury: 28.57%

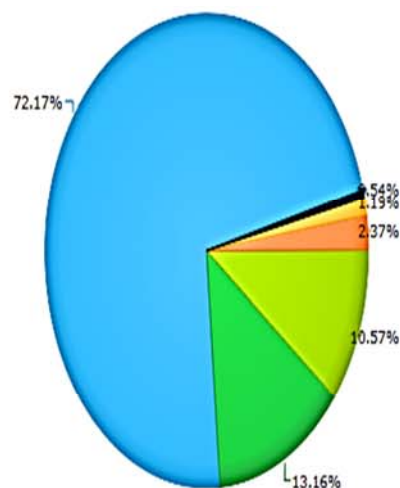
Property: 71.43%

\* BAC >= .08, Test refused, or L/E Suspects Alcohol Use  
Alcohol data based on CDSXML2 submitted reports only

\* Results exclude any crash reports requiring manual indexing

■ Clear  
■ Cloudy  
■ Rain  
■ Snow  
■ Sleet, hail, freezing rain  
■ Other

Weather Condition



\* Results exclude any crash reports requiring manual indexing

## # Commercial Crashes\*

**0**

Fatal: 0

Injury: 0

Property: 0

## % Commercial Crashes\*

**0.00%**

Fatal: 0.00%

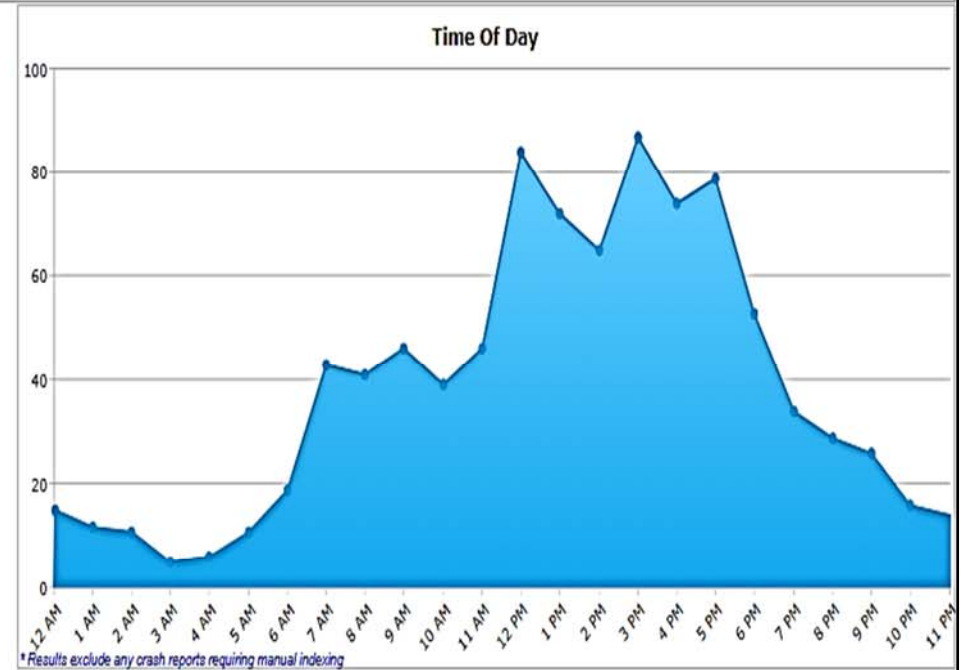
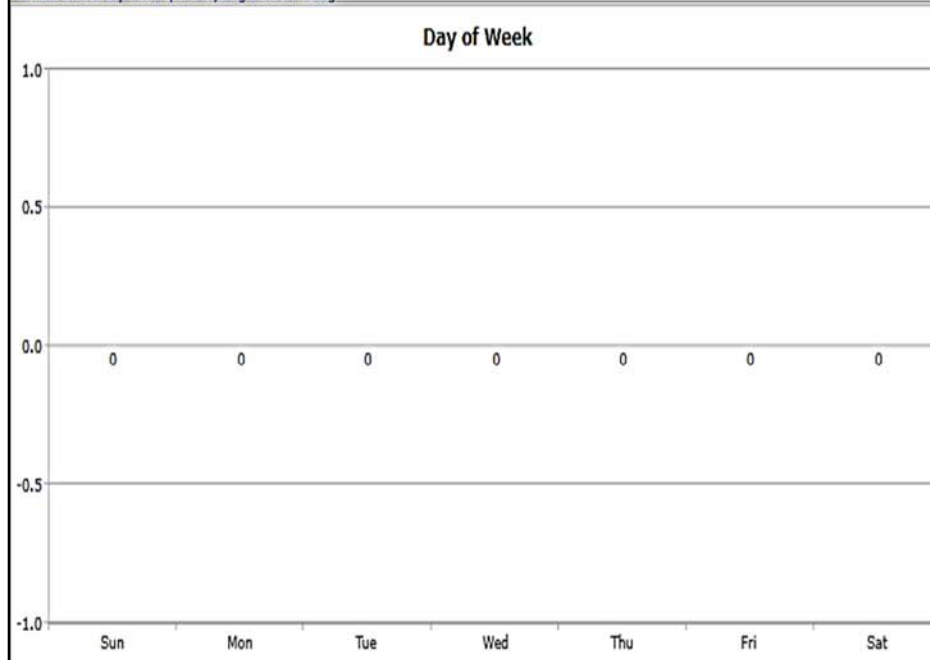
Injury: 0.00%

