

Austin Police Department

An Analysis of Traffic Fatalities 2015



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Research and Planning Unit
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Background

This analysis was prepared to identify the characteristics of fatal crashes as well as of those people identified as at fault helping to recognize patterns and factors leading to traffic fatalities. The primary audience for this report is the Austin Police Department, Austin Transportation Department, Vision Zero as well as other organizations working with fatality data.

Overview

In 2015 there were a total of **93 traffic fatality crashes involving 102 fatalities**.

FATALITY TYPE	# OF FATAL CRASHES	# OF FATALITIES
Pedestrian	29	30
Motorcycle	15	15
Motor vehicle	47	55
Bicycle	2	2
TOTAL	93	102

The report is organized into five sections:

- Fatality Overview
- Pedestrian Fatalities
- Motorcycle Fatalities
- Motor Vehicle Fatalities
- Bicycle Fatalities

The Fatality Overview examines only the characteristics of the fatal crashes. When examining the fatalities by type (pedestrian, motorcycle, motor vehicle), we looked at both crash and person characteristics. The person characteristics are based on the person found to be at fault for the crash whether he/she lived or died. Therefore, the person in this report may not necessarily be the victim.

Terminology

Prior involvement – Any contact with APD prior to the incident where the person had any role either in a General Offense report or Street Check in APD’s Versadex Records Management System.

Suspension – Any suspension showing on the driver’s license record.

Conviction – Any driving-related conviction showing on the driver’s license record prior to the incident.

Death of Offender (DOO) – The person killed committed the violation which caused the crash.

High-use Roadway – Also commonly referred to as “arterial streets”. They include non-highway thoroughfares in Austin such as Lamar, Parmer, Congress, Manchaca, etc.

Contributing Factor – An action or condition which may have facilitated the crash.

FTYROW – Failure to yield right of way

Notes about the Data

- This report includes only those crashes investigated by APD. The data is continuously being updated due to on-going investigations and represents information as of April 14, 2016 and may change.
- Due to the long processing times for toxicology testing, suspected impairment statistics are based on the initial assessment of the Detectives and the Medical Examiner.
- If the information provided is used outside the department, please note that the Austin Police Department cannot assume any liability for any decision(s) made or action taken or not taken by the recipient in reliance upon any information or data provided.

Sources

APD's Fatality Database; Computer-Aided Dispatch (CAD); City of Austin Population History; National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) Encyclopedia.

Notable findings

The majority (81%) of fatal crashes occurred on a highway or high-use roadway.

Over half of crashes (54%) were between the hours of 9 PM and 3 AM.

Impairment was found in 65% of fatal crashes.

Thirty-four percent (34%) of the crashes involved a person without a valid driver's license.

Over two-thirds of fatal crashes (65%) were Death of Offender (DOO).

Pedestrian Fatalities

Eighty-three percent (83%) of pedestrian crashes occurred on a highway or high-use roadway.

The majority (83%) occurred between 6 PM and 6 AM.

Pedestrians crossing where prohibited accounted for 83% of crashes.

Impairment was a contributing factor in 66% of crashes.

The majority (86%) of those at fault in these crashes had prior involvement with APD.

Motorcycle Fatalities

Nearly half (46%) of motorcycle crashes occurred on high-use roadways.

Sixty percent (60%) of crashes involved impairment.

Of those at fault, more than half (53%) had either no driver's license or no motorcycle endorsement.

Nearly three quarters (73%) of those killed were wearing a helmet.

Motor Vehicle Fatalities

The majority (83%) of motor vehicle crashes occurred on a highway or high-use roadway.

Just over half (51%) occurred between midnight and 6 AM.

Seventy percent (70%) of crashes involved impairment.

Over half (53%) of motor vehicle crashes involved speeding.

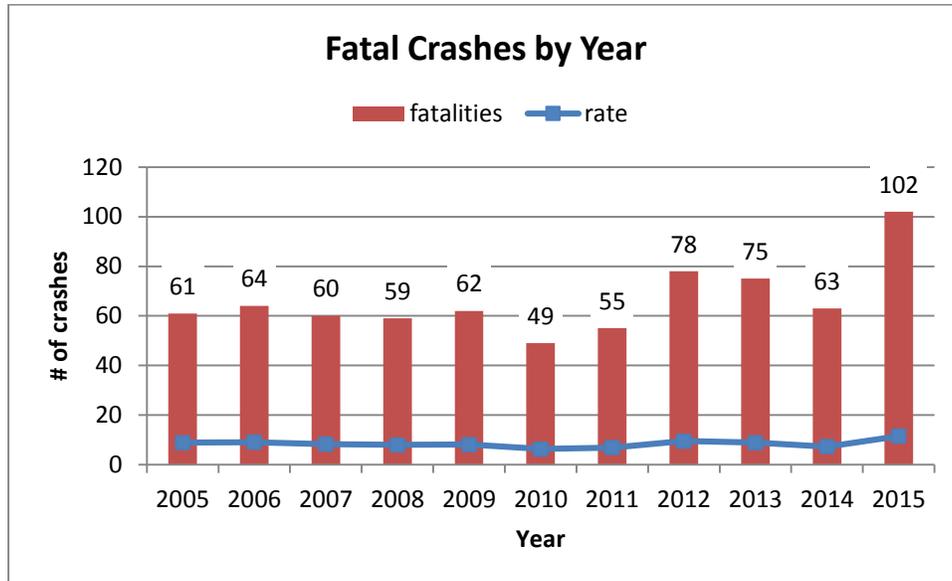
Thirty-six percent (36%) of motor vehicle fatality crashes had criminal charges filed against the person at fault.

Nearly half (45%) of those at fault has at least one prior arrest with APD.

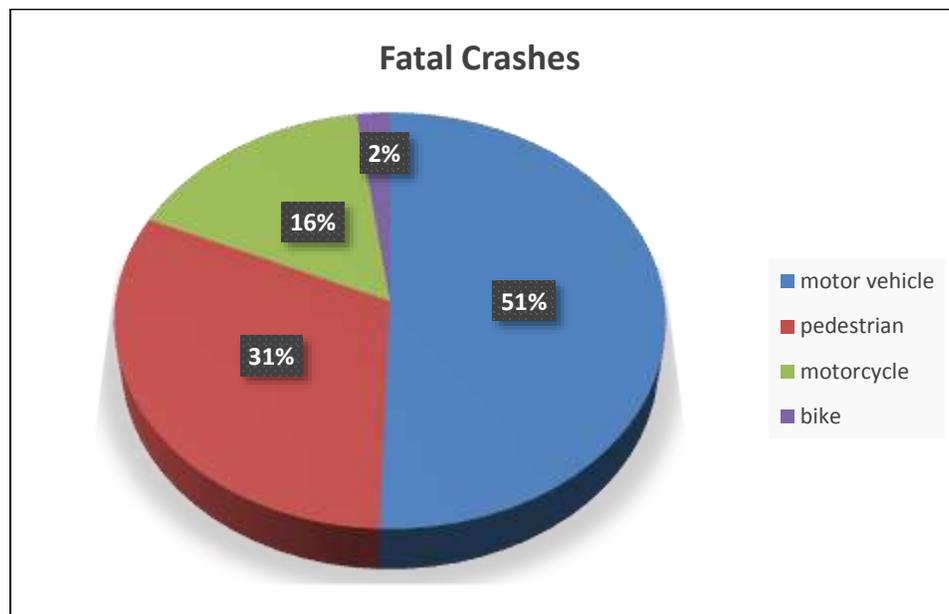
One-third (34%) of at fault drivers had either no driver's license or a suspended driver's license at the time of the crash.

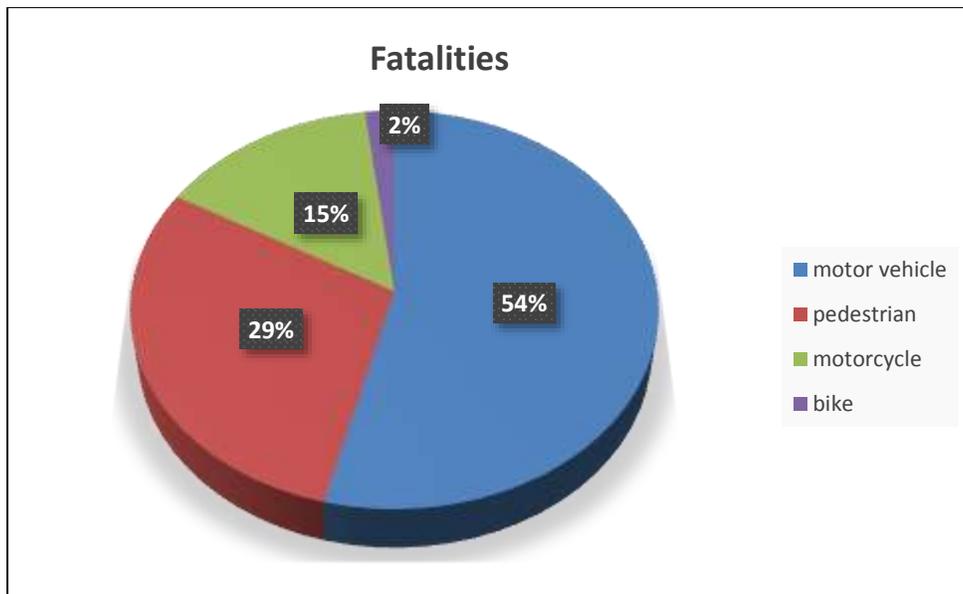
2015 Traffic Fatality Overview

In 2015 there were 102 traffic fatalities in Austin. The average number of fatalities per year for the previous ten years was 63. Austin's rate for 2015 was 11.48 traffic fatalities per 100,000 people. The most recent data available listing the United States rate is 10.35 from 2013.

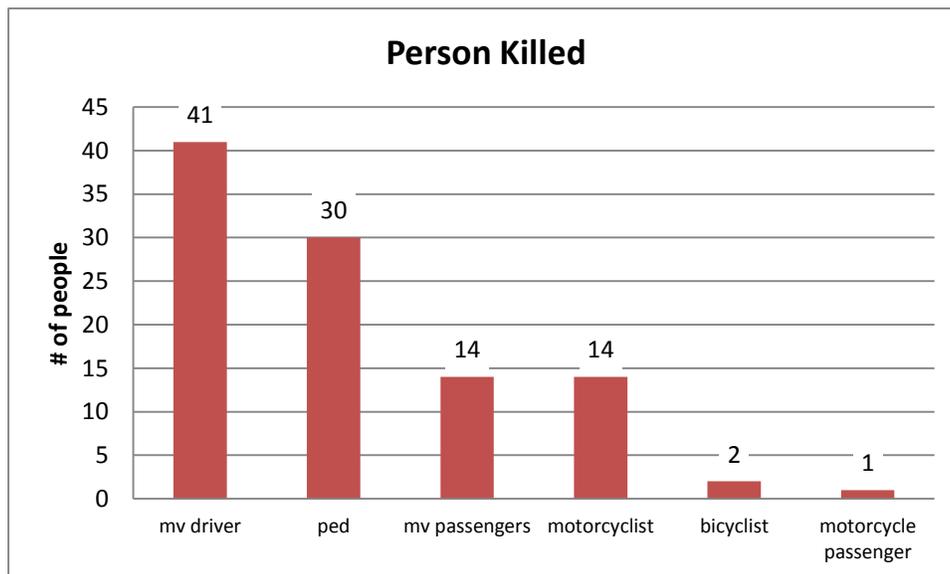


In 2015, there were 93 fatal crashes involving 102 fatalities.

