



INDIANA TRAFFIC SAFETY QUICK FACTS - 2007

- 205,005 traffic-related collisions resulting in injury or property damage occurred, a 6.4 percent increase from 2006.
- > 898 people were killed in 804 fatal traffic collisions.
- 52,468 people were known to have suffered incapacitating, non-incapacitating or possible injuries in traffic collisions.
- 9 percent (18,491) of all collisions were speed-related; 20.5 percent (165) of fatal collisions were speed-related.
- 4.8 percent (9,942) of all collisions were alcohol-related, a decrease of 1.3 percentage points from 2006 (6.1 percent).
- 28.9 percent (232) of fatal collisions were alcohol-related, a decrease of 1.6 percentage points from 2006 (30.5 percent).
- 253 people were killed in alcohol-related collisions; 187 people were killed in speed-related collisions.
- 64.6 percent of all collisions were known to have occurred in urban areas; 70.4 percent of fatal collisions occurred in rural areas.
- December had the highest frequency of collisions among all months (20,800, or 10.2 percent of all collisions in 2007).
- The 18 to 20 year old age group had the highest rate of drivers killed in 2007 (2.3 per 10,000 licensed).
- > 73 non-motorists were killed in collisions in 2007 (60 pedestrians and 13 pedalcyclists).
- > 43.4 percent of persons killed in motor vehicle collisions were known to be restrained.*
- There were 356,540 vehicles involved in collisions in 2007, a six percent increase from 2006.
- The number of registered vehicles in Indiana increased 2.7 percent from 6,309,100 in 2006 to 6,482,078 in 2007.
- There were 5,470,429 licensed drivers in Indiana in 2007, a 2.8 percent increase from 2006.
- ► In 2007, the economic costs of motor vehicle crashes in Indiana exceeded \$4.5 billion.

*excludes bicycles, pedestrians, farm vehicles, motorcycles and mopeds.



INTRODUCTION AND ACKNOWLEDGEMENTS

Designing and implementing effective traffic safety policies requires data-driven analysis of traffic collisions. To help in the policy-making process, the Indiana University Public Policy Institute, Center for Criminal Justice Research (CCJR or Center) has collaborated with the Indiana Criminal Justice Institute (ICJI) to analyze data from the Automated Reporting Information Exchange System (ARIES) database maintained by the Indiana State Police. Research findings have been summarized in a series of *Fact Sheets* on various aspects of traffic collisions, including alcohol-related crashes, children, motorcycles, light trucks, large trucks, dangerous driving, occupant protection, and drivers. Portions of the content in those reports and in this *Crash Fact Book* are based on guidelines provided by the U.S. National Highway Traffic Safety Administration (NHTSA).

The *Indiana Officer's Standard Crash Report,* completed by local and state law enforcement officers, contains over 200 data items for each collision reported. These include the date, time and location of the collision, the types of vehicle(s) involved, a description of the events prior to the collision, conditions at the time of the collision, as well as information on the driver and other passengers, pedestrians, and/or pedalcyclists involved in the collision. These statistics are used to inform the public, as well as state and national policymakers, on matters of road safety and serve as the analytical foundation of traffic safety program planning and design in Indiana.

The Center would like to thank the Indiana Criminal Justice Institute, NHTSA, the Federal Highway Administration (FHWA), the Indiana State Police and Holt, Sheets and Associates for their continued support and guidance throughout the process of creating these reports. The Center would also like to acknowledge the assistance and cooperation of the Indiana Bureau of Motor Vehicles in providing data on Indiana registered vehicles and licensed drivers and to the Indiana Department of Transportation for the Vehicle Miles Travelled data.

Funding for these publications is provided by the Indiana Criminal Justice Institute and the National Highway Traffic Safety Administration. An electronic copy of the *Fact Sheets* and this document can be accessed via the Center website (www.criminaljustice.iupui.edu), the ICJI traffic safety website (www.in.gov/cji/), or you may contact the Center for Criminal Justice Research at 317-261-3000. This publication may be reproduced free of charge.

NOTE: One must take note of the definitions used (see glossary) so misinterpretations of the data are minimized.

Indiana University Public Policy Institute, Indianapolis

John Krauss, Director Samuel Nunn, Director, Center for Criminal Justice Research

Traffic Records Team:

Kathy Lisby, Senior Policy Analyst Matt Nagle, Program Analyst Bill Newby, Program Analyst Samuel Nunn, Director Dona Sapp, Senior Policy Analyst

Assisted by:

Debbie Wyeth, Data Specialist

Cover design is a density map of 2007 Indiana motorcycle collisions involving an injury per 1,000 county registered motorcycles.



STATE OF INDIANA OFFICE OF THE GOVERNOR State House, Second Floor Indianapolis, Indiana 46204

Mitchell E. Daniels, Jr. Governor

September 12, 2008

Dear Traffic Safety Advocates:

I am pleased to announce that for three consecutive years now, Indiana has seen a reduction in the number of lives lost on our roadways. Building on previous accomplishments in traffic safety, Indiana is turning the curve and using result based accountability to make Hoosier roadways safer. Continuing the trend of reducing fatalities in Indiana will require traffic safety advocates, as well as state and local law enforcement agencies, to utilize all available information to make informed traffic safety countermeasure decisions.

The results have been impressive thus far:

- Seat belt use has increased from 81.2 percent in 2005 to 88.4 percent in 2007.
- Impaired driving related deaths are down from 293 in 2005 to 253 in 2007.
- Restraint use jumped nearly 10 points from 77.5 percent in June among pickup truck occupants to 85.1 percent in July when the primary seat belt bill took affect last year.