Property: 0.00%

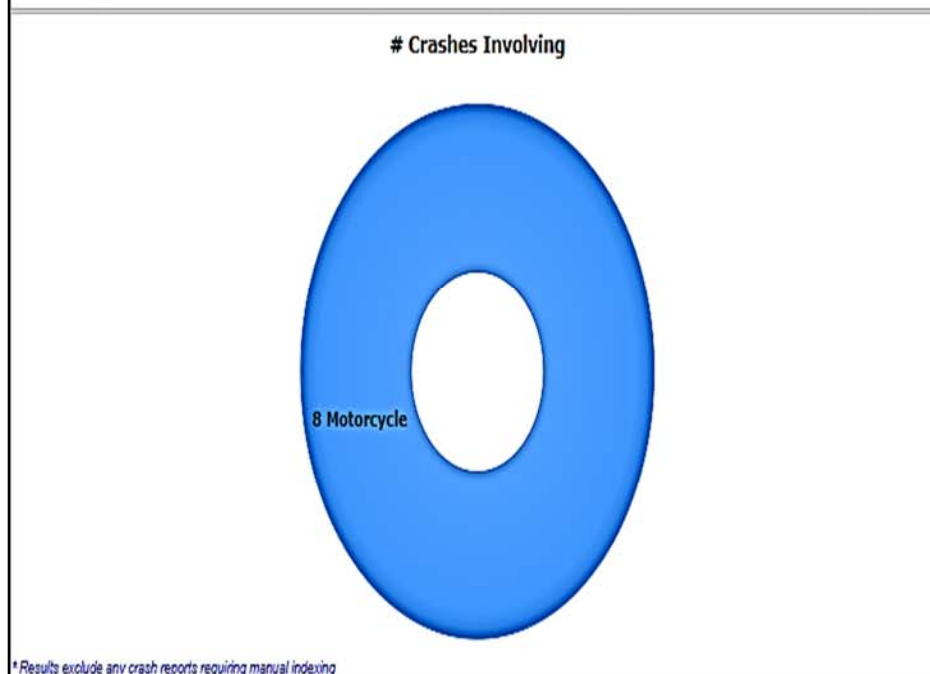
\* Results exclude any crash reports requiring manual indexing



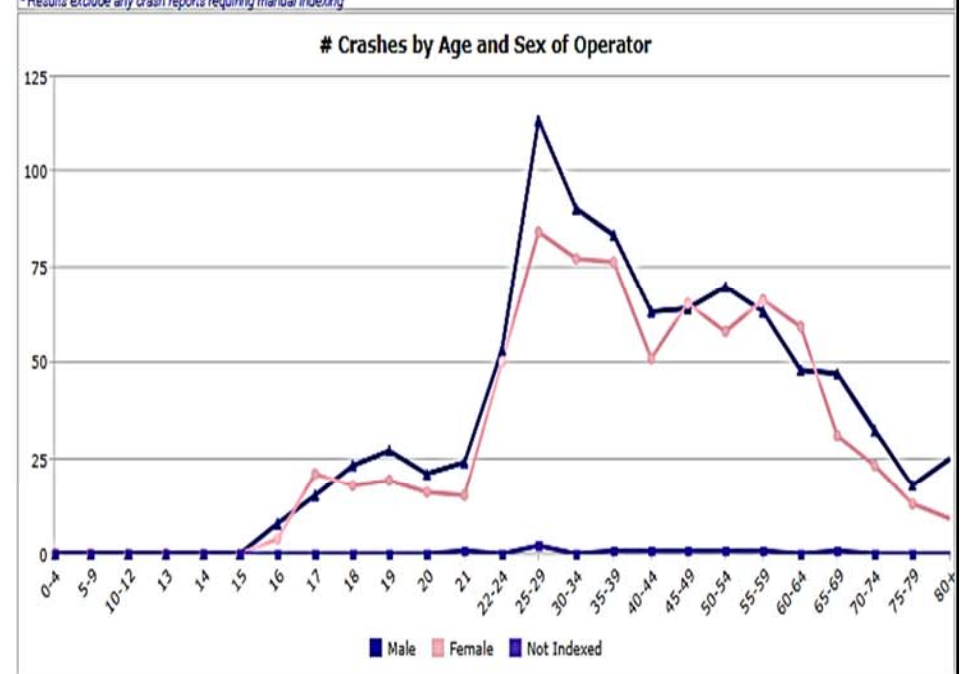
\*Results exclude any crash reports requiring manual indexing