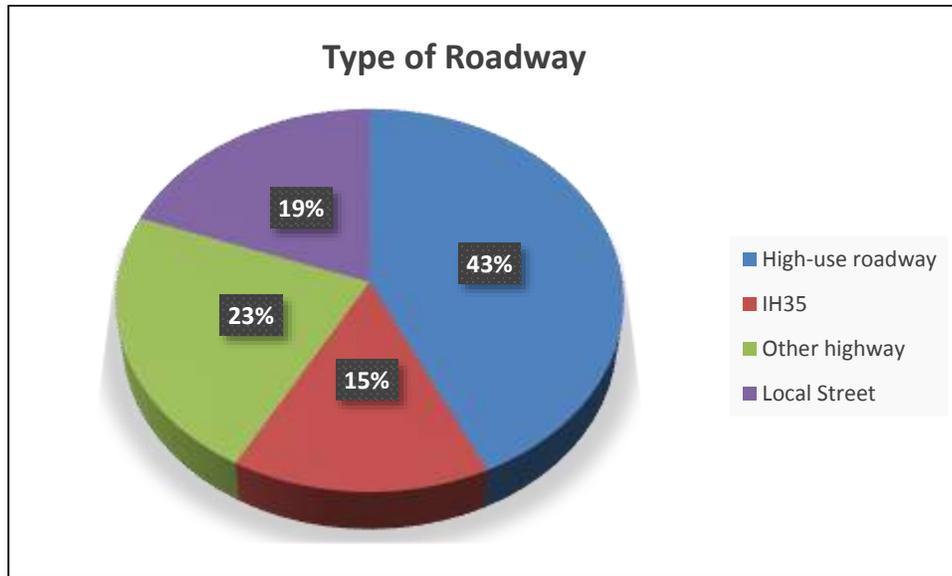




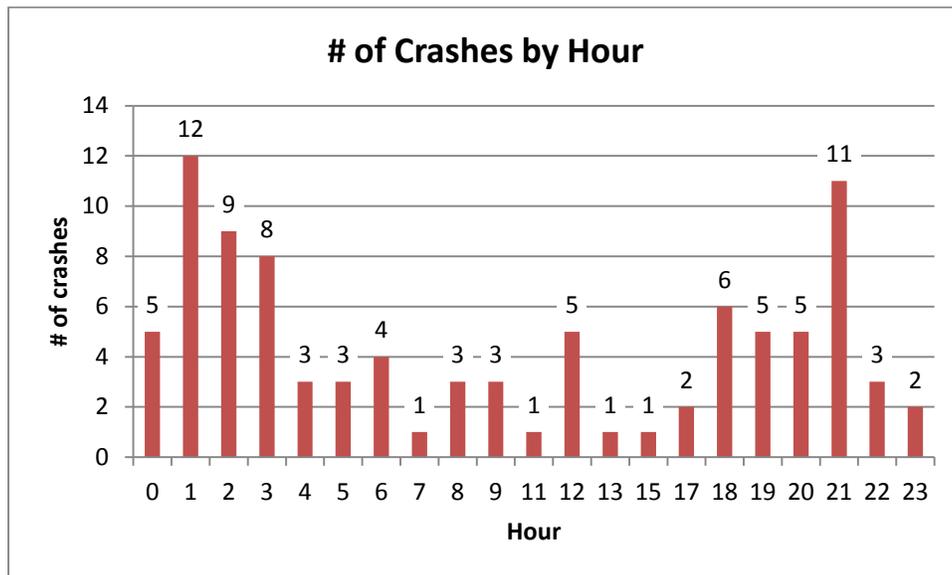
The person most often killed was either a motor vehicle (mv) driver or pedestrian (ped).



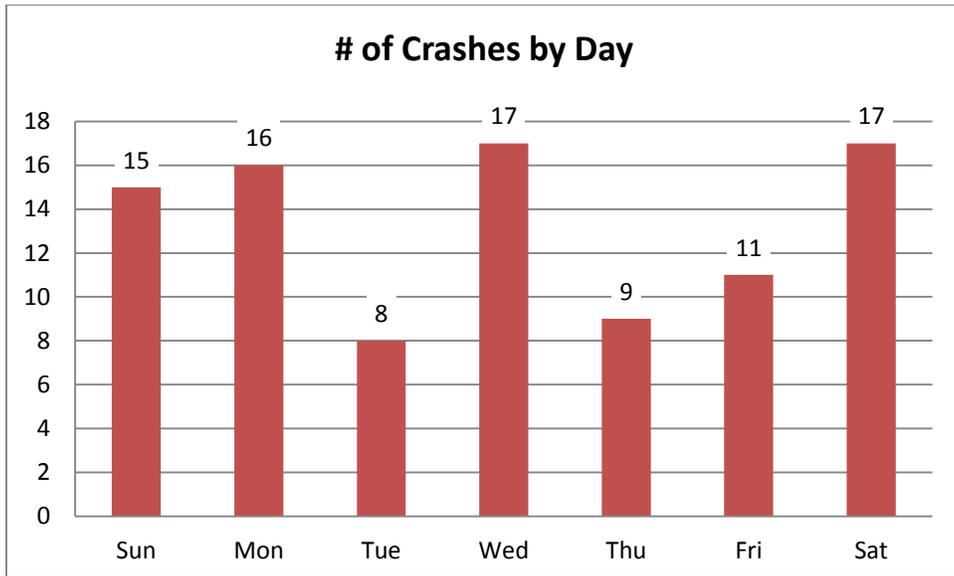
The majority of crashes (81%) occurred on high-use roadways or highways.



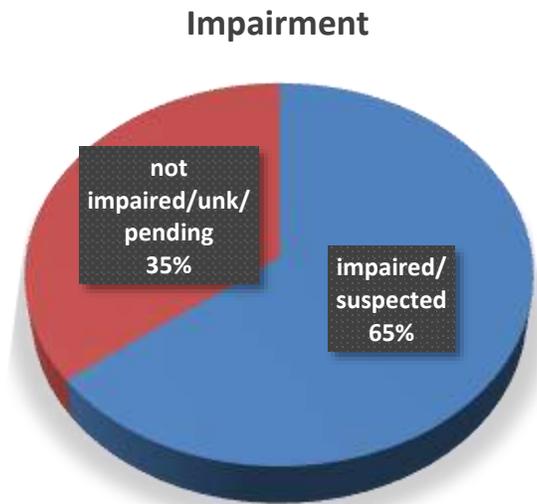
Most crashes (54%) occurred in the overnight hours between 9 PM and 3 AM (2100 and 0300).



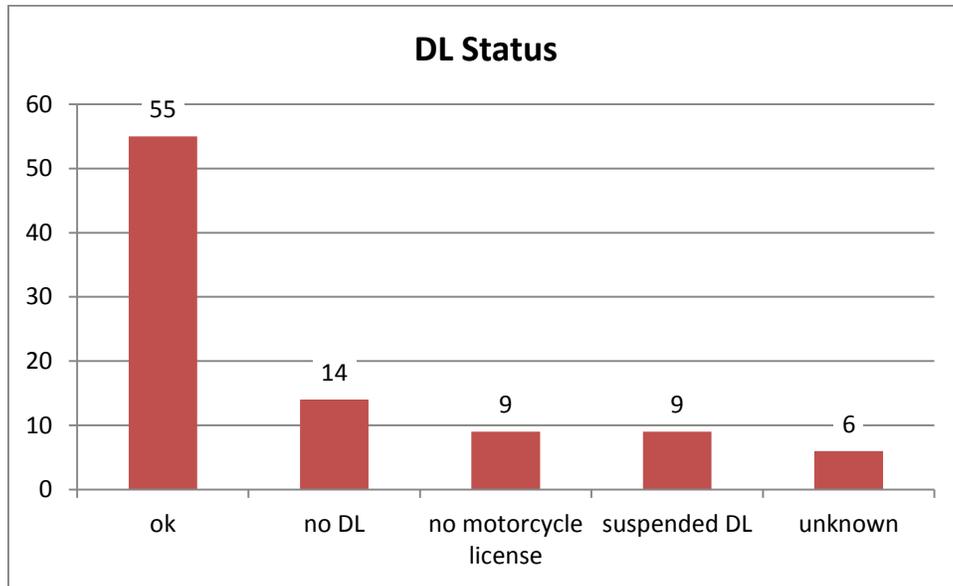
Fatal crashes occurred relatively evenly across the days of week. Tuesday and Thursday had the fewest crashes.



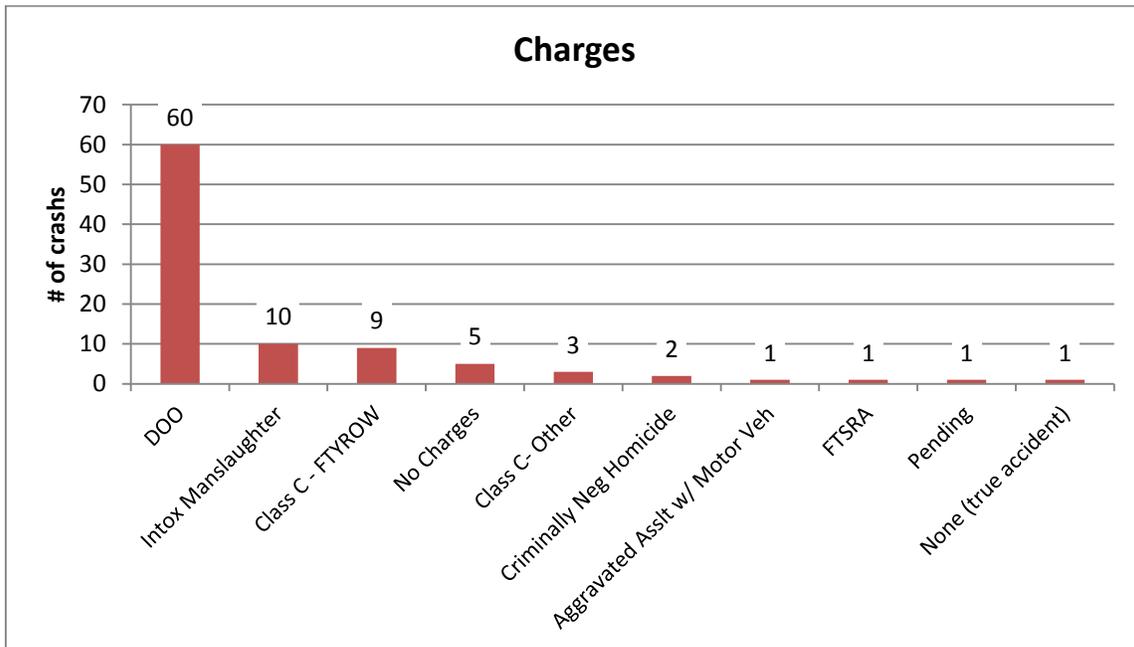
Nearly two-thirds of fatal crashes (65%) involved impairment.



Thirty-two fatal crashes (34%) involved a driver with either a suspended or no license.



More than two-thirds (65%) of the crashes involved Death of Offender (DOO). Twenty-six (26 or 28%) involved criminal charges, including class C citations.