These results are even more impressive when you consider that more vehicles and drivers travel our roadways every year. My sincerest thanks and praise to those who have make traffic safety a priority in Indiana.

The information provided in various *Indiana Crash Fact* sheets and this book produced by the Center for Criminal Justice Research at the Indiana University Public Policy Institute should be beneficial to all traffic safety advocates in Indiana. With the improvements made in the timeliness and accuracy of traffic safety data, advocates will be able to indentify traffic safety issues in their communities and implement measures to save lives.

Sincerely,

mitel Doniels





Governor's Council on Impaired & Dangerous Driving

Dear Reader,

During the past two years the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute (ICJI) has been looking beyond traditional traffic safety partners. In addition to partnering with law enforcement, the TSD has reached out to the Indiana Bureau of Motor Vehicles, Department of Transportation, Department of Homeland Security, Coroners Association, Supreme Court as well as non-profit organizations. This increased collaboration has helped to improve data collection and analysis and has brought in additional financial resources, never before sought, to improve all aspects of traffic safety in Indiana.

With the TSDs emphasis on looking "beyond the ticket" Indiana has received over \$5.5 million in funding from non-traditional partners such as the Department of Justice, Homeland Security and Federal Motor Carrier Safety Administration. This new partnership has worked toward improving Indiana's efforts in the area of traffic records in Indiana since 2006. Our new partners have determined that traffic safety is important to their efforts in improving community safety in Indiana. Research has demonstrated that traffic enforcement not only improves motorist safety but also removes criminals, guns and drugs from Hoosier communities. Reframing the impact that traffic safety has on communities helps to strengthen these partnerships and garner additional public and media support for their efforts.

As we continue to address traffic safety in the future, we would like to express our gratitude to the many traffic safety partners at the local, county, state and federal levels for their ongoing support and dedication to traffic safety programs and initiatives in Indiana. We hope that this latest version of the *Indiana Crash Facts* serves as a guide for them in making Indiana a safer and healthier place to live.

Sincerely,

ne Brian Clouse

T. Neil Moore, Ed.D. Executive Director, Criminal Justice Institute

Brian Clouse Deputy Director Criminal Justice Institute

Division Director, Traffic Safety, Criminal Justice Institute

INDIANA CRIMINAL JUSTICE INSTITUTE

101 West Washington Street Suite 1170, East Tower Indianapolis, Indiana 46204-2038 Voice: 317-232-1233 Facsimile: 317-232-4979 www.in.gov/cji

GOVERNOR'S COUNCIL ON IMPAIRED & DANGEROUS DRIVING

Dear Fellow Hoosiers,

I am pleased to report that Indiana has continued to make great strides in improving traffic safety in 2007. The Governor's Council on Impaired and Dangerous Driving has concentrated on making roadways safer for all Hoosiers by implementing programs that combine education, prevention and enforcement to reduce traffic injuries and fatalities.

The largest accomplishment in 2007 came when Governor Daniels signed the seat belt law in May, which created primary enforcement of seat belts in all seating positions in all vehicles. With the passage of this law, seat belt usage reached a new record of 88.4 percent for all vehicles. The greater than seven point increase in seat belt usage over the past two years translated into an estimated 437,795 more Hoosiers buckling up. The successful campaign can be attributed to \$2.5 million in grants awarded by the Indiana Criminal Justice Institute to over 250 law enforcement agencies throughout Indiana to support seat belt enforcement.

In total, over \$13 million was allocated toward research, media, program management and law enforcement for the advancement of traffic safety in Indiana for 2007. Grants were allocated to results-driven programs in the areas of impaired driving, seat belt and child safety seat usage, aggressive driving, traffic records and young drivers.

Indiana's traffic safety community is working harder than ever to help address traffic safety challenges so that resources are allocated where the need is greatest and where life saving results can be achieved. As the Chairman of the Governor's Council on Impaired and Dangerous Driving, I am proud of the Traffic Safety Division and their partners for their efforts in 2007 and look forward to working with them in continuing to make Hoosier roadways even safer in the future.

Sincerely Curtis Hill

Chairman, Governor's Council on Impaired and Dangerous Driving, Elkhart County Prosecutor



GOVERNOR'S COUNCIL ON IMPAIRED & DANGEROUS DRIVING

Curtis Hill, Chairman Elkhart County Prosecutor

Karl Browning Commissioner, Indiana Department of Transportation

Dr. Marilyn Bull, M.D. Riley Hospital for Children

Jim Downey Retired, National Highway Traffic Safety Administration

David Gilbert Chief of Police, Marion, Indiana

Dr. Dean Hawley, M.D. Indiana University School of Medicine

David Heath Indiana Alcohol and Tobacco Commission

Stephen Johnson Executive Director, Indiana Prosecuting Attorney's Council

Dr. James E. Klaunig, M.D. Professor of Toxicology, Indiana University School of Medicine

Randy Koester Deputy Commissioner, Indiana Department of Correction

Todd Myer Prosecutor, Boone County

Ed Perez Public Affairs Specialist, State Farm Insurance

Dr. Sue Ellen Reed, Ph.D. Superintendent, Indiana Department of Education

Gary Secrest Chief Counsel, Indiana Attorney General

Joseph E. Wainscott, Jr. Executive Director, Indiana Department of Homeland Security

Dr. Paul Whitesell, Ph.D. Superintendent, Indiana State Police



The Governor's Council on Impaired and Dangerous Driving, a division of the Indiana Criminal Justice Institute, serves as the public opinion catalyst and the implementing body for statewide action to reduce death and injury on Indiana roadways. The Council provides grant funding, training, coordination and ongoing support to state and local traffic safety advocates.