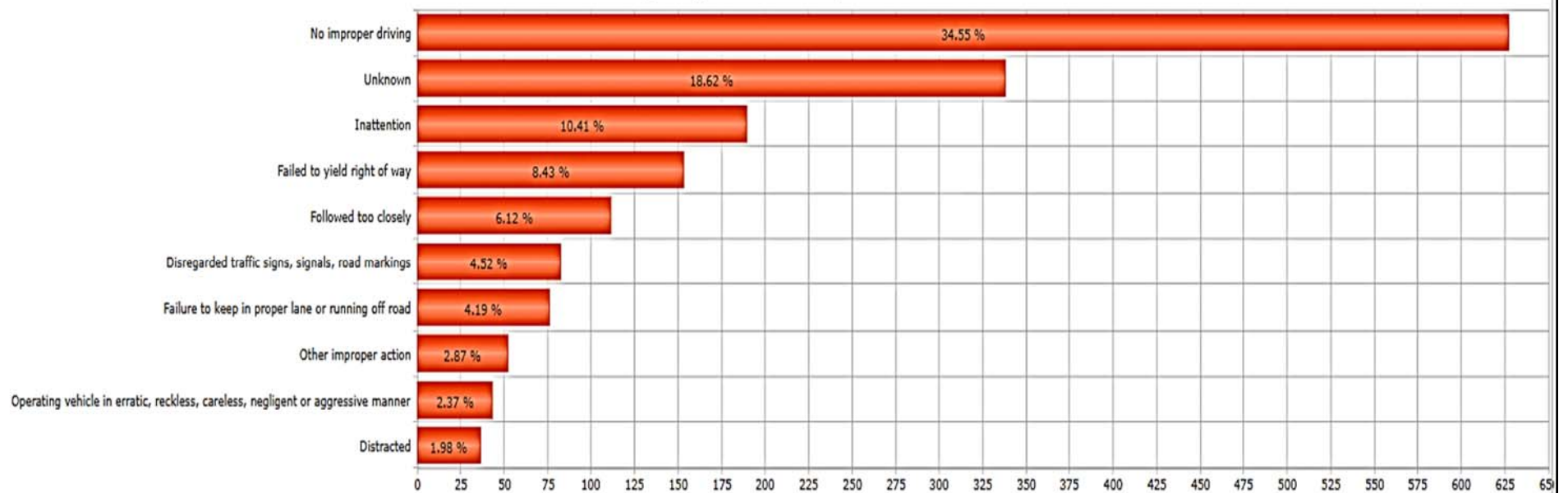
\*Results exclude any crash reports requiring manual indexing



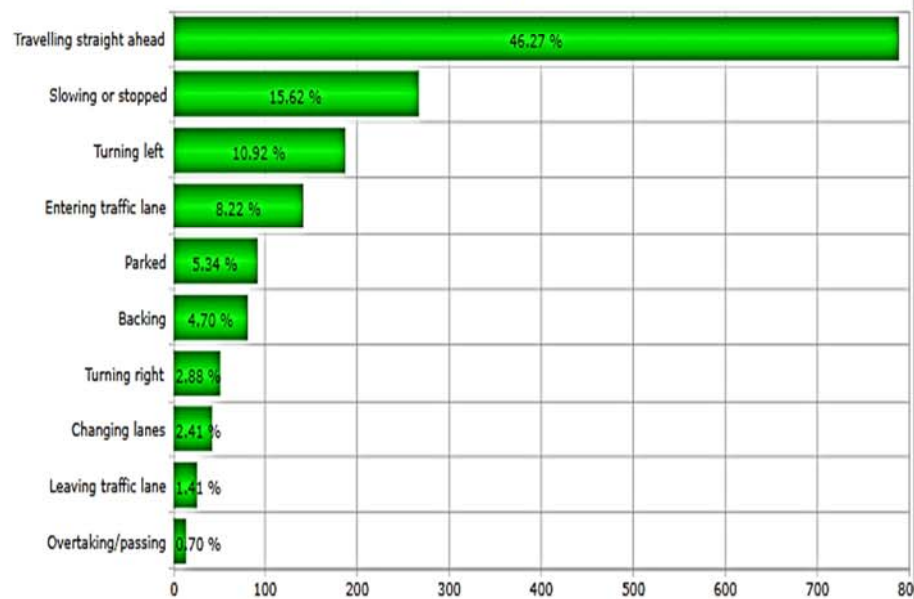
\*Results exclude any crash reports requiring manual indexing