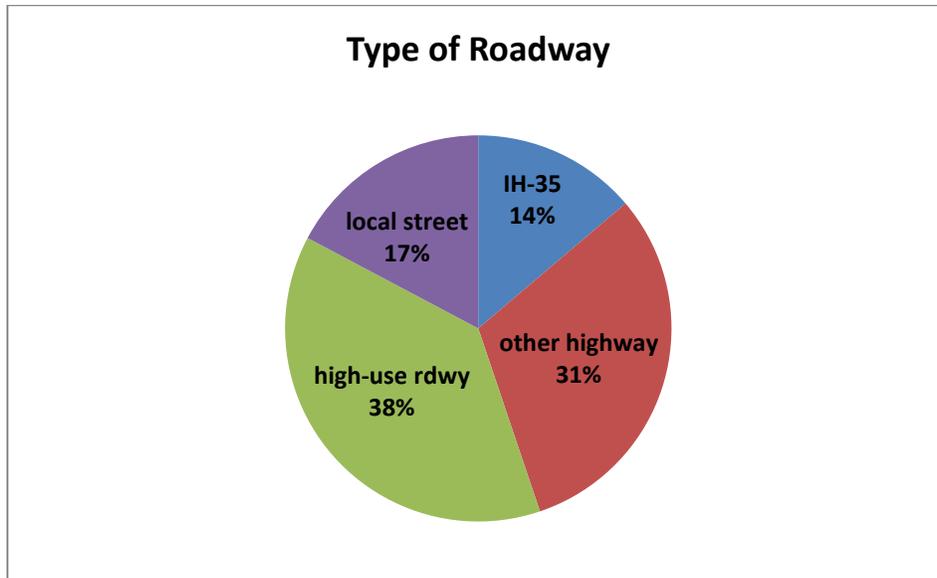
Fatalities by Type

Pedestrians

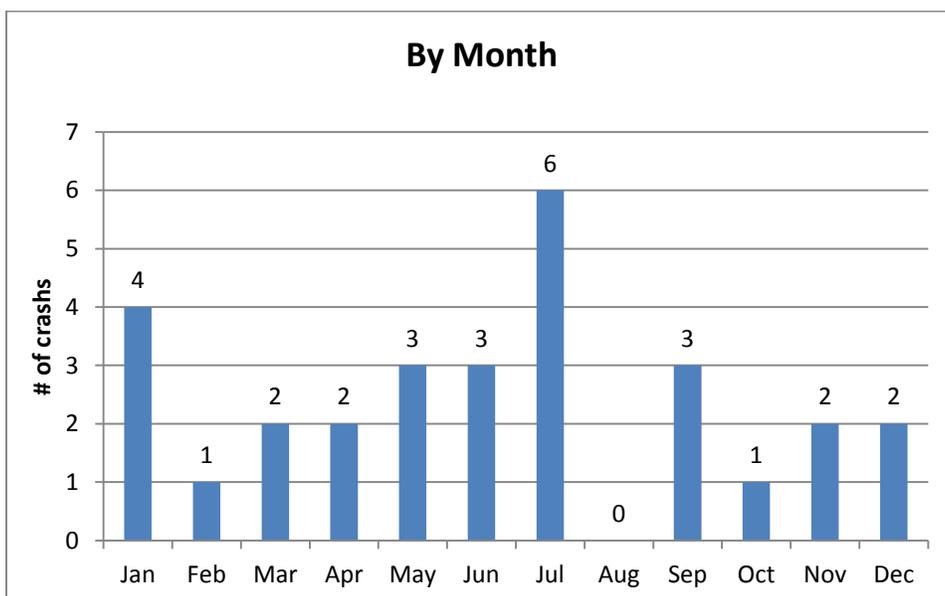
There were 29 fatal pedestrian crashes involving 30 fatalities.

Incident Characteristics

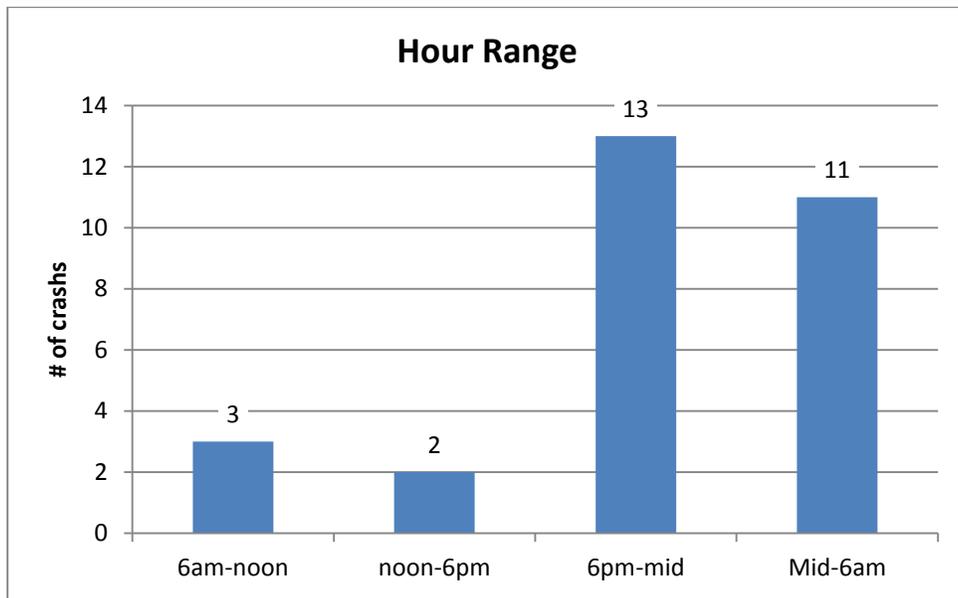
The majority of pedestrian fatal crashes (83%) occurred on either a highway or a high-use roadway. Two-thirds (66%) occurred on roadways with a speed limit over 45 MPH.



Six (21%) occurred in July and none occurred in August.



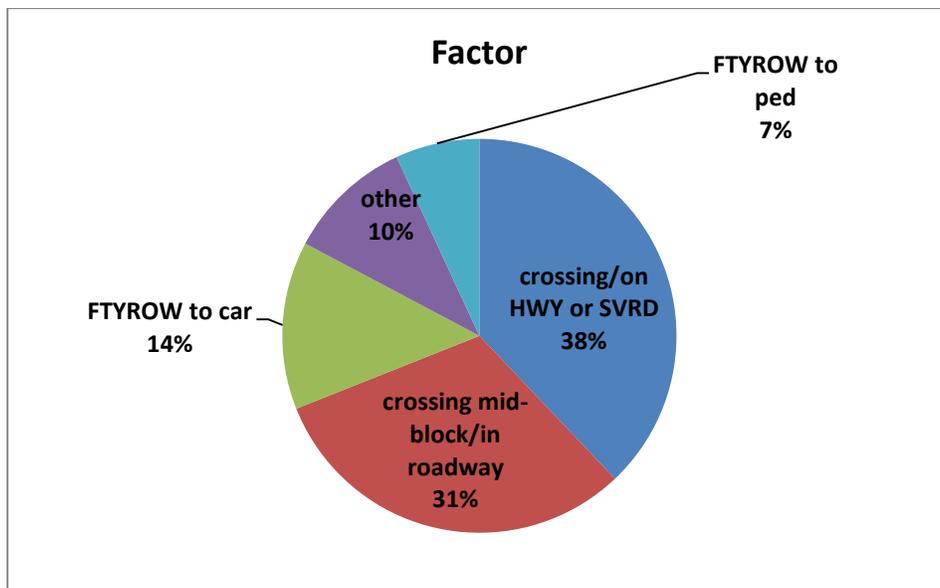
The majority (83%) of pedestrian crashes occurred between 6 PM and 6 AM when conditions were dark.



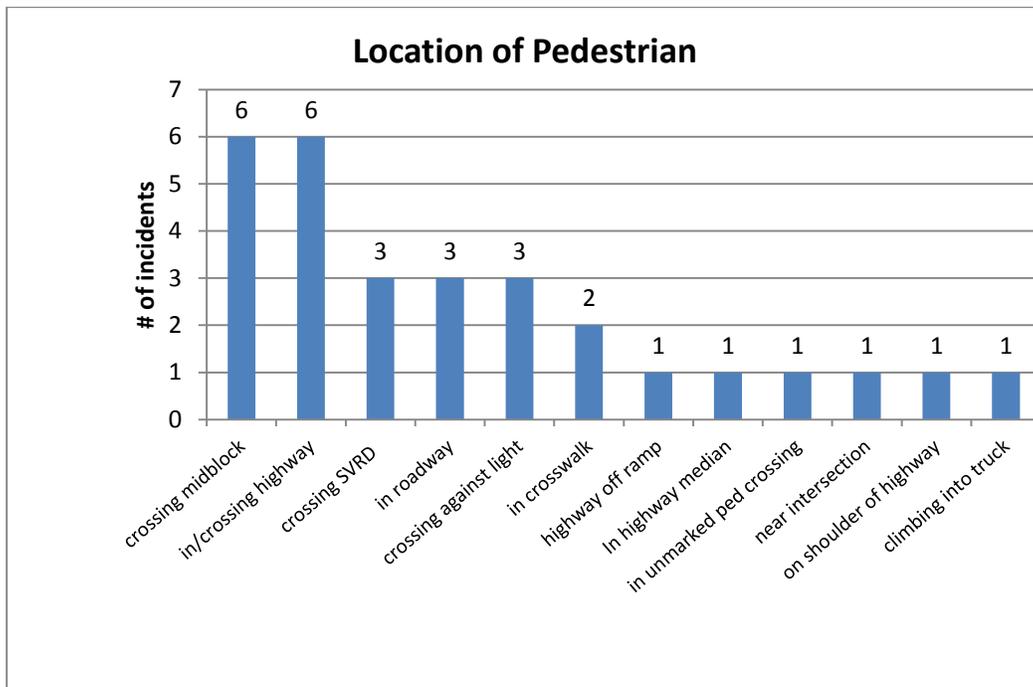
Contributing Factors

Eighty-three percent (83%) of fatal crashes involved a pedestrian crossing when or where prohibited:

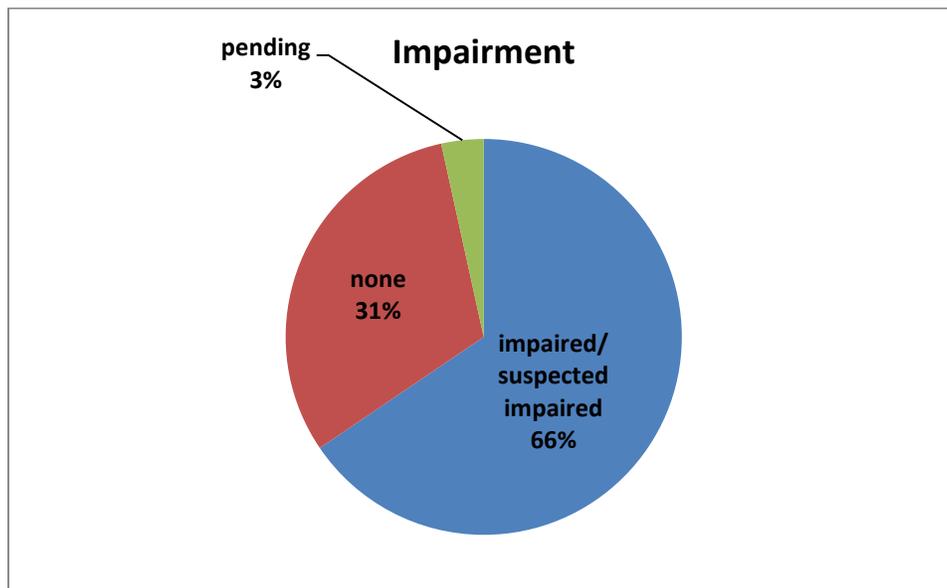
- 38% crossing a highway or service road
- 31% crossing mid-block or were in roadway
- 14% failed to yield right of way to vehicle (FTYROW)
- Two crashes involved a vehicle FTYROW to the pedestrian (7%)



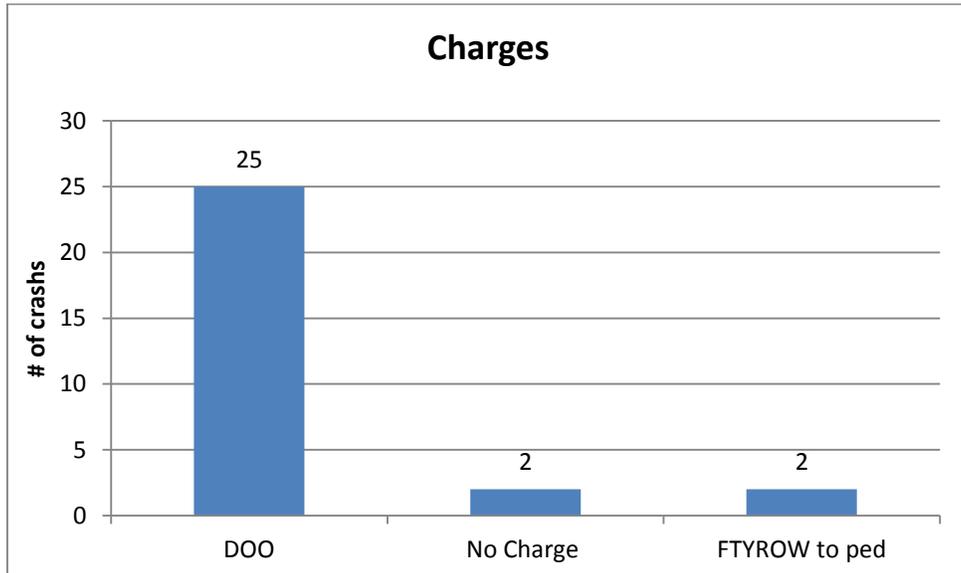
A more detailed look at the crashes shows us the location of the pedestrian at the time of the crash.