TABLE OF CONTENTS

A A A A A A A A A A A A A A A A A A A	Page(s)	• • • •
Quick Facts	i	
Introduction/Acknowledgements	ii	·
Letter, Governor Mitch Daniels	iii	
Letter, Executive Director, Neil Moore, Indiana Criminal Justice Institute	iv	
Letter, Chairman Curtis Hill Governor's Council on Impaired and Dangerous Driving	·····v	· ·
Council Members	vi	
Table of Contents	vii	
List of Tables	viii	
List of Figures	x	.1
List of Maps	xi	
Problem Identification	::: 1.	
General Trends	13	
Collisions	35	
Vehicles	51	
Motorcycles	69	
People	81	3
Alcohol	101	
Speed	115	
Counties	125	
Copy of Indiana Officer's Standard Crash Report	154	
Keywords	158	
Glossary	160	1.5
Appendix A	164	
1		
Same in the second	.)	
par		
States S		
2		
English Control		

LIST OF TABLES

INDIANA TRAFFIC SAFETY FACTS

Table 1.	Fatalities and rates in traffic collisions, 1998-2007 3
Table 2.	Fatal collisions and fatalities in Indiana, by alcohol involvement, 2003-2007
Table 3.	Restraint use among passenger vehicle occupants killed in collisions in Indiana, 2003-20076
Table 4.	Drivers involved in fatal collisions, by age group, 2003-2007
Table 5.	Drivers killed in traffic collisions in Indiana, and restraint non-use rates, 2003-2007
Table 6.	Fatal collisions involving motorcycles, 1998-20079
Table 7.	Proportion of motorcycle operators involved in collisions in Indiana that did not have proper licensing, 2003-200710
Table 8.	Collisions involving dangerous driving actions, 2003-200711
Table 9.	Indiana traffic collisions, fatalities, and demographic trends, 1998-200715
Table 10.	Collisions in Indiana and individuals involved, 2003-200717
Table 11.	Alcohol-related collisions in Indiana and individuals involved, 2003-2007
Table 12.	Speed-related collisions in Indiana and individuals involved, 2003-2007
Table 13.	Aggressive driving collisions in Indiana and individuals involved, 2003-2007
Table 14.	Hit-and-run collisions in Indiana and individuals involved, 2003-2007
Table 15.	Collisions in Indiana, by severity and month, 2003-2007
Table 16.	Individual fatalities in collisions in Indiana, by month, 2003-2007
Table 17.	Incidence rates of traffic collisions in Indiana, 2003-2007
Table 18.	Individuals involved in collisions in Indiana, by injury status and collision circumstances, 2003-200725
Table 19.	Citations issued in collisions in Indiana, by collision severity, 2003-2007
Table 20.	Fatal collisions and fatalities on legal holidays, 2003-200727
Table 21.	Collisions, by collision date, 2003-2007
Table 22.	Fatal collisions, by collision date, 2003-200730
Table 23.	Incidence and economic costs (million USD) associated with traffic injuries and property damage to vehicles, by cost category and injury type, 2003-200732
Table 24.	Indiana traffic collisions, 2003-2007
Table 25.	Collisions, by locality, severity, and month, 2007 37
Table 26.	Collisions, by primary factor, 2007
Table 27.	Collisions, by weather condition and light condition, 2007

Table 28.	Collisions, by road characteristics, 200740
Table 29.	Collisions, by manner of collisions, 200742
Table 30.	Collisions, by vehicle type and person type involved, 200742
Table 31.	Collisions, by traffic signal type, 200743
Table 32.	Collisions involving aggressive driving, by month, week day, and time, 2007
Table 33.	Collisions involving vehicles that disregarded traffic signals, by time of day, 200745
Table 34.	Collisions, by severity, time of day, and day of week, 2007
Table 35.	Incidence and economic costs (million USD) associated with traffic injuries and property damage to vehicles, by cost category and injury type, 2007
Table 36.	Motor vehicles involved in all Indiana collisions, 2003-2007
Table 37.	Motor vehicles involved in 2007 Indiana collisions by collision severity53
Table 38.	Motor vehicles involved in 2007 Indiana collisions by vehicle use and collision severity54
Table 39.	Motor vehicles involved in Indiana serious injury collisions, by locality, vehicle type, and month, 2007
Table 40.	Motor vehicles involved in 2007 Indiana collisions by vehicle type, road class, and collision severity
Table 41.	Top ten primary factors in serious injury passenger vehicle collisions, by vehicle type and collision severi- ty, 2007
Table 42.	Top ten harmful events in serious injury passenger vehicle collisions by vehicle type and collision severi- ty, 2007
Table 43.	Passenger vehicles involved in Indiana collisions by weather condition and collision severity, 200760
Table 44.	Passenger vehicles involved in 2007 Indiana collisions by light condition and collision severity
Table 45.	Frequency of fatal injuries in Indiana alcohol-related and speed-related passenger vehicle collisions by vehicle type, 200762
Table 46.	Top ten primary factors in serious injury collisions involving large trucks by collision severity, 200763
Table 47.	Top twelve harmful events in serious injury collisions involving large trucks by collision severity, 2007
Table 48.	Large trucks involved in collisions, by hazard placard and release, and collision severity, 200764
Table 49.	Indiana collisions involving school buses by collision severity, 2003-2007
Table 50.	Top ten primary factors in collisions involving school buses by collision severity, 200766