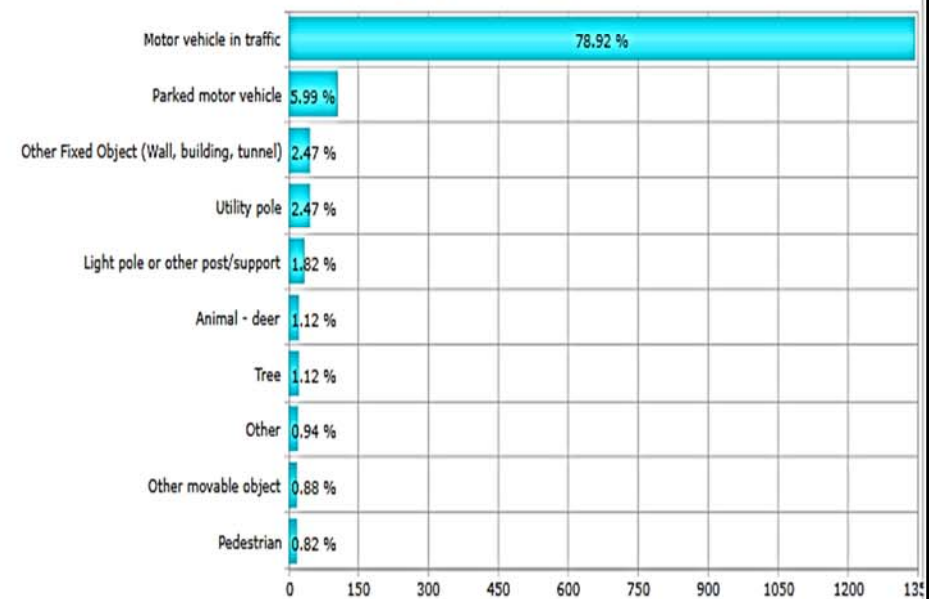
Top 10 Apparent Contributing Factors



Top 10 Driver Status Factors



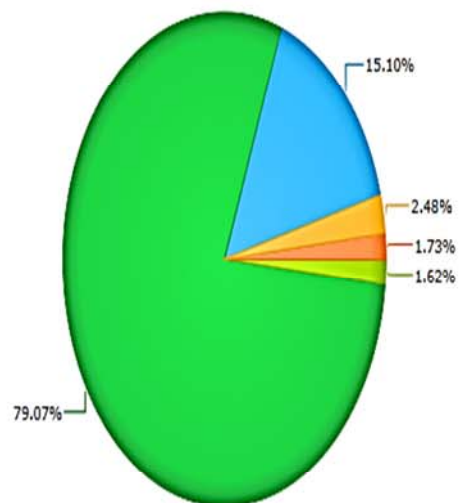
Top 10 Vehicle Event Collisions





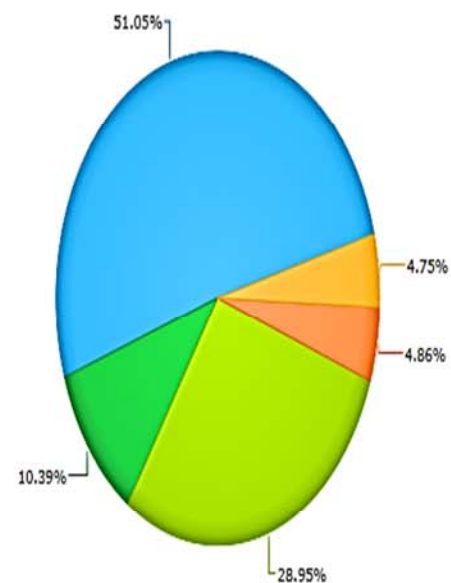
- Wet
- Dry
- Ice
- Other
- Snow

### Road Surface Conditions



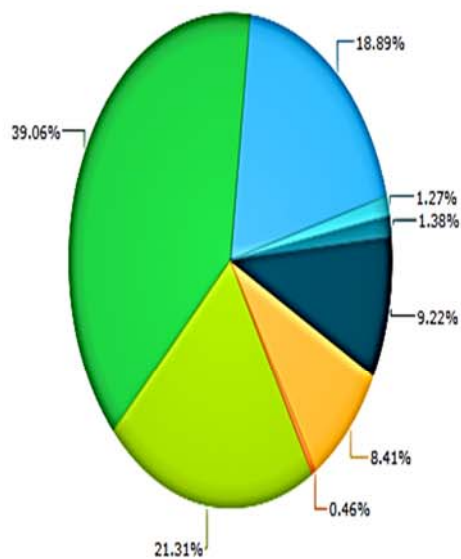
- Two-way, not divided
- Two-way, divided, positive median barrier
- Two-way, divided, unprotected median
- Unknown
- One-way, not divided

### Traffic Ways



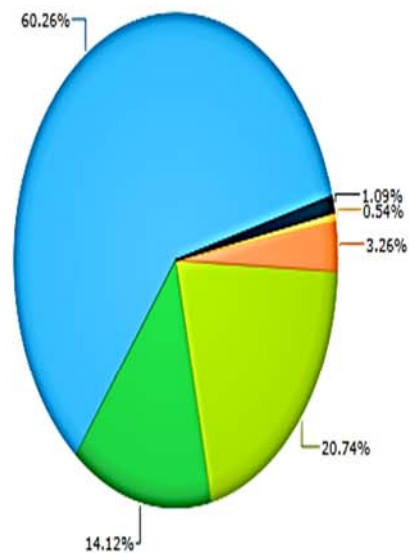
- Single vehicle crash
- Angle
- Rear-end
- Other
- Sideswipe, same direction
- Head on
- Rear to rear
- Sideswipe, opposite direction