Nineteen pedestrian crashes (66%) involved impairment or suspected impairment of either party.

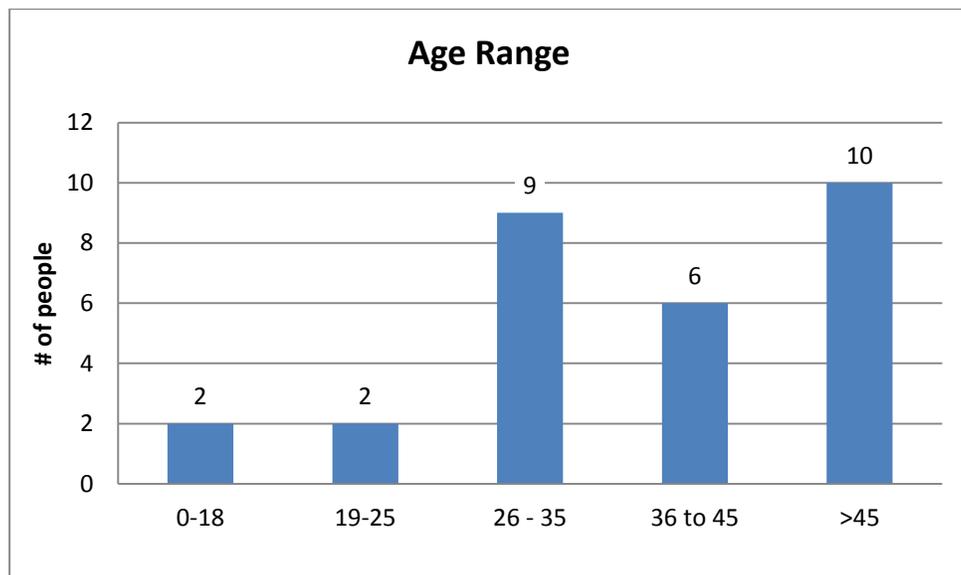


Most pedestrian fatal crashes (27 or 93%) did not involve criminal charges. Twenty-five of those were Death of Offender (DOO).

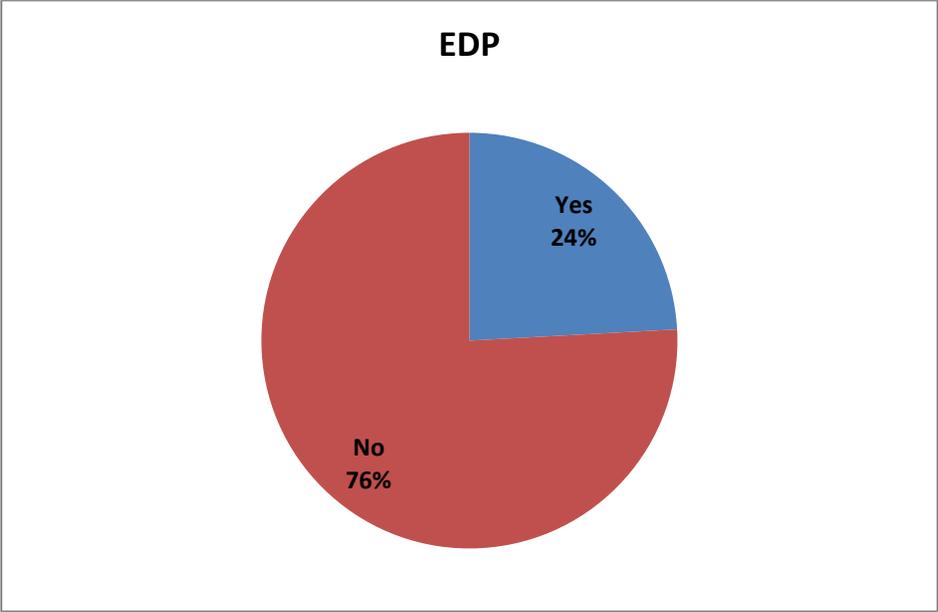
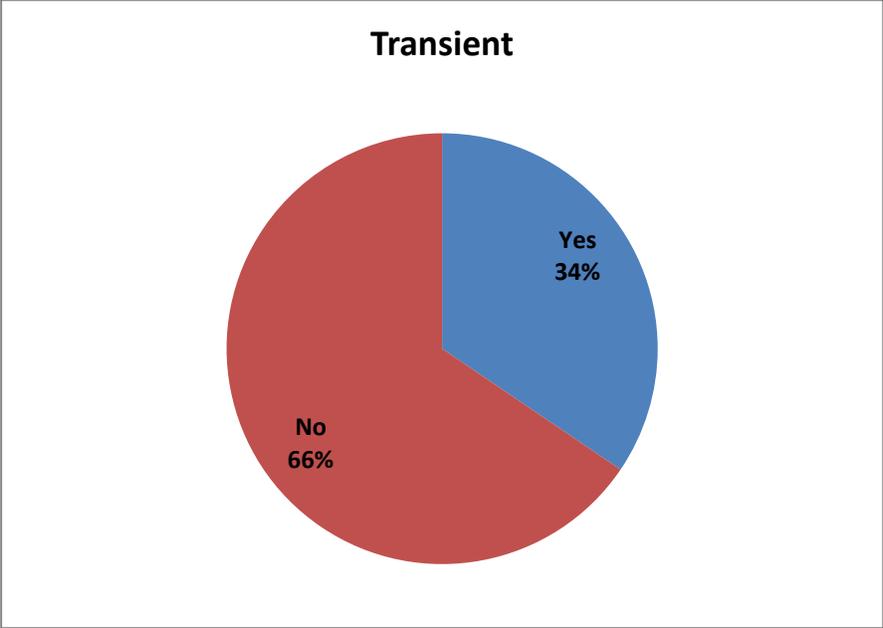


Characteristics of the Person at Fault

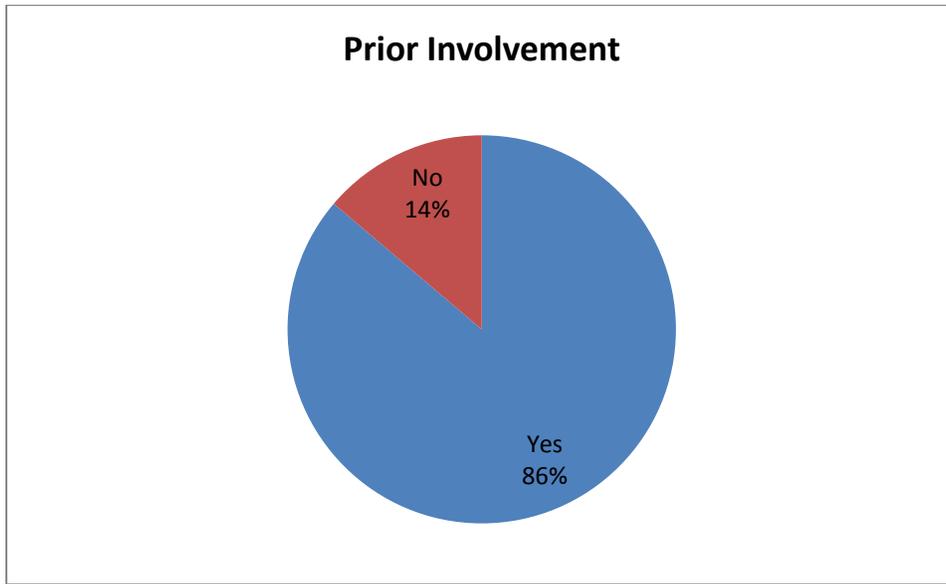
Eighty-six percent (86%) of those peopled determined to be at fault in pedestrian fatal crashes were over the age of 25.



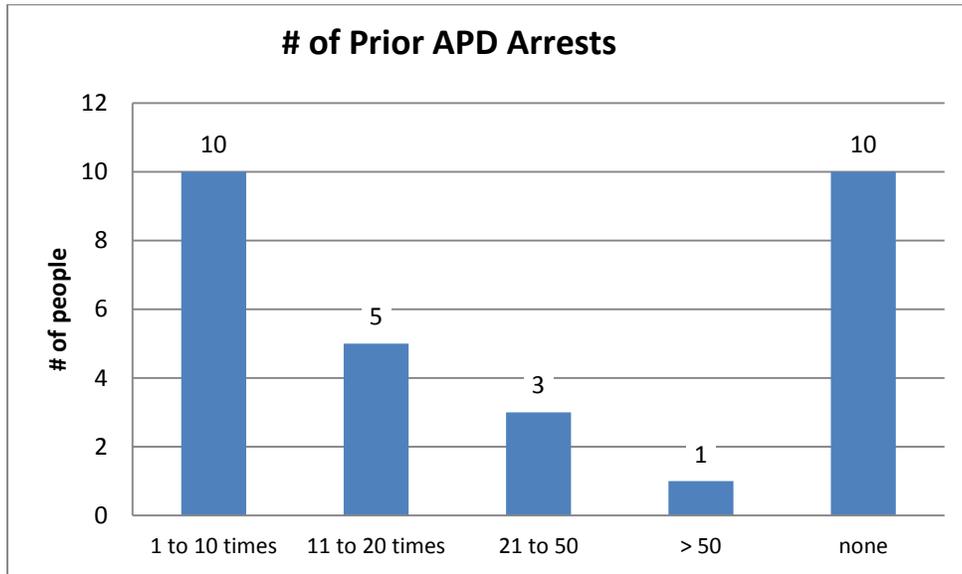
There were ten pedestrians (34%) identified as transient and seven (24%) considered emotionally disturbed (EDP).



The majority (86%) of those at fault in pedestrian crashes had prior APD involvement.



Nineteen of those at fault (66%) had been previously arrested at least once.

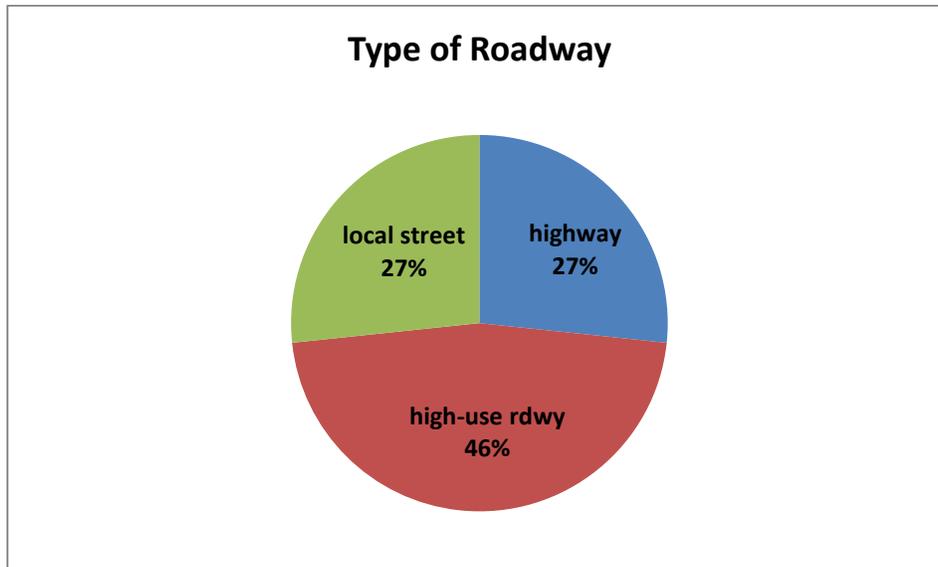


Motorcycles

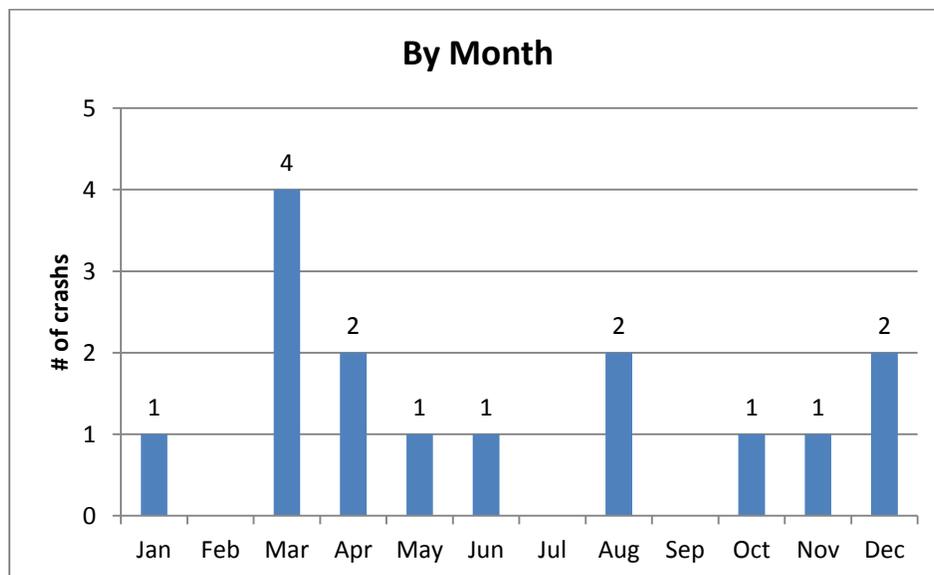
There were 15 fatal crashes involving 15 motorcycle fatalities.