List of Tables, continued

Table 51.	School buses involved in Indiana collisions by harmful event and collision severity, 200767
Table 52.	Number of collisions involving motorcycles, mopeds, or both by severity and year
Table 53.	Probability of motorcycle or moped collision severity by vehicles involved and year
Table 54.	Characteristics of motorcycle collisions by severity of collision, 200772
Table 55.	Number of motorcycles and mopeds involved in collisions by unit severity, vehicles involved, and year73
Table 56.	Number of units/vehicles involved in multi-vehicle collisions and citations given, 200774
Table 57.	Characteristics of motorcycle operators and/or passengers, 200775
Table 58.	Nature and location of injuries to motorcycle operators and passengers, by reported helmet use, 200776
Table 59.	Percentage of total motorcyclist fatalities by helmet use and nature and location of injuries, 2007
Table 60.	Percent of time motorcycle operator contributed to primary factor in multi-vehicle collisions, 2007
Table 61.	Individuals and individual injury status in alcohol-related units involved in motorcycle collisions, 2007
Table 62.	Individuals killed in motor vehicle collisions, by age, 2007
Table 63.	Individuals killed, by locale, age, role and gender, 2007
Table 64.	Individuals with non-fatal injuries by locale, age, role and gender, 2007
Table 65.	Individuals involved in collisions, by person type and injury status, 2007
Table 66.	Drivers in collisions, by age and rate, 2007
Table 67.	Drivers in collisions, by age and apparent physical condition, 2007
Table 68.	License types of drivers involved in collisions, 2007
Table 69.	Individuals in motor vehicle collisions, by restraint use and injury status, 2003-200795
Table 70.	Drivers and occupants, by age, restraint use and injury severity, 2007
Table 71.	Drivers and occupants injured in collisions, by restraint use, vehicle type and gender, 200797
Table 72.	Individuals killed and injured in alcohol- related collisions by year104
Table 73.	Alcohol-related injury and fatality rates per 100,000 population for individuals in Indiana motor vehicle crashes by age and gender, 2007104

Table 74.	Driver injury and fatality rates in Indiana alcohol-related motor vehicle crashes per 1,000 operator licenses, by age, 2007105
Table 75.	Driver fatalities by reported blood alcohol content (BAC) and drug test results, age, and gender, 2007106
Table 76.	Motorcycle operator fatalities by reported BAC (g/dL) and drug test results, 2003-2007107
Table 77.	Driver fatalities, drivers tested, and alcohol or drug results reported, 2007107
Table 78.	Alcohol-related collisions, fatalities, and injuries, by primary factor to collision occurrence, 2007109
Table 79.	Alcohol-related collisions and individual injuries, by time of day and day of week, 2007111
Table 80.	Alcohol-related single and multiple vehicle collisions, 2003-2007111
Table 81.	Percent of unit type classified as alcohol- related in collisions, 2003-2007113
Table 82.	Unit/vehicle operator/driver fatalities and injuries by reported BAC (g/dL) results, 2007 $\dots .114$
Table 83.	Indiana speed-related collisions, by severity, 2003-2007116
Table 84.	Individuals involved in Indiana collisions, by speed status and injury type, 2003-2007118
Table 85.	Proportion of drivers who were speeding in Indiana collisions, by age group and gender, 2003-2007119
Table 86.	Proportion of speeding drivers killed in Indiana collisions, by age group and gender, 2003-2007119
Table 87.	Indiana speed-related collisions, by time of day and day of week, 2007
Table 88.	Individuals injured in Indiana speed-related collisions, by injury type and posted speed limit, 2003-2007
Table 89.	Speed-related collisions and speeding drivers involved by blood alcohol concentration (BAC), 2003-2007122
Table 90.	Indiana collisions by severity and county, 2007 126
Table 91.	Indiana speed-related collisions by severity and county, 2007
Table 92.	Indiana alcohol-related collisions by severity and county, 2007
Table 93.	Vehicle occupants injured in Indiana traffic collisions by injury status, restraint use, and county, 2007140
Table 94.	Young drivers (ages 16-20) involved in collisions by injury severity, Indiana 2007
Table 95.	Indiana collisions involving motorcycles by severity and county, 2007149

LIST OF FIGURES

INDIANA TRAFFIC SAFETY FACTS

Figure 1.	Fatalities in Indiana collisions, 1998-20072
Figure 2.	Drivers killed in Indiana collisions with a blood alcohol content (BAC) result of 0.08 g/dL or above, 2003-2007
Figure 3.	Indiana passenger vehicle occupant restraint use rates, 2003-20075
Figure 4.	Indiana pickup truck occupant restraint use rates, 2003-20075
Figure 5.	Proportion motorcycle operators killed in collisions in Indiana that did not have proper licensing, 2003-200710
Figure 6.	Fatalities, per billion vehicle miles travelled (BVMT), 1998-200716
Figure 7.	Fatalities in collisions in Indiana, by locality, 1998-200722
Figure 8.	Economic costs associated with traffic fatalities, as a proportion of total economic costs of traffic collisions, 2003-2007
Figure 9.	Collisions, by severity and road class, 2007 $\ldots \ldots .41$
Figure 10.	Proportion of collisions involving aggressive driving, by collision severity and locality, 200745
Figure 11.	Economic costs associated with fatalities and all traffic collisions, by cost category, 200749
Figure 12.	Passenger vehicles involved in Indiana collisions by time of day and day of week, 200756
Figure 13.	Percent of vehicles that collided with a railway vehicle, train or engine by severity of collision and locality, 2007
Figure 14.	Fatalities, per 1,000 total injuries, by locality and age group, 2007
Figure 15.	Apparent physical condition for drivers in all collisions by age, per 10,000 licensed drivers, 2007
Figure 16.	In-state and out-of-state drivers in all collisions by month of collision, 2007
Figure 17.	In-state and out-of-state drivers in fatal collisions by month of collision, 2007
Figure 18.	Pedestrian and pedalcyclist fatalities involved in motor vehicle collisions, 2003-200790
Figure 19.	Pedestrians killed in motor vehicle collisions, by age and gender, 2007
Figure 20.	Pedestrians with non-fatal injuries or no injuries involved in motor vehicle collisions, by age and gender, 200791

