In of the crashes, even though 19 percent

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InFigure 2, motorcyclists has the highest frequency of not reporting theaccidents followed by the car drivers. But in past study by Jonathan 33, thereporting rates were higher for drivers than for passengers. Crash statistics on bicycles suffer fromsignificant underreporting compared to other types of road users, as they areoften not documented by the police. This omission is most common when a motor-vehicleis not involved, such as when a cyclist hits a fixed object or falls, on or offthe road 34. Even when amotor-vehicle is involved, many of the collisions are not documented in policerecords. In a prospective study that tracked the cycling behavior and crashesof 1087 adult commuter riders in Brussels, Belgium over a period of one year, the police documented only 7 percent of the crashes, even though 19 percentinvolved a collision with a car 35. And even in a city where bicycling ismore common than driving (Munster, Germany), hospital admission records containtwice as many injury bicycle crashes as the police records 36.

The accidentswere reported if there is a risk of injury. If injury occurred, the accidentswere reported (64. 3%) and if injury did not occur, the accidents tend to not bereported (57%). Based on Periyasamy et al 22, non-fatal injuries were underreportedmost likely due to a poor understanding of the importance of reporting by theinjured road users. People were reluctant to report injuries to the police toavoid the consequences for the crash if they were at fault. Roundabout has thehighest number of unreported accidents while at the highway, the number ofreported accidents is highest.

Based on study by Patil 37, divided highwaysdecrease the chance of occurrence of high severity crashes but there is stillaccidents happened and

were reported but not as much as accidents occurred onroad junctions. For the death case, it is recorded that there were only 14accidents that cause death in this study in which 5 deaths for unreportedaccidents and 9 deaths for reported accidents. For the unreported accidents, probably the death happened more than 30 days after accidents.

Providing improved protection to vehicle occupants who areinvolved in side-impact collisions has become a high priority of both government, industry and academic researchers in the past decade. One aspect of theside-impact problem concerns side-impacts with fixed roadside obstacles such astrees, utility poles, and guard rails. Some of these objects, like trees, occurnaturally by the roadside. Other objects, like utility poles, are placed alongthe roadside though they do not contribute to the roadway function. Still otherobjects like luminaire supports, guard rails and signs, are placed along sidethe roadway to serve a specific purpose related to the roadway function.

Objects that are placed along the roadside must be evaluated in full-scalevehicle crash tests to determine how effectively the object minimizes thehazards to vehicle occupants who may strike the object 38. No presence ofobjects tends to make the drivers did not report any accidents. Based onHoldridge 39, poles (including light poles, trees, utility, traffic, railway, and overhead sign poles) experienced a significant number of crashes(11.

7%). Reported accidents tend to be hospitalized. If no hospitalization, noaccidents were reported. Traffic accidents have produced hospitalizations withhigh costs 40. Therefore, people tend not to report the accidents as nohospitalization occurred.