Incident Characteristics

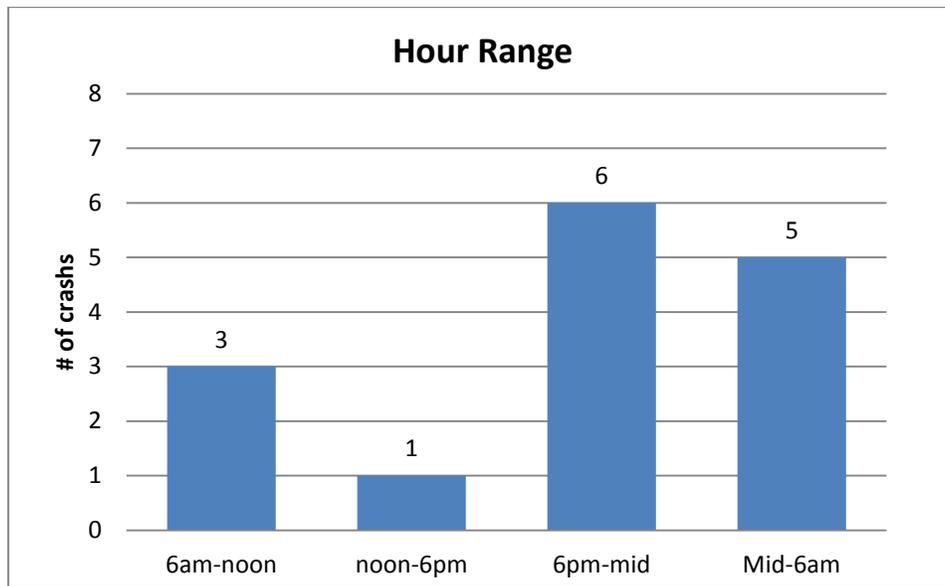
Nearly half (46%) of motorcycle fatal crashes happened on high-use roadways.



Most of the motorcycle crashes occurred in the month of March.

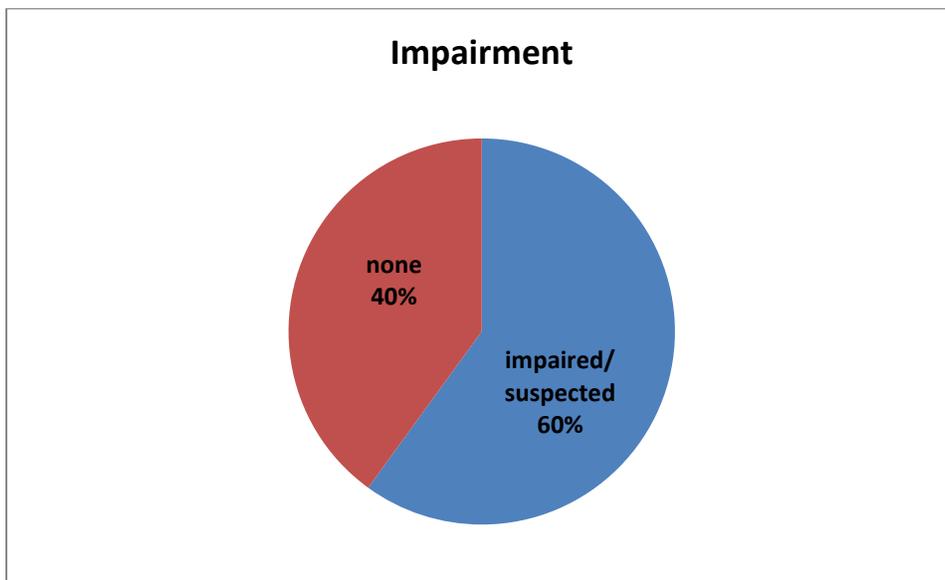


Nearly three quarters (73%) of motorcycle crashes occurred between 6 PM and 6 AM.

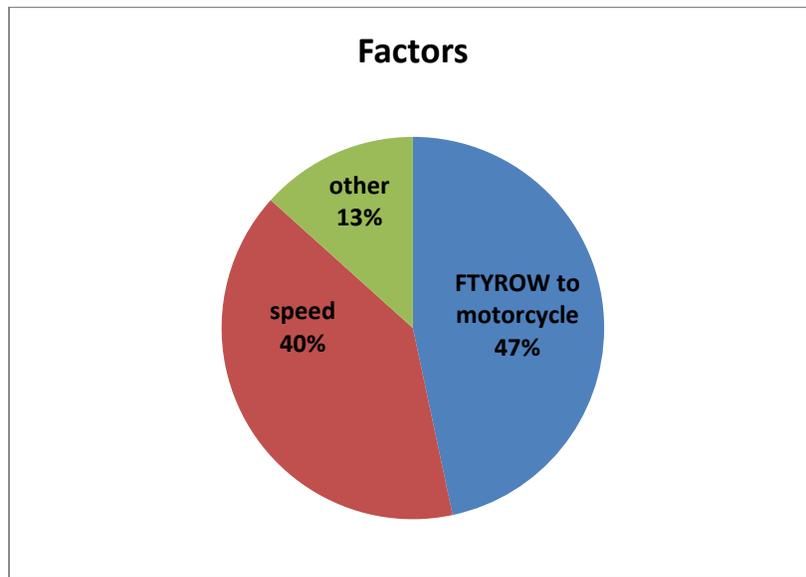


Contributing Factors

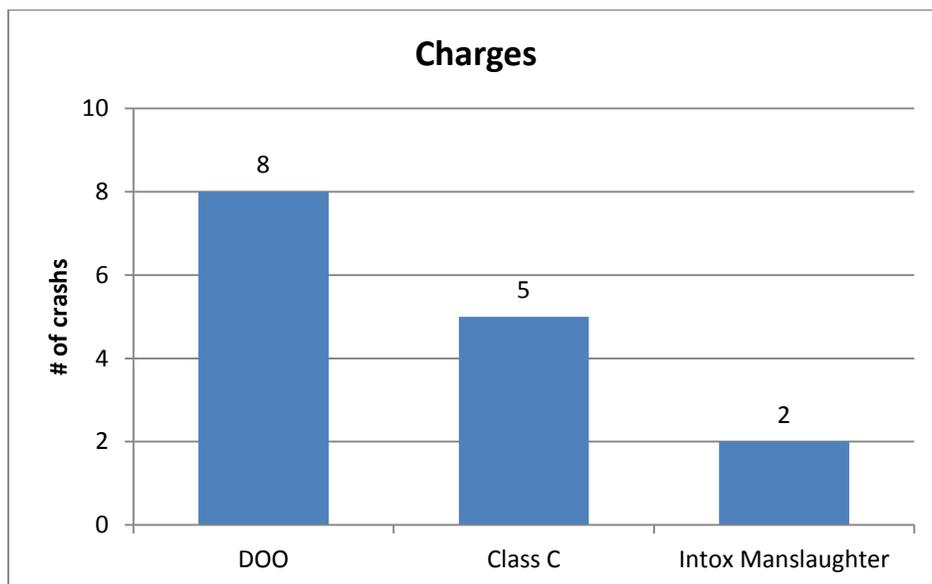
Sixty percent of motorcycle crashes involved impairment or suspected impairment.



Speed and FTYROW were found to be a contributing factor in 87% of motorcycle crashes.

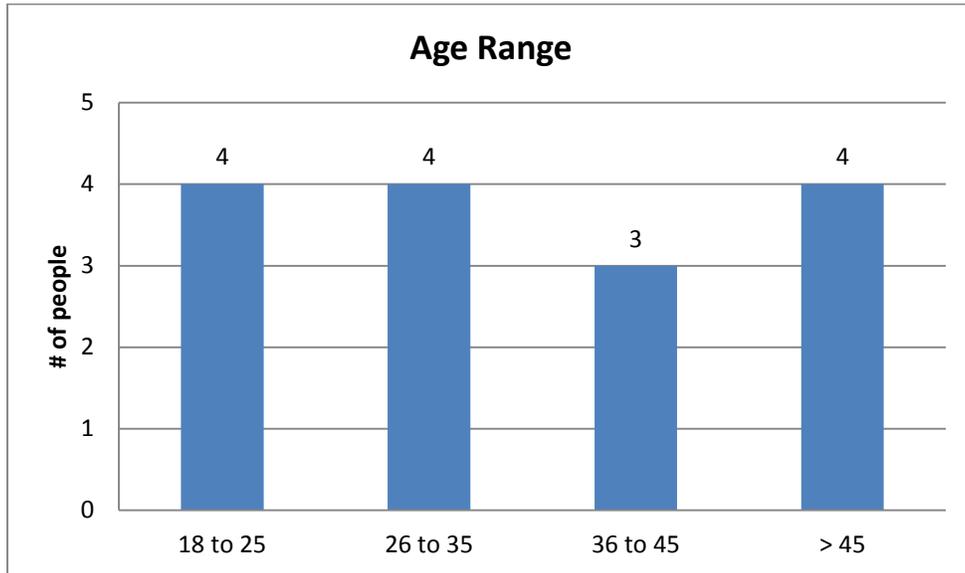


Most motorycle crashes (53%) did not involve criminal charges. Eight crashes were considered Death of Offender (DOO).