Figure 21.	Pedestrians killed in motor vehicle collisions, by pedestrian action, 200792
Figure 22.	Pedestrians involved in non-fatal collisions, by pedestrian action, 200792
Figure 23.	Pedestrians killed in motor vehicle collisions by locality, month of collision and light condition, 2007
Figure 24.	Pedalcyclists involved in collisions, by locale, time of day, day of week, 200794
Figure 25.	Fatalities of individuals in collisions of passenger vehicles, by ejection status and restraint use, 2007
Figure 26.	Individuals known to be unrestrained in passenger vehicles involved in collisions, by seat positions, injury status, and the unrestrained risk of injury, 2007
Figure 27.	Fatalities and personal injuries, by alcohol involvement in collision and unit, 2007103
Figure 28.	Alcohol-related fatalities and personal injuries by roadway class, 2007
Figure 29.	Fatalities and person injured in alcohol- related collisions by month, 2007110
Figure 30.	Alcohol-related fatal and personal injury collisions by roadway class, 2007112
Figure 31.	Percent of vehicles speeding in Indiana collisions, by vehicle type, 2007117
Figure 32.	Percent of total rural/urban speed-related collisions, by collision severity and time of day, 2007123
Figure 33.	Percent of fatal speed-related collisions on each road class, by manner of collision, 2007124

LIST OF MAPS

Map 1.	Traffic collisions per 1 million vehicle miles travelled by county, 2007
Map 2.	Indiana collision concentrations per 100 million county vehicle miles travelled, 2007129
Map 3.	Indiana fatal collision concentrations per 100 million county vehicle miles travelled, 2007130
Map 4.	Percentage of county collisions that were speed-related, 2007
Map 5.	Indiana fatal speed-related collision concentrations, 2007
Map 6.	Percentage of county collisions that were alcohol-related, 2007
Map 7.	Indiana fatal alcohol-related collision concentrations, 2007
Map 8.	Percentage of county collisions that involved a deer, 2007
Map 9.	Percentage of individual injuries by county where victim was not properly restrained, 2007142

Map 10.	Concentrations of non-fatal injuries in Indiana collisions where victim was unrestrained per 10,000 county population, 2007
Map 11.	Concentrations of fatal injuries in Indiana collisions where victim was unrestrained, 2007
Map 12.	Young drivers (ages 16 to 20) involved in collisions per 1,000 licensed drivers, 2007147
Map 13.	Concentrations of young driver (ages 16-20) injuries in Indiana collisions per 1,000 county licensed young drivers, 2007148
Map 14.	Concentrations of motorcycle collisions with injuries in Indiana per 1,000 county registered motorcycles, 2007151







PROBLEM IDENTIFICATION, 2007

The mission of the Governor's Council on Impaired and Dangerous Driving (GCIDD or Governor's Council), a division of the Indiana Criminal Justice Institute (ICJI), is to reduce death, injury, property damage and economic costs associated with traffic crashes on Indiana's roadways. The Traffic Safety Division (TSD) within ICJI, in conjunction with the Governor's Council, developed a set of benchmarks as part of the Highway Safety Plan for fiscal year 2009 to assess the state of traffic safety in Indiana. These benchmarks correspond to priority program areas established by the National Highway Traffic Safety Administration (NHTSA), targeting the occurrence of fatal collisions as they relate to alcohol involvement, safety belt usage, young drivers, motorcycle safety, and dangerous driving. Within each area, ICJI has established specific goals and performance measures that relate to the occurrence of collisions and their impact on Indiana.¹ The content of the *Traffic Safety Fact Sheets* series (produced in July to August for each year) is geared toward these areas, providing analytical context and serving as a resource for policy decision making.

NOTE: Short term and long term goals listed in subsequent sections are taken from the Indiana Strategic Highway Safety Plan 2009. This document uses data from the 2008 Fact Sheets series produced by the Center for Criminal Justice Research. Some of these publications were produced using the collision dataset current as of March 16, 2008. The Crash Book now has a more recent dataset available (as of May 4, 2008); discrepancies between figures in the goals and the exhibits presented are due to this change.

Fatalities

Short term goals

- To reduce the number of traffic fatalities from 898 in 2007 to 879 in 2009
- To reduce the rate of fatalities per 100,000 population from 14.1 in 2007 to 13.9 in 2009

Long term goals

• To reduce the number of traffic fatalities to 844 by 2011

• To reduce the rate of traffic fatalities per 100,000 population to 13.3 by 2011

Context

Traffic fatalities decreased 0.1 percent from 2006 to 2007 and 0.7 percent on average since 1998. Normalized by population and vehicle miles travelled, fatalities decreased from 2006 to 2007 by 0.112 and 0.006, respectively. Since 1998, Indiana has had a lower fatality rate per vehicle mile travelled than that of the United States.