### Manner Of Collision

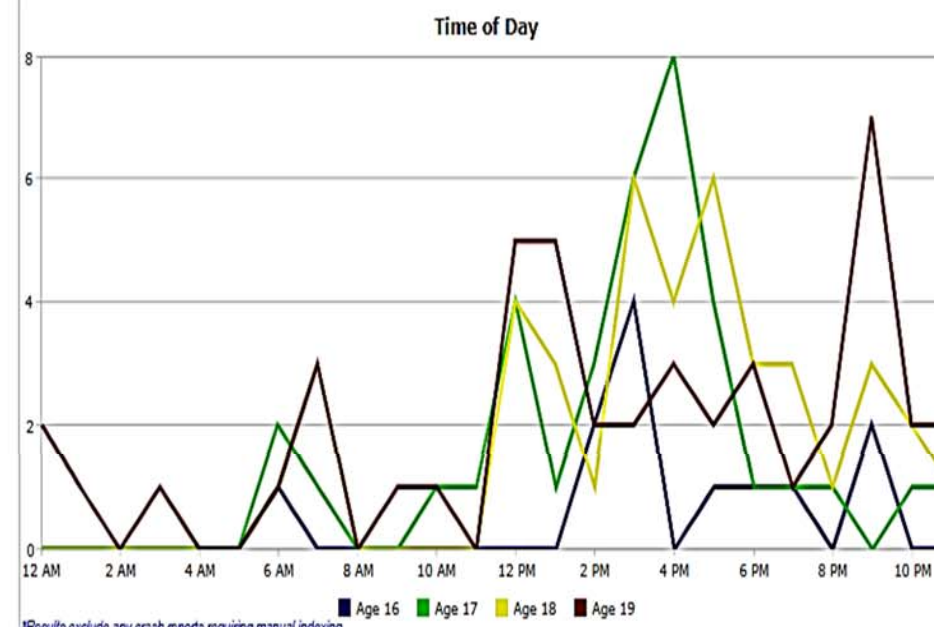
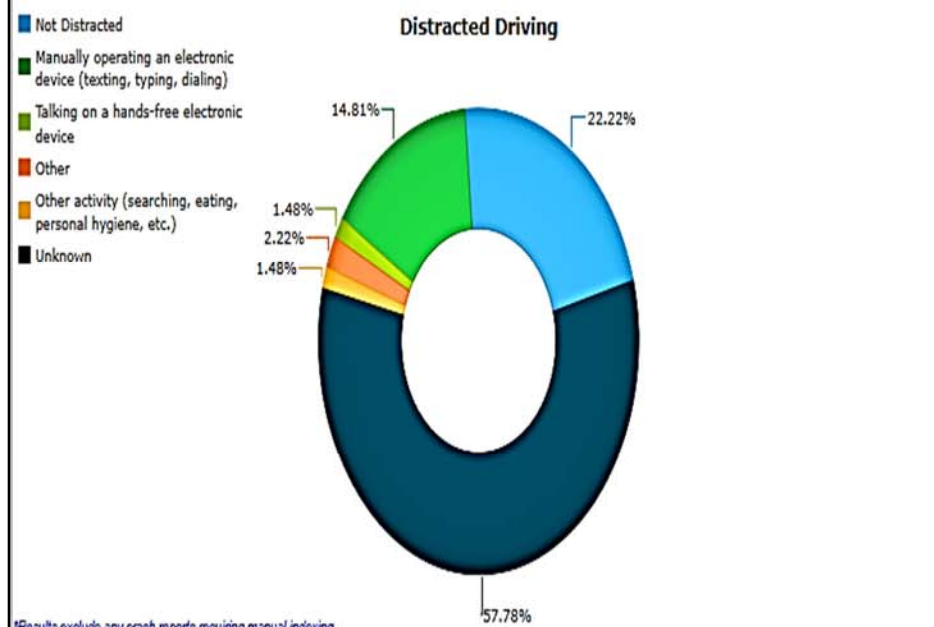