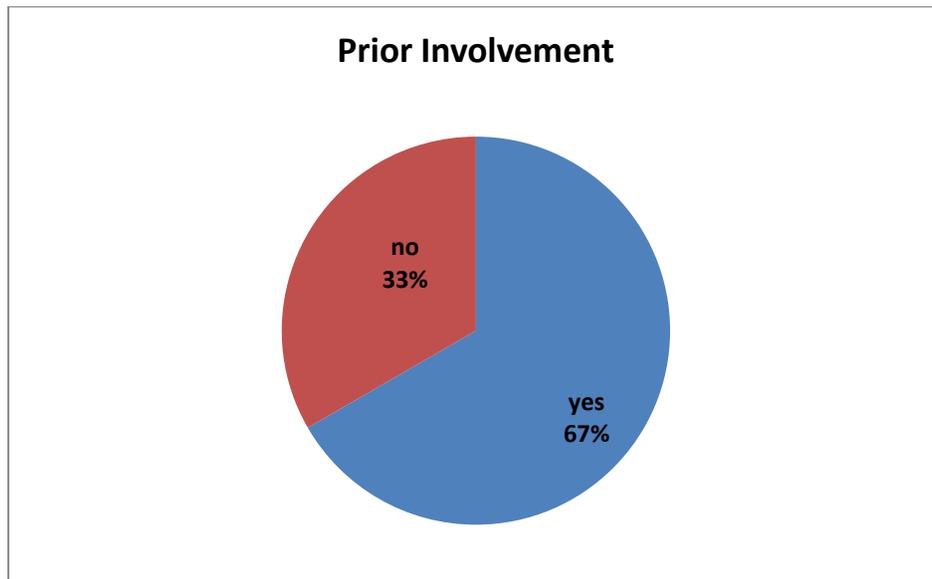


Characteristics of the Person at Fault

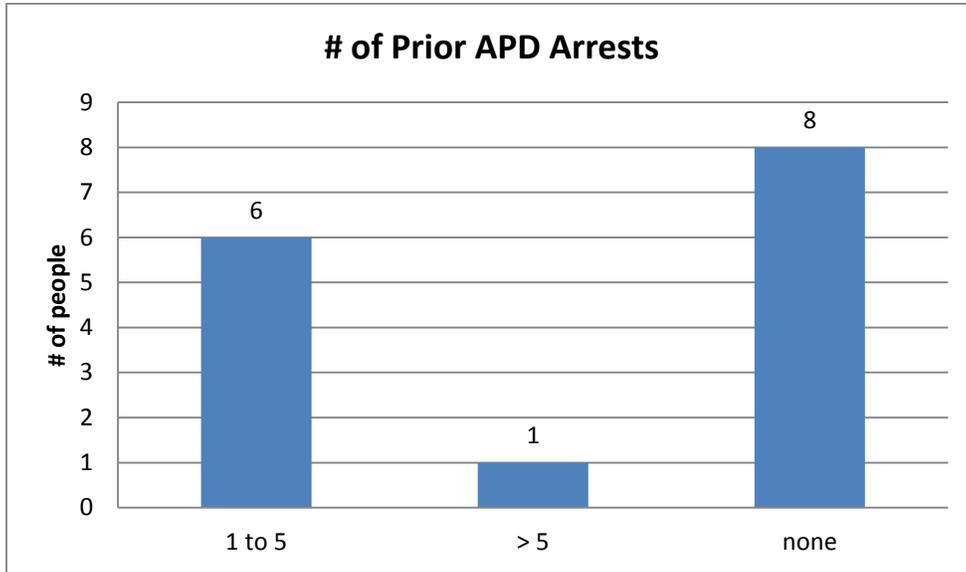
The age of those at fault in motorcycle fatal crashes was spread evenly across all ranges.



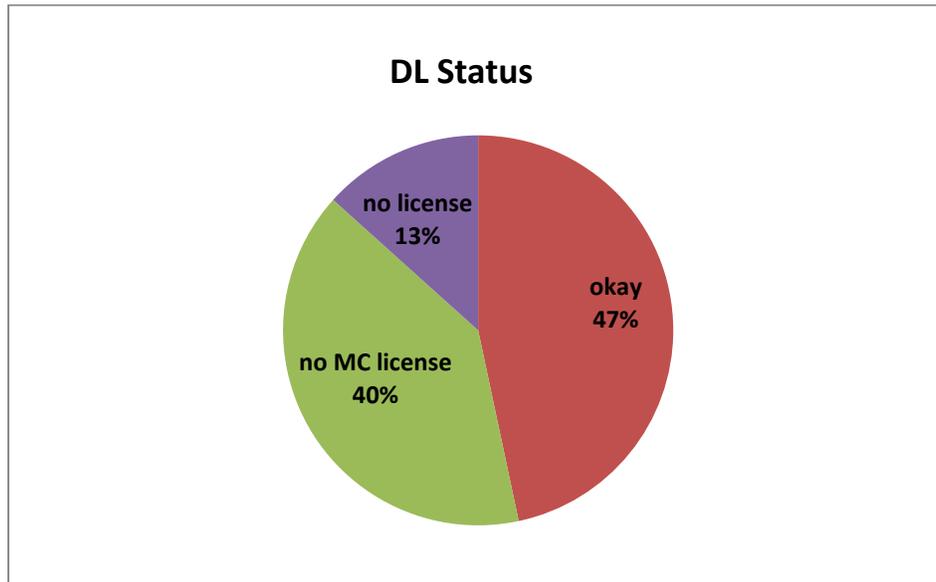
Over two-thirds of those at fault in motorcycle crashes had prior APD involvement.



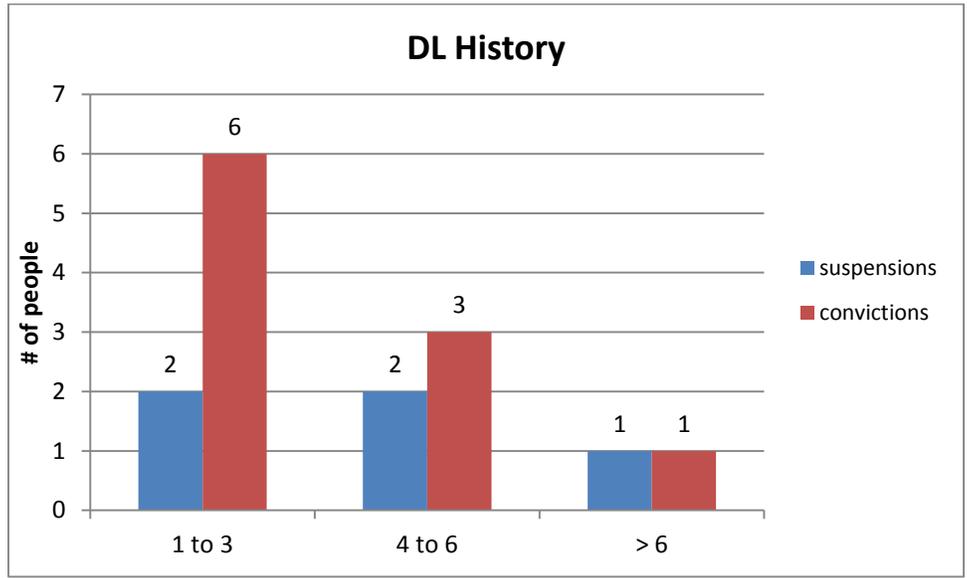
Seven of the fifteen people at fault (47%) had at least one prior arrest with APD.



More than half (53%) of those at fault had either no driver's license or no motorcycle endorsement. Four of those at fault (27%) had been involved in at least one previous crash.



Ten people (67%) had had previous convictions on their licenses or ID cards and five (33%) had previous suspensions.



Other General Characteristics

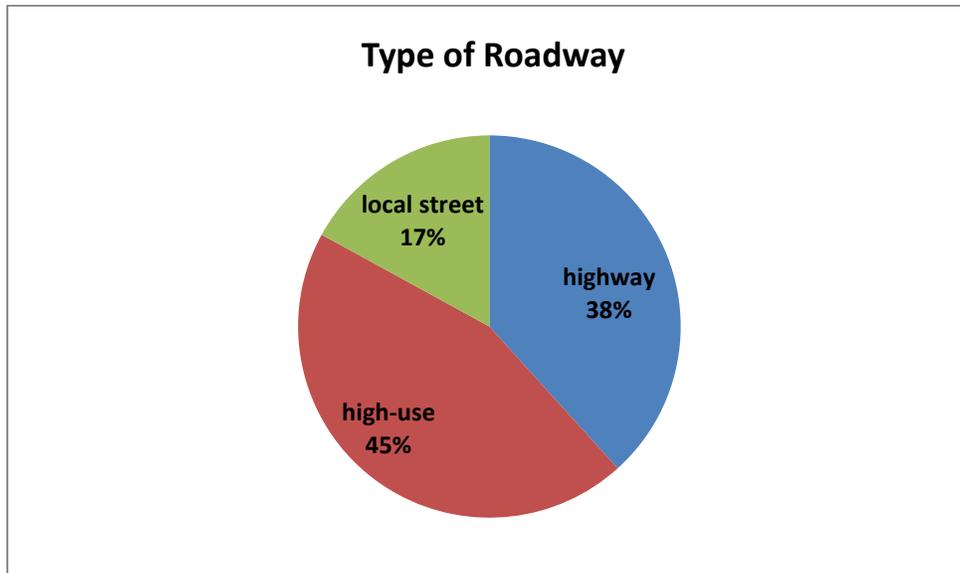
- Nearly three quarters of those killed (73%) were wearing a helmet.

Motor Vehicles

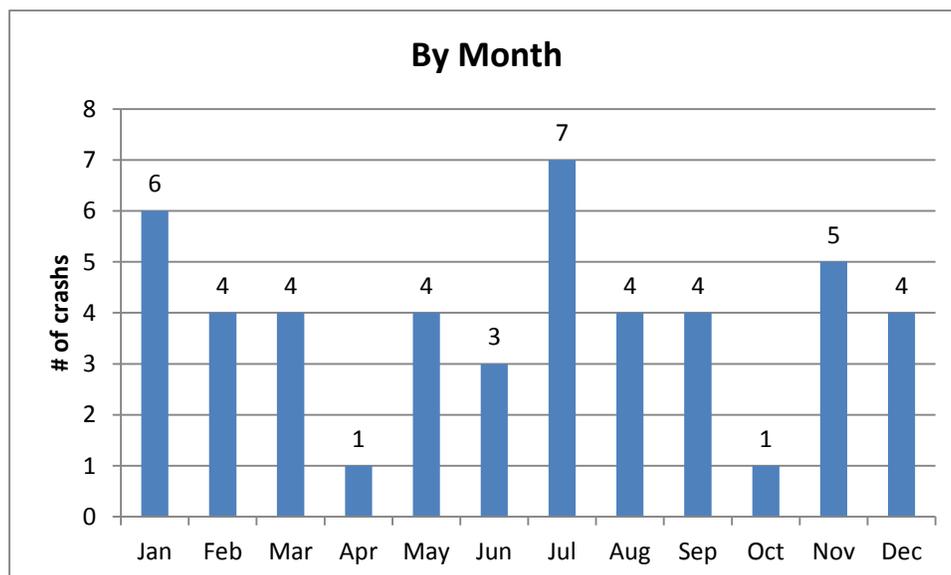
There were 47 fatal motor vehicle crashes involving 55 fatalities.

Incident Characteristics

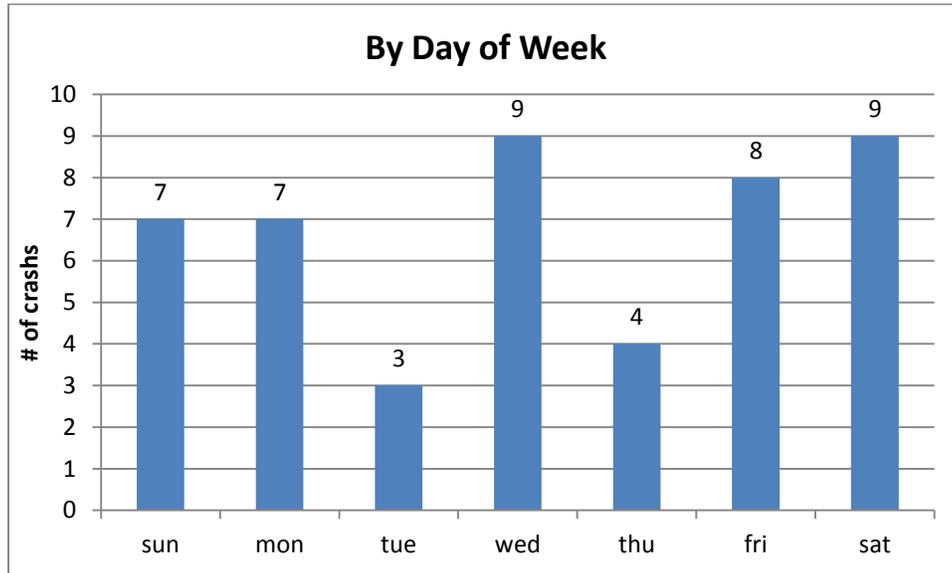
The majority of motor vehicle fatal crashes occurred on either a highway or high-use roadway (83%).