Figure 1. Fatalities in Indiana collisions, 1998-2007

Sources:

1998-2006: Fatality Analysis Reporting System, http://www-fars.nhtsa.dot.gov/Trends/TrendsGeneral.aspx 2007: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

¹State of Indiana Highway Safety Plan, Federal Fiscal Year 2009, Indiana Criminal Justice Institute, Traffic Safety Division, August 31, 2007.

		USA					
Year	Traffic fatalities	Population (thousands)	Vehicle miles travelled (millions)	Fatalities, per 100K population	Fatalities, per 100M VMT	Fatalities, per 100K population	Fatalities, per 100M VMT
1998	982	5,999	69,129	16.37	1.42	14.24	1.58
1999	1,020	6,045	70,040	16.87	1.46	15.36	1.55
2000	886	6,092	70,862	14.54	1.25	15.30	1.53
2001	909	6,126	71,802	14.84	1.27	14.86	1.51
2002	792	6,151	72,523	12.88	1.09	14.79	1.51
2003	833	6,185	72,511	13.47	1.15	14.93	1.48
2004	947	6,219	72,713	15.23	1.30	14.75	1.44
2005	938	6,257	74,252	14.99	1.26	14.59	1.46
2006	899	6,303	74,187	14.26	1.21	14.67	1.41
2007	898	6,345	74,847	14.15	1.20		
Change ('06 - '07)	-1	43	660	-0.11	-0.01		
Average annual % change	-0.7%	0.6%	0.9%	-1.3%	-1.5%]	

Table 1. Fatalities and rates in traffic collisions, 1998-2007

Notes:

VMT for 2007 not available at time of publication; value presented was estimated from 10-year average annual change in series.

Sources:

Fatalities, 1998-2006: Fatality Analysis Reporting System, http://www-fars.nhtsa.dot.gov/Trends/TrendsGeneral.aspx

Fatalities, 2007; Indiana: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

Population, 1998-1999: Table CO-EST2001-12-00 - Time Series of Intercensal State Population Estimates: April 1, 1990 to April 1, 2000; Population Division, U.S. Census Bureau; Release Date: 4/11/2002

Population, 2000-2007: Table NST-EST2007-01 - Annual Estimates of the Population for the United States, Regions, States, and Puerto Rico: April 1, 2000 to July 1, 2007; Population Division, U.S. Census Bureau; Release Date: 12/27/2007

Vehicle miles travelled, 1998-2006: Federal Highway Administration, Highway Statistics, http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm

Alcohol

Short term goals

- To reduce the number of alcohol-related fatalities from 253 in 2007 to 248 in 2009
- To reduce the percent of alcohol-related fatal collisions as a rate of all collisions from 28.2 percent in 2007 to 27.6 percent in 2009
- To reduce the rate of alcohol-related fatalities from 0.36 per 100 million VMT in 2007 to 0.35 by 2009
- To reduce the number of driver fatalities with a BAC of 0.08 g/dL or higher from 136 in 2007 to 133 by 2009

Long term goals

- To reduce the number of alcohol-related fatalities to 238 in 2011
- To reduce the percent of alcohol-related collisions as a rate of all collisions to 26.5 percent in 2011

- To reduce the rate of alcohol-related fatalities 0.33 per 100 million VMT in 2011
- To reduce the number of driver fatalities with a BAC of 0.08 g/dL or greater to 128 by 2011

Context

Alcohol-related fatal collisions decreased by 17 (6.8 percent) from 2006 to 2007 and increased 2.5 percent on average since 2003. Alcohol-related fatalities decreased by 20 (0.1 percent) from 2006 to 2007 and increased 1.7 percent on average since 2003. Proportional to all fatal collisions and fatalities, alcohol-related fatal collisions increased 0.3 percent on average since 2003, whereas alcohol-related fatalities decreased 0.5 percent on average. In 2007, 136 drivers who had a blood alcohol content (BAC) of 0.08 g/dL or higher were killed in Indiana collisions, a 3.5 percent decrease from 2006. This number represented 22 percent of all driver fatalities in 2007.

Year	Total fatal collisions	Alcohol- related fatal collisions	Alcohol- related, as % total	Total fatalities	Alcohol- related fatalities	Alcohol- related, as % total	Vehicle miles travelled (millions)	Alcohol- related, per 100M VMT
2003	753	215	28.6%	833	241	28.9%	72,511	0.33
2004	857	260	30.3%	947	284	30.0%	72,713	0.39
2005	855	262	30.6%	938	293	31.2%	74,252	0.39
2006	817	249	30.5%	899	273	30.4%	74,187	0.37
2007	804	232	28.9%	898	253	28.2%	74,847	0.34
Change ('06 - '07)	-13	-17	-1.6%	-1	-20	-2.2%	660	-0.03
Average annual								
% change	1.9%	2.5%	0.3%	2.1%	1.7%	-0.5%	0.8%	0.9%
				1				

Notes:

The Indiana *expanded* definition of *alcohol-related* is used for analyses of Indiana collision data. See glossary for more information. VMT for 2007 was unavailable at time of publication; see Table 1 for imputation notes.

Sources:

Collisions and fatalities: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

Vehicle miles travelled, 2003-2006: Federal Highway Administration, Highway Statistics, http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm

Figure 2. Drivers killed in Indiana collisions with a blood alcohol content (BAC) result of 0.08 g/dL or above, 2003-2007



Notes: Limited to drivers with BAC results of 0.08 g/dL or higher.