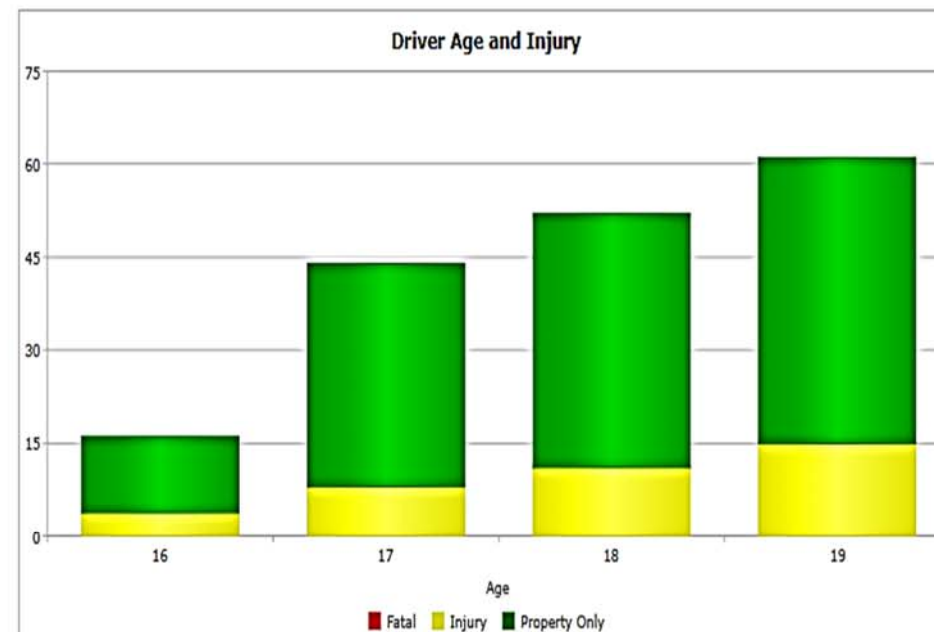
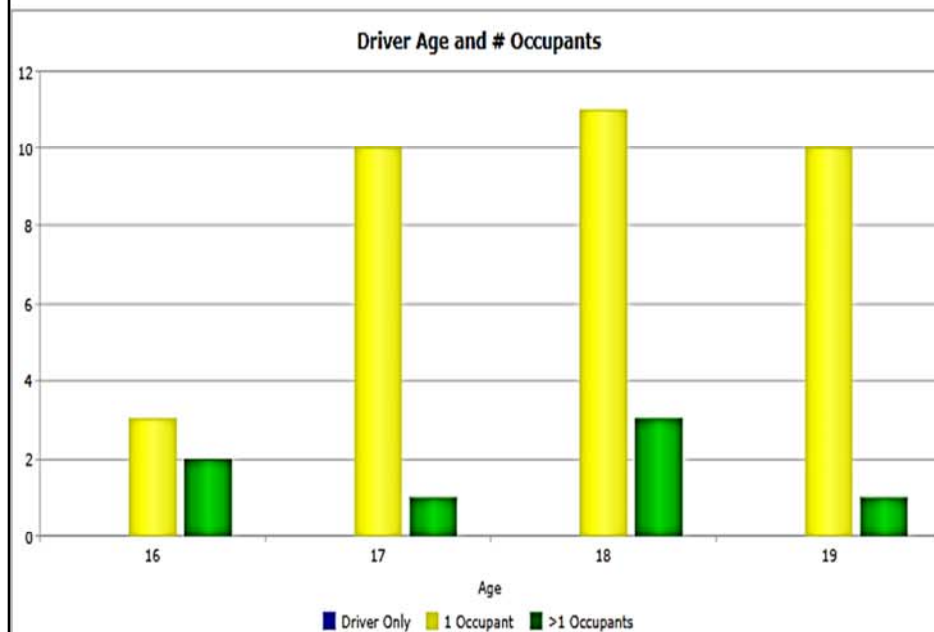