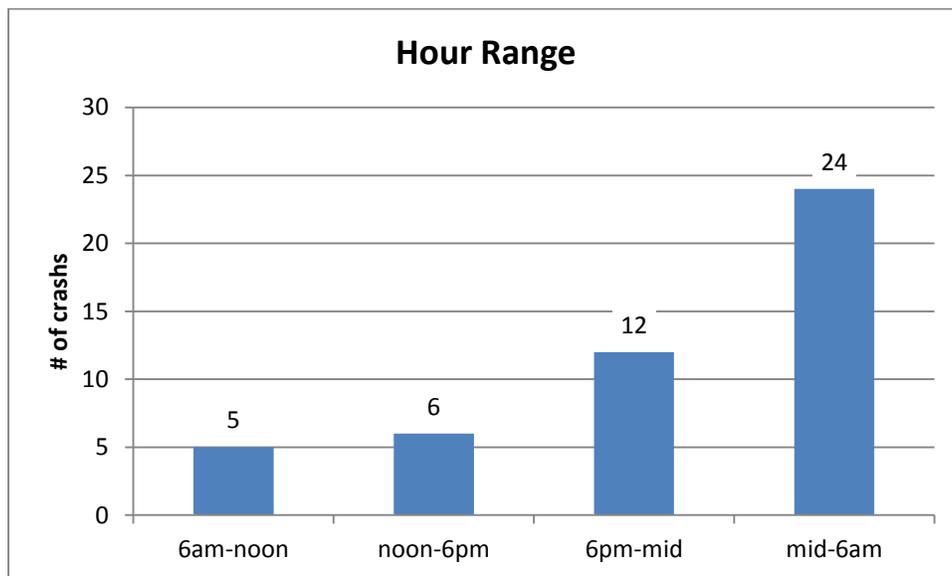
Twenty-eight percent of crashes occurred in January and July.



Most motor vehicle crashes occurred on Wednesday and Friday and the fewest occurred on Tuesday and Thursday.

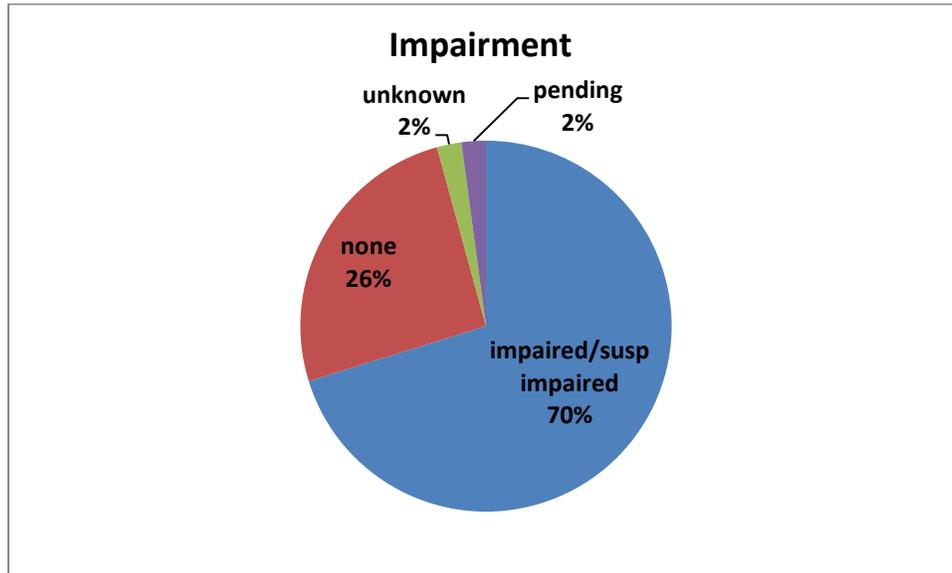


Just over half (24 or 51%) of motor vehicle fatal crashes occurred between midnight and 6 AM.

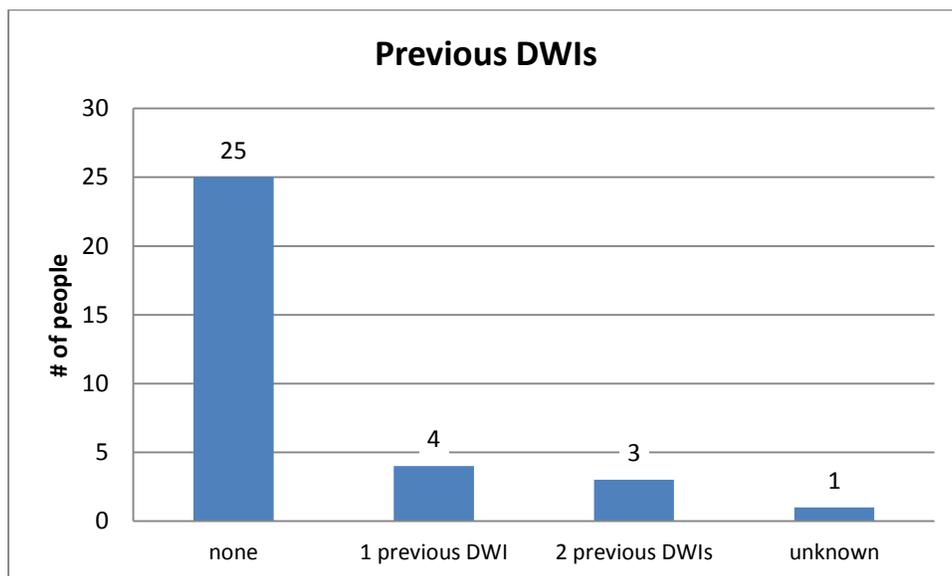


Contributing Factors

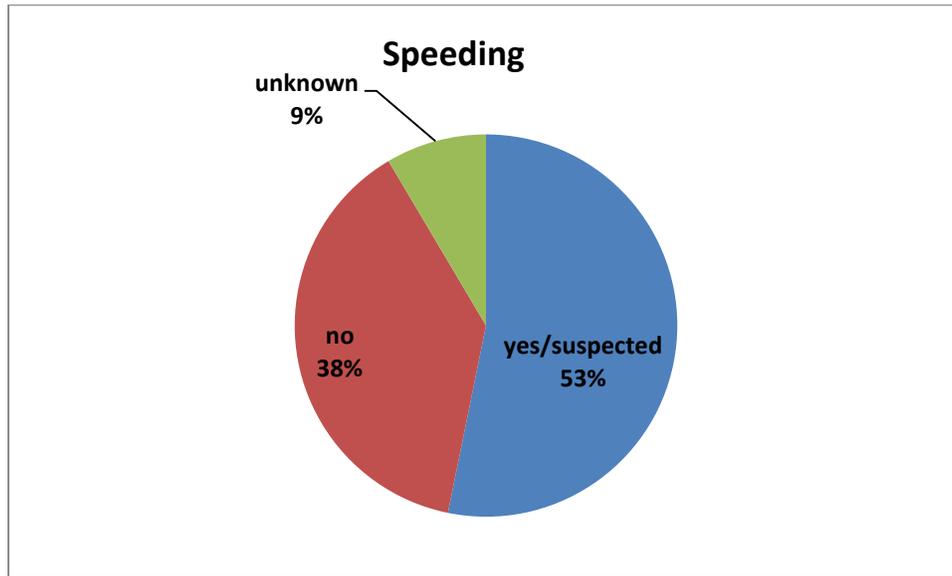
The largest portion of motor vehicle crashes involved impairment or suspected impairment (70%).



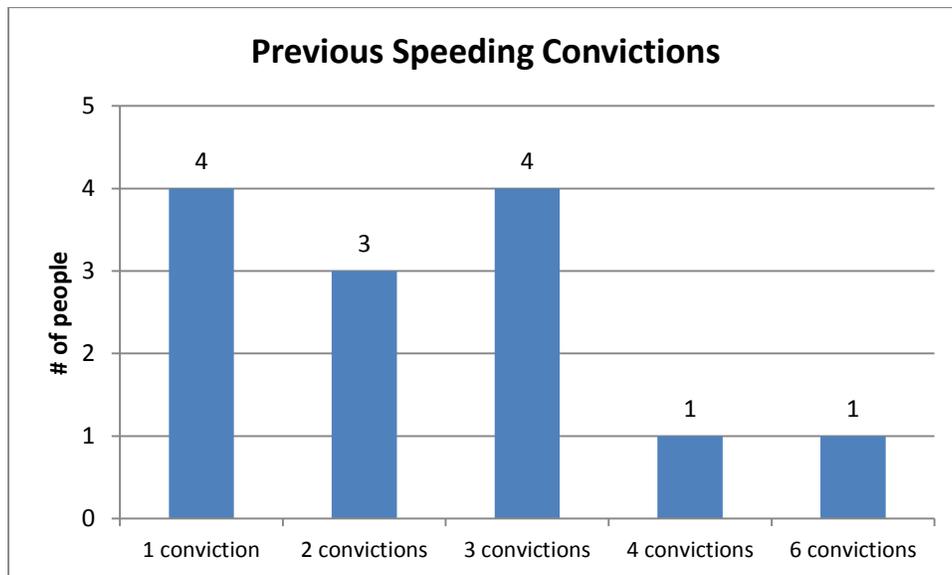
Seven people (21%) who were impaired at the time of the fatal crash had at least one previous DWI.



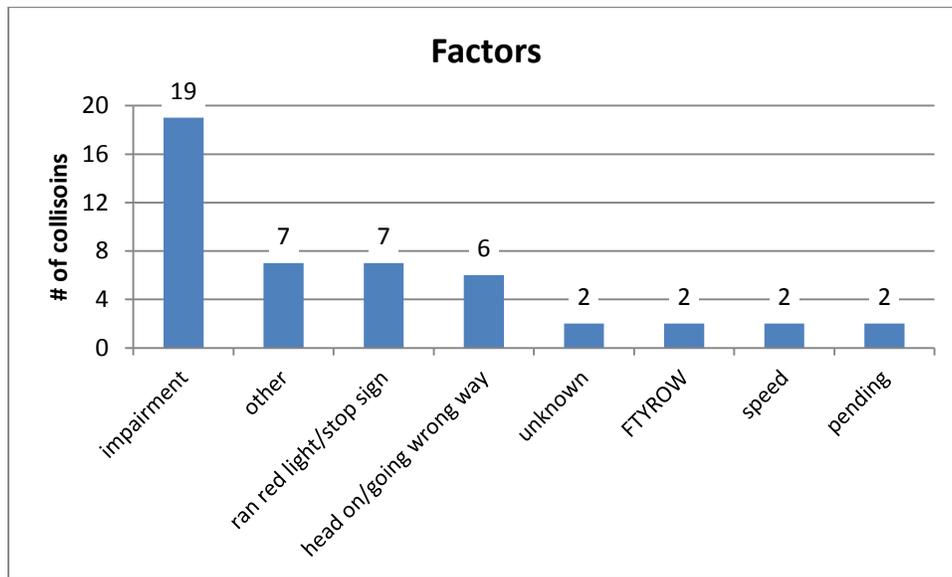
Speeding was involved in just over half (25 or 53%) of motor vehicle fatal crashes.



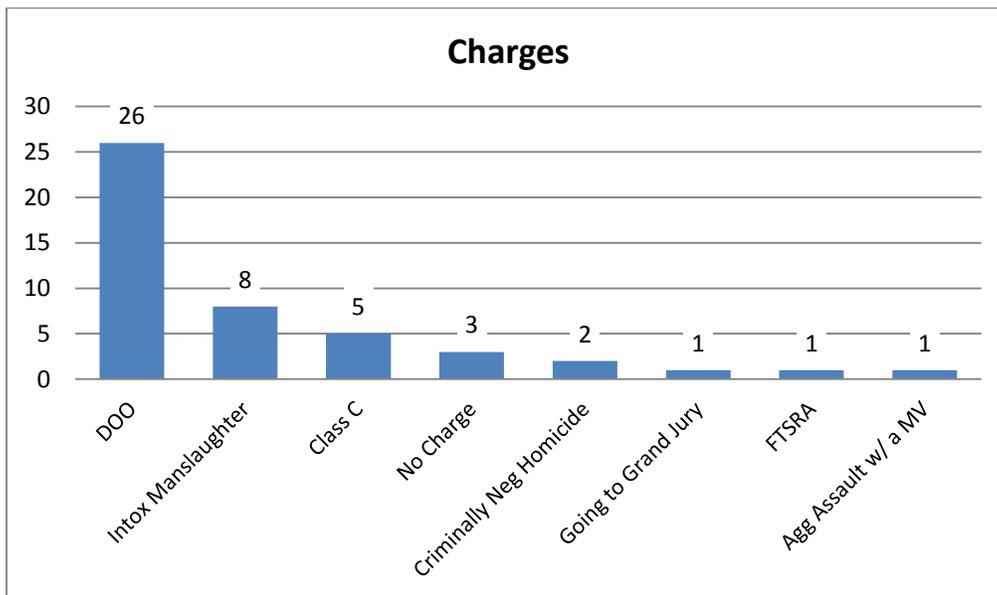
Thirteen (28%) of the 25 crashes involving speed comprised drivers who had at least one previous speeding conviction.



