

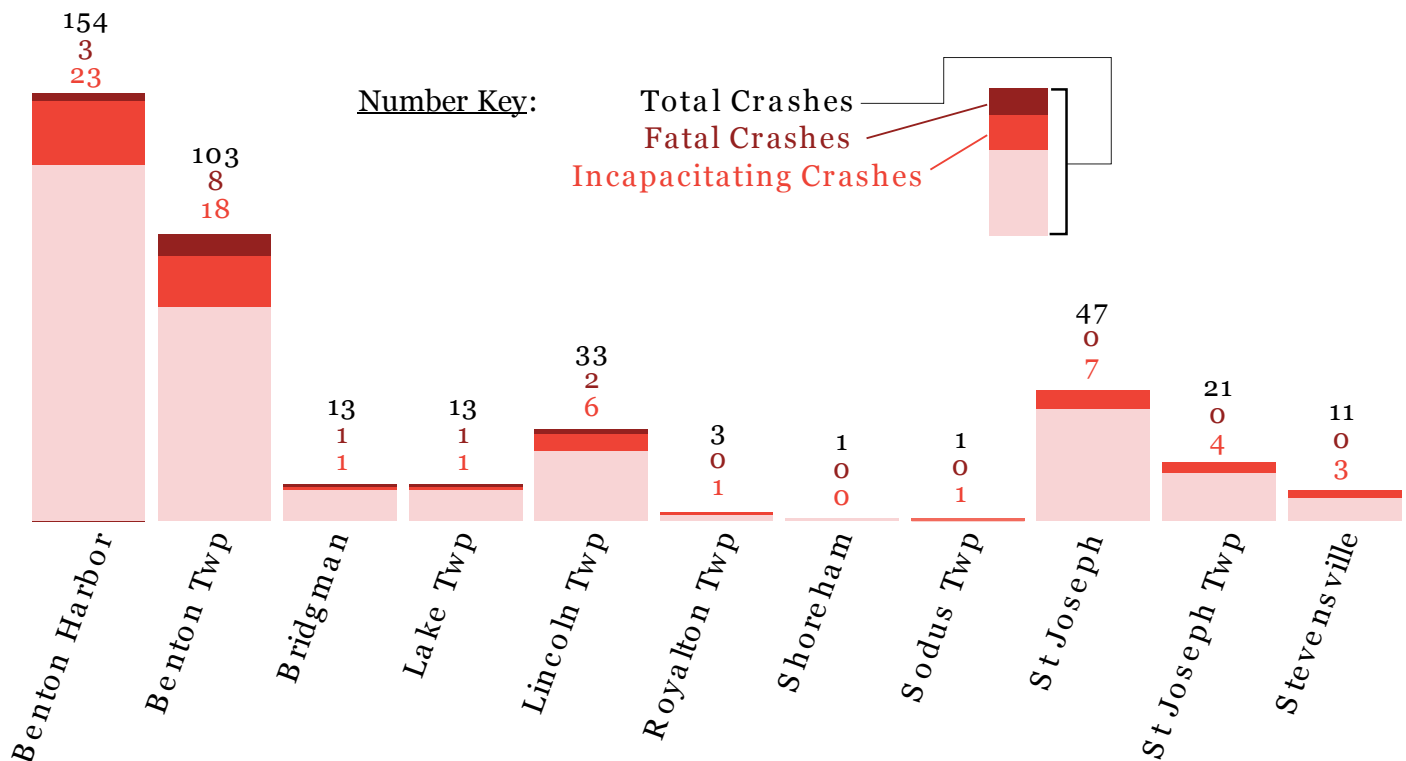
## Section 3.3: Safety Statistics

One of the primary goals for a good non-motorized transportation system is to promote the safety of bicyclists and pedestrians. Examining the number of dangerous crashes involving these users provides a basic means of evaluating how safe a transportation system is for them. Such an examination is aided by the State of Michigan, which maintains a detailed record of car crashes involving bicyclists and pedestrians. Looking at crash totals across a region can give a general sense of the dangers faced by road users, while the specific locations of crashes can help pinpoint problem areas. In addition to demonstrating safety problems, crash locations can help indicate areas where users are likely to feel uncomfortable walking or biking, and thus face restricted mobility.

The plots in Figure 3.3, below, show the total of all bicycle and pedestrian crashes over the ten-year span from 2000 to the end of 2009. (Note that crashes occurring on the boundary of two jurisdictions are applied to both totals, so the sum across jurisdictions in Figure 2.1 is slightly higher than the overall

TwinCATS crash total.) The figure shows that while all TwinCATS jurisdictions have experienced bicycle and pedestrian crashes over the past decade, Benton Harbor and Benton Township have faced by far the highest incidence of such crashes. Benton Harbor has the highest number of total crashes (154) and crashes which resulted in incapacitating, non-fatal injuries (23), while Benton Township saw the highest number of fatal crashes (8). Figure 3.4 on the following page shows the precise location of these crashes, again split between fatal crashes, crashes with non-fatal but incapacitating injuries, and crashes with light or unknown injuries or with property damage only.

**Figure 3.3: Count of Car Crashes Involving Bicyclists or Pedestrians by Community, 2000 - 2009**



**Figure 3.4:** Map of Car Crashes Involving Bicyclists or Pedestrians, 2000 - 2009