- No controls
- Traffic control signal
- Stop signs
- Yield signs
- Other
- Flashing traffic control signal

### Traffic Controls



*\*\*Note: All charts and statistics based on number of drivers per crash. Teen drivers are ages 16-19*

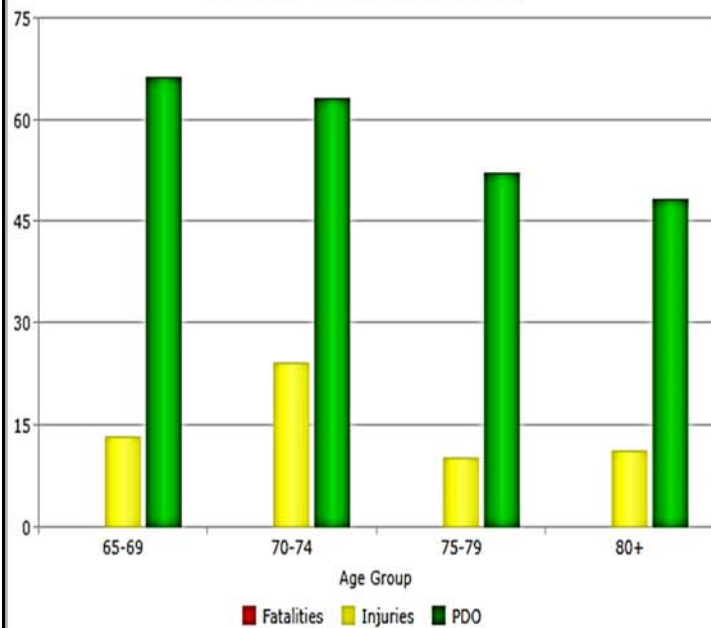


*\*Results exclude any crash reports requiring manual indexing*

*\*Results exclude any crash reports requiring manual indexing*



**Driver Age Group/Injury Severity**



Under 65

Fatal: 0

Injury: 382

PDO: 1463

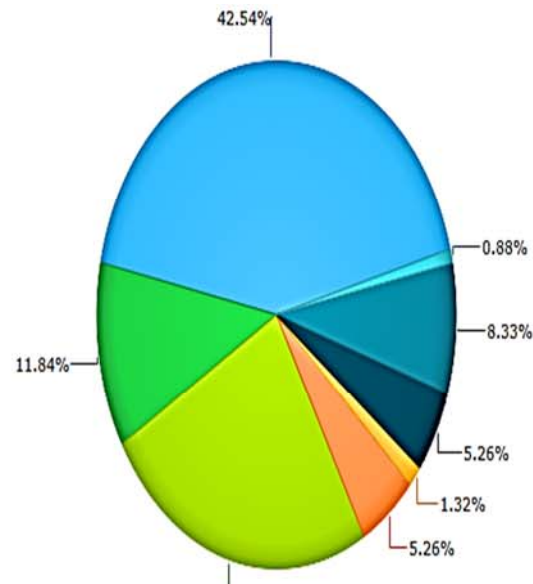
**% of All Crashes by Driver Age Group/Injury Degree**

Age Group	PDO	Injury	Fatal
Under 65	87.23 %	22.81 %	0.00 %
65-69	3.13 %	0.53 %	0.00 %
70-74	3.72 %	1.42 %	0.00 %
75-79	3.07 %	0.59 %	0.00 %
80+	2.84 %	0.65 %	0.00 %

*Each value represents the % of crashes (per driver) compared to ALL crashes (per driver) within each age group and injury degree.*

- Angle
- Sideswipe, same direction
- Rear-end
- Sideswipe, opposite direction
- Rear to rear
- Head on
- Single vehicle crash
- Other

**Manner of Impact**



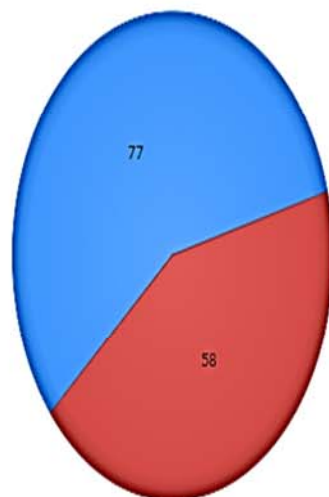
### Alcohol Related Crashes\* By Driver Age

Age	Percentage	Alcohol Related	Total Crashes
16	0.00 %	0	12
17	2.78 %	1	36
18	0.00 %	0	41
19	2.17 %	1	46
	1.48 %	2	135