Source:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

Safety belt usage

Short term goals

- To increase the percent of the population wearing seatbelts in all vehicles from 91.2 percent in June of 2008 to 93.0 percent for the same time period in 2009
- Increase the percent of pickup truck occupants wearing seat belts from 72 percent in 2007 to 82.6 percent by 2009
- To decrease fatalities involving unrestrained occupants from 292 in 2007 to 286 in 2009

Long term goals

- To increase the percent of the population wearing seat belts to 96.7 percent by 2011
- To increase the percent of pickup truck occupants wearing seat belts to 86.6 percent by 2011

• To decrease the fatalities of unrestrained occupants to 274 by 2011

Context

Since 2003, restraint use has generally increased, both in observational surveys and among individuals involved in traffic collisions. Restraint use among pickup truck occupants increased significantly, following the passage of Indiana HB 1237 that removed the pickup truck occupant seat belt exemption. Restraint use among passenger vehicle occupants involved in collisions reached a five-year high of 91 percent in December 2007, as did restraint use among pickup truck occupants (87 percent). Among passenger vehicle occupants killed in collisions, restraint use increased on average each year among occupants of passenger cars (0.7 percent), pickup trucks (9 percent) and vans (11.8 percent), but decreased among SUV occupants (-6.7 percent).



Figure 3. Indiana passenger vehicle occupant restraint use rates, 2003-2007

Notes:

Limited to occupants of passenger cars and light trucks. See glossary for definition of *light truck*. Restraint use rate defined as ratio of number using proper safety equipment to total involved (including those with no equipment type reported).

Sources:

Indiana Roadside Observational Survey of Safety Belt and Motorcycle Helmet Use, December 2007, Center for Road Safety, Purdue University Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008



Figure 4. Indiana pickup truck occupant restraint use rates, 2003-2007

Notes:

Limited to pickup trucks with gross vehicle weight rating under 10,001 pounds.

Restraint use rate defined as ratio of number using proper safety equipment to total involved (including those with no equipment type reported).

Sources:

Indiana Roadside Observational Survey of Safety Belt and Motorcycle Helmet Use, December 2007, Center for Road Safety, Purdue University Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

Table 3. Restraint use	among passenger ve	hicle occupants killed	in collisions in Indiana	a, 2003-2007
------------------------	--------------------	------------------------	--------------------------	--------------

	2002	2004	2005	2007	2007	Change	Average annual
Fatalities	2003	2004	2005	2006	2007	(106 - 107)	% change
Fatalities Passonger car	423	465	410	405	37/	_21	-2 7%
Rostrained	223	230	207	108	201	-51	-2.7 %
Uprostrained	154	178	155	158	134	-24	-2.4%
Unknown	46	57	48	49	39	-24 -10	-2.6%
Dialassa tau als	11.4	117	165	110	120	01	9.00/
Pickup truck	114	21	105	110	139	10	0.2 %
Kestraineu Llanaturin ad	20	21	32	21	39 70	10	21.1%
Unrestrained	75	82	110	78	79	1	3.9%
Unknown	13	14	23	19	21	2	16.3%
Van	50	52	54	43	57	14	5.0%
Restrained	21	20	27	17	33	16	21.8%
Unrestrained	26	20	23	18	19	1	-6.1%
Unknown	3	12	4	8	5	-3	74.0%
SUV	64	78	82	90	100	10	12.0%
Restrained	21	21	30	25	22	-3	3.5%
Unrestrained	36	44	46	54	60	6	13.8%
Unknown	7	13	6	11	18	7	44.7%
All passenger vehicles	651	712	711	656	670	14	0.9%
Restrained	291	292	296	261	295	.34	0.7%
Unrestrained	291	324	334	308	292	-16	0.4%
Unknown	69	96	81	87	83	-4	6.6%
Restraint use rates							
Passenger car	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	
Restrained	52.7%	49.5%	50.5%	48.9%	53.7%	4.9%	0.7%
Unrestrained	36.4%	38.3%	37.8%	39.0%	35.8%	-3.2%	-0.3%
Unknown	10.9%	12.3%	11.7%	12.1%	10.4%	-1.7%	-0.6%
D'alaan taraala	100.00	100.00/	100.00/	100.00/	100.000	0.0%	
Pickup truck	100.0%	100.0%	10.4%	100.0%	100.0%	0.0%	
Restrained	22.8%	17.9%	19.4%	17.8%	28.1%	10.3%	9.0%
Unrestrained	65.8%	70.1%	66.7%	66.1%	56.8%	-9.3%	-3.3%
Unknown	11.4%	12.0%	13.9%	16.1%	15.1%	-1.0%	1.1%
Van	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	
Restrained	42.0%	38.5%	50.0%	39.5%	57.9%	18.4%	11.8%
Unrestrained	52.0%	38.5%	42.6%	41.9%	33.3%	-8.5%	-9.3%
Unknown	6.0%	23.1%	7.4%	18.6%	8.8%	-9.8%	78.8%
SUV	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	
Restrained	32.8%	26.9%	36.6%	27.8%	22.0%	-5.8%	-6.7%
Unrestrained	56.3%	56.4%	56.1%	60.0%	60.0%	0.0%	1.7%
Unknown	10.9%	16.7%	7.3%	12.2%	18.0%	5.8%	27.6%
All passenger vehicles	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	
Restrained	44.7%	41.0%	41.6%	39.8%	44.0%	4.2%	-0.1%
Unrestrained	44.7%	45.5%	47.0%	47.0%	43.6%	-3.4%	-0.5%
Unknown	10.6%	13.5%	11.4%	13.3%	12.4%	-0.9%	5.4%
	/0	-510 /0				/v	21270

Notes: Pickup trucks constrained to those of gross vehicle weight rating less than 10,001 pounds.