Impairment was the most common contributing factor found in motor vehicle fatality crashes.

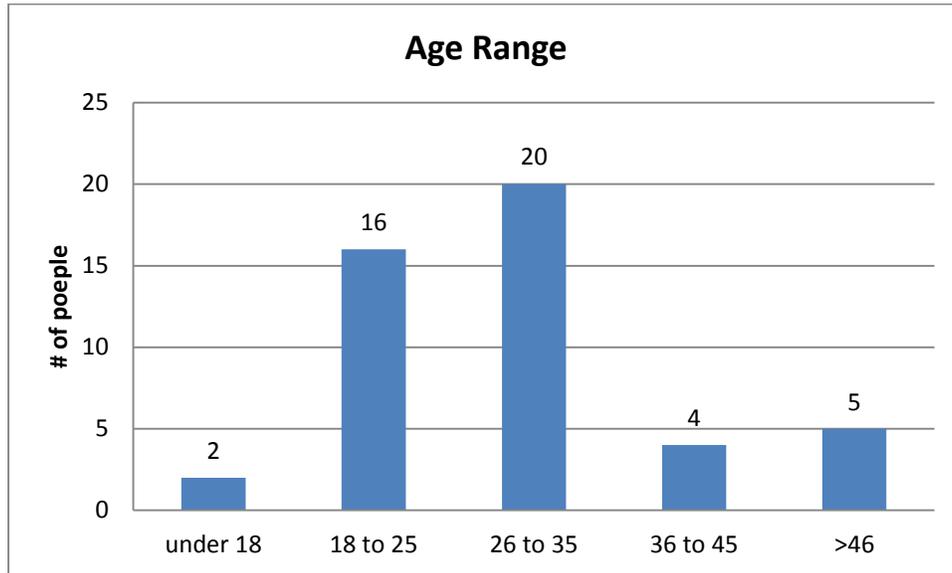


More than half (55%) of motor vehicle crashes involved Death of Offender (DOO). Thirty-six percent (17 or 36%) involved criminal charges.

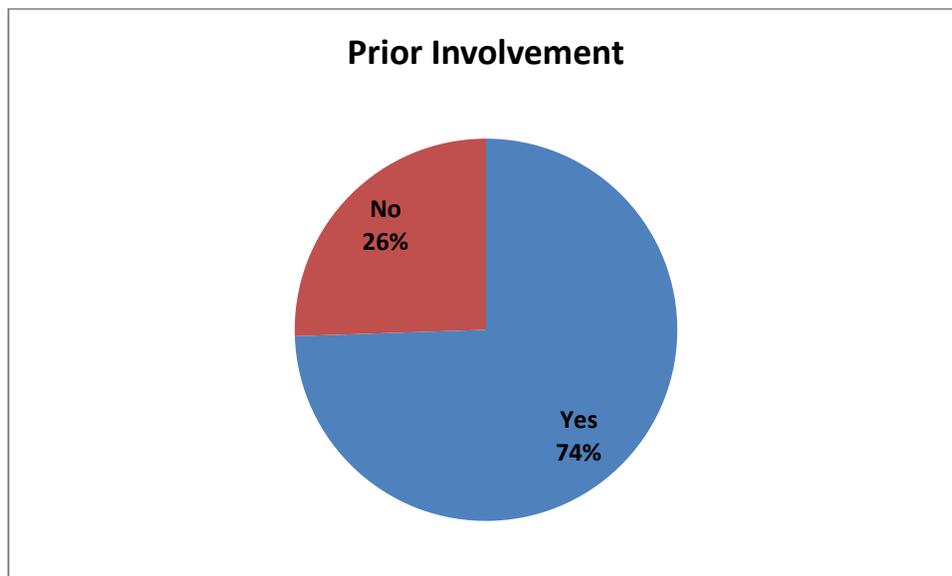


Characteristics of the Person at Fault

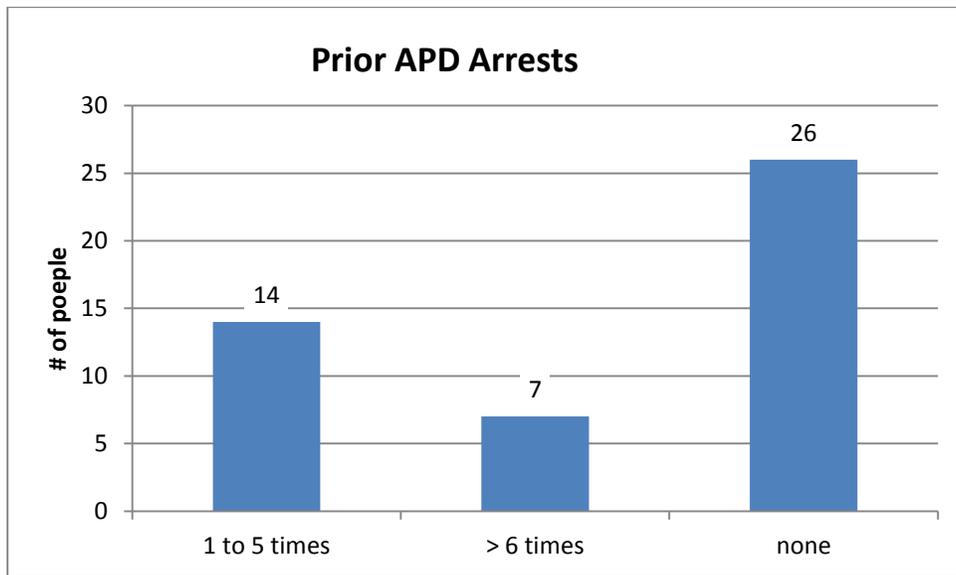
Forty-three percent (43%) were between the ages of 26 and 35.



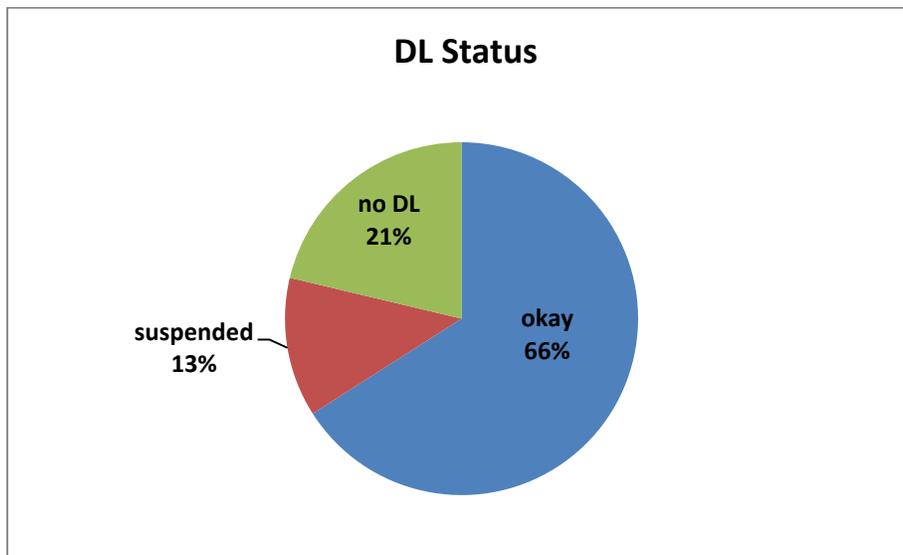
Nearly three quarters of those at fault (74%) had prior involvement with APD.



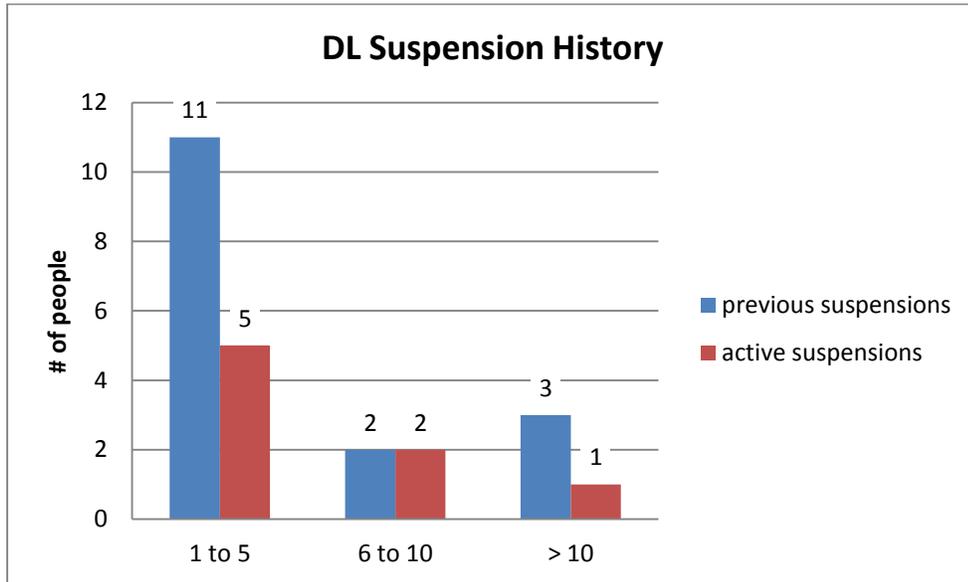
Twenty-one of those at fault in motor vehicle crashes (45%) had at least one prior arrest.



Thirty-four percent of those at fault had either no driver's license or a suspended driver's license at the time of the crash.



Sixteen at fault people (34%) had a previous suspension and eight (17%) had active suspensions on either their DL or ID card at the time of the crash.



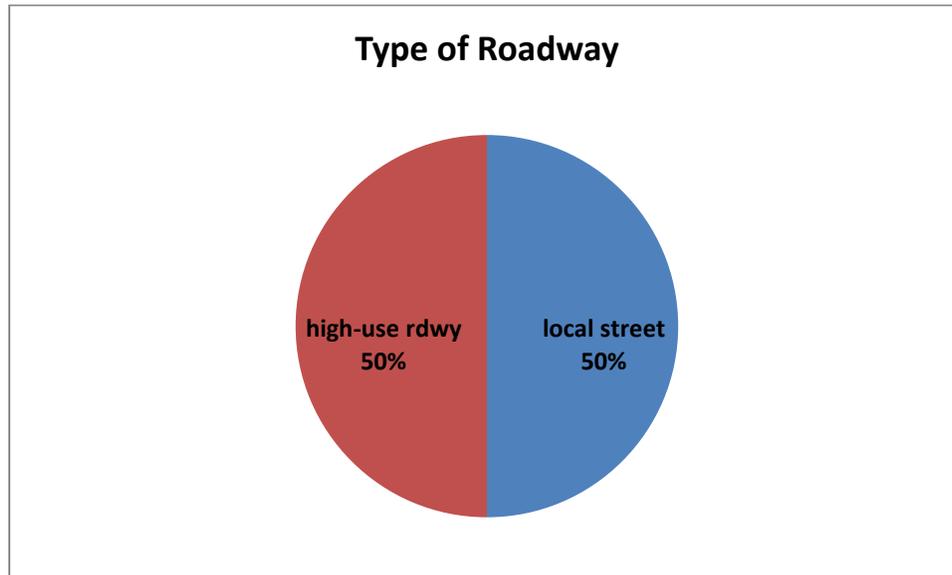
Other General Characteristics

- Seatbelts were worn in 49% of incidents

Bicycles

There were 2 fatal bicycle crashes involving 2 fatalities.

- One bicyclist was impaired.
- No charges were filed in either case. One incident was Death of Offender (DOO).
- One incident occurred on a local street, the other on a high-use roadway.



Other General Characteristics

- Neither location had bike lanes.
- Both victims were wearing helmets.

Map of Crashes