\*Results exclude any crash reports requiring manual indexing

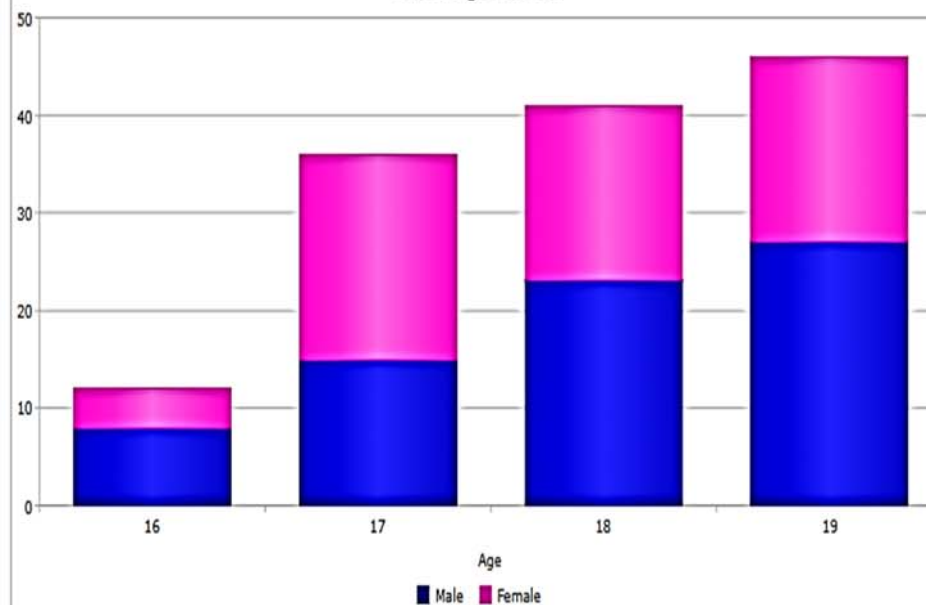
■ Cited  
■ Not Cited

### Cited for Violation

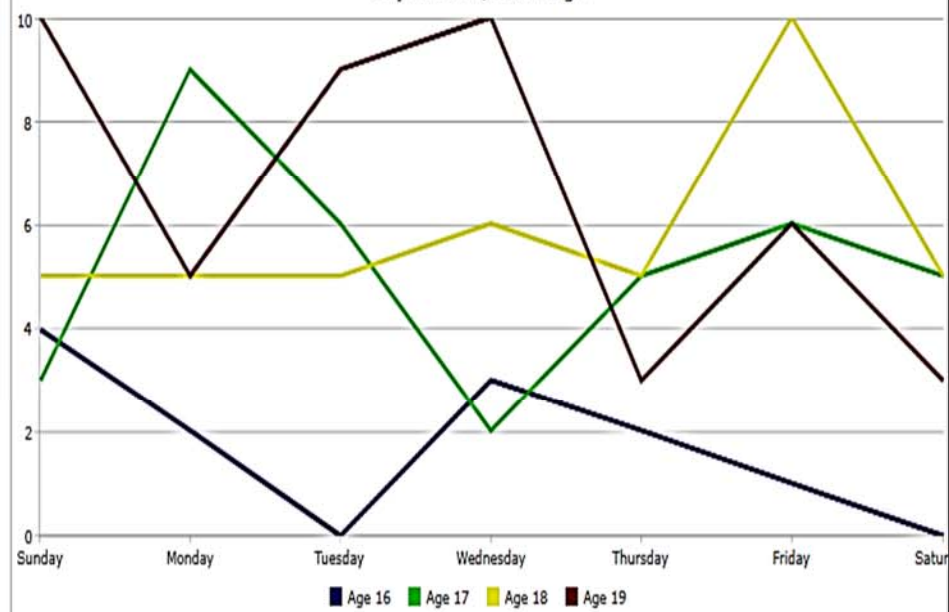


\*Results exclude any crash reports requiring manual indexing

### Driver Age and Sex



### Day of Week/Driver Age

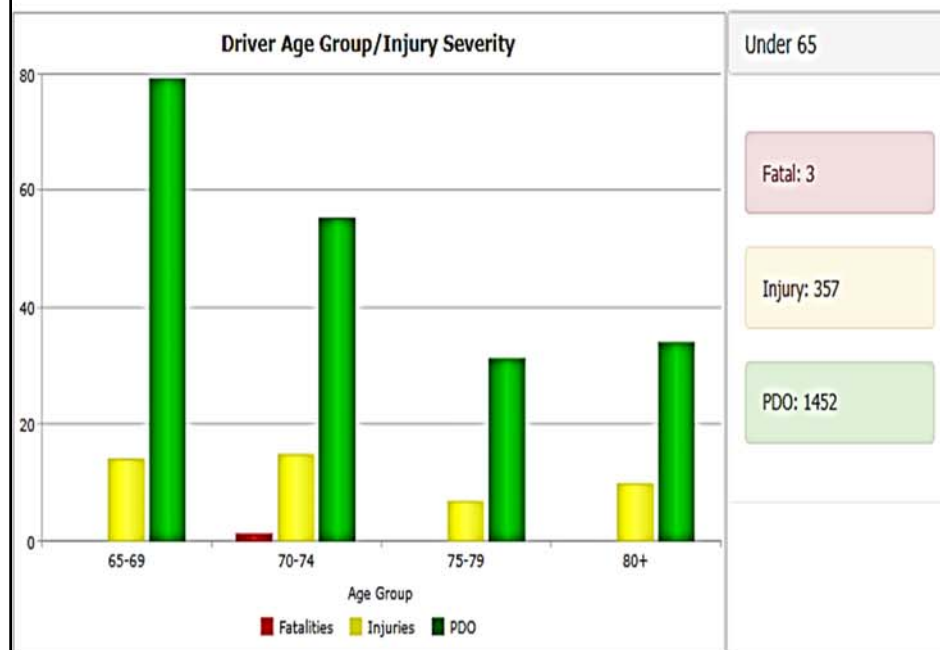




# Total # of Elderly Driver Related Crashes Reported between 1/1/2019 and 12/31/2019 for [All Reporting Locations]: 199\*\*

% of All Drivers: 21.47 %

\*\*Note: All charts and statistics based on number of drivers per crash. Elderly drivers are 65+



## % of All Crashes by Driver Age Group/Injury Degree

Age Group	PDO	Injury	Fatal
<b>Under 65</b>	<b>89.28 %</b>	<b>21.80 %</b>	<b>0.18 %</b>
<b>65-69</b>	<b>3.45 %</b>	<b>0.67 %</b>	<b>0.00 %</b>
<b>70-74</b>	<b>3.33 %</b>	<b>0.91 %</b>	<b>0.06 %</b>
<b>75-79</b>	<b>1.88 %</b>	<b>0.42 %</b>	<b>0.00 %</b>
<b>80+</b>	<b>2.06 %</b>	<b>0.61 %</b>	<b>0.00 %</b>

Each value represents the % of crashes (per driver) compared to ALL crashes (per driver) within each age group and injury degree.

## Manner of Impact

- Rear-end
- Angle
- Rear to rear
- Sideswipe, same direction
- Single vehicle crash
- Head on
- Other