Young Drivers (16 to 24 years old)

Short term goals

- To decrease the number of young drivers involved in fatal crashes from 256 in 2007 to 251 in 2009
- To decrease the percent of young drivers killed in traffic collisions while not wearing their safety restraint from 67.5 percent in 2007 to 66 percent by 2009

Long term goals

- To decrease the number of fatalities for young drivers to 241 in 2011
- To reduce the percent of unrestrained young driver fatalities to 64 percent in 2011

Context

The incidence of young drivers involved in fatal collisions decreased from 2006 to 2007 by 49 (16.1 percent) and 4.2 percent on average since 2003. Within this age group, the incidence of 24 year-olds increased 9 percent on average since 2003. Per 10,000 licensed drivers, this age group (16 - 24) had a fatal collision involvement rate at least 1.6 times greater than any other age group. Sixteen year-olds had the highest fatal collision involvement rate (7.2 per 10,000 licensed).

In 2007, 61.9 percent of young drivers killed in traffic collisions were not restrained (where restraint use was reported), a 1.8 percent average annual percent increase since 2003. Within the young driver age group, non-restraint use rates were highest among 19 year-olds (80 percent), 21 year olds (80 percent) and 22 year olds (83.3 percent).

Table 4. Drivers involved in fatal collisions, by age group, 2003-2007

						2007 Licensed	Per 10,000	Change	Average annual %
Age	2003	2004	2005	2006	2007	drivers	licensed	('06 - '07)	change
< 16	7	8	3	2	5			3	17.1%
16 - 24	310	344	323	305	256	658,510	3.9	-49	-4.2%
16	30	47	22	33	16	22,174	7.2	-17	0.5%
17	34	33	37	32	33	56,969	5.8	1	-0.3%
18	42	51	31	39	39	72,969	5.3	0	2.0%
19	33	29	41	38	38	79,056	4.8	0	5.5%
20	39	44	33	37	25	82,327	3.0	-12	-8.1%
21	33	43	47	33	25	82,408	3.0	-8	-3.6%
22	41	32	46	31	23	85,106	2.7	-8	-9.2%
23	35	31	40	33	28	88,338	3.2	-5	-3.8%
24	23	34	26	29	29	89,163	3.3	0	9.0%
25 - 34	218	260	257	232	232	980,613	2.4	0	2.1%
35 - 44	237	233	222	232	221	982,441	2.2	-11	-1.7%
45 - 54	213	208	227	205	228	995,026	2.3	23	2.1%
55 - 64	116	142	134	134	146	772,639	1.9	12	6.4%
65 - 74	62	68	77	73	82	491,095	1.7	9	7.5%
75 +	72	74	60	56	66	590,105	1.1	10	-1.2%
Unknown age	0	1	2	0	0	0		0	
TOTAL	1,235	1,338	1,305	1,239	1,236	5,470,433	2.3	-3	0.1%

Sources:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Indiana Bureau of Motor Vehicles, as of February 1, 2008

	Low	< <		> >	High		
Age	2003	2004	2005	2006	2007	Change ('06 - '07)	Average annual % change
Total killed							
< 16	5	5	2	1	5	4	72.5%
16.04		450	4.4	450	445	22	4.40/
16 - 24	146	170	161	150	117	-33	-4.4%
16	16	24	14	17	5	-12	-10.2%
10	12	14	24	14	10	-4	4.3%
10	20	12	10	10	19	4	4.4 %
19	14	13	18	19	10	-4	0.070
20	16	19	24	10	13	-5	1.4 /0
21	10	10	24	17	11	-0	-4.7 /0
22	18	15	29 14	17	13	-4	2.978
23	10	24	14	13	13	2	-7.7 /0
24	12	24	15	14	12	-2	11.7 /0
25 - 34	87	122	118	100	118	18	9.9%
35 - 44	97	91	110	114	100	-14	1.5%
45 - 54	79	92	103	92	110	18	9.3%
55 - 64	55	71	79	75	77	2	9.5%
65 - 74	37	41	42	37	47	10	7.1%
75 +	48	51	46	40	52	12	3.4%
Unknown age	0	1	0	0	0	0	
ALL AGES	554	644	661	609	626	17	3.5%
% not restrained							
< 16	40.0%	100.0%	100.0%		100.0%		
16 24	58.1%	53.9%	54 5%	58 5%	61.9%	3 / %	1.8%
16	40.0%	50.0%	38.5%	73.3%	75.0%	1.7%	23.7%
10	33.3%	40.0%	33.3%	57.1%	30.0%	27.1%	6.8%
18	75.0%	42.9%	38.5%	66.7%	36.8%	_29.8%	-61%
19	54.5%	63.6%	58.8%	68.4%	80.0%	11.6%	10.6%
20	47.4%	57.9%	22.2%	50.0%	66.7%	16.7%	29.7%
20	53.3%	60.0%	54.5%	46.7%	80.0%	33.3%	15.1%
22	76.5%	45.5%	76.9%	53.3%	83.3%	30.0%	13.6%
23	64.7%	69.2%	66.7%	50.0%	66.7%	16.7%	2.9%
24	70.0%	57.1%	90.0%	57.1%	54.5%	-2.6%	-0.5%
			,,.			,.	0.0 / 0
25 - 34	56.9%	70.2%	63.6%	70.4%	66.3%	-4.0%	4.7%
35 - 44	53.1%	58.5%	72.5%	75.2%	62.6%	-12.6%	5.3%
45 - 54	48.5%	58.2%	70.6%	56.1%	55.6%	-0.5%	4.9%
55 - 64	49.0%	59.1%	47.8%	46.8%	46.4%	-0.4%	-0.4%
65 - 74	39.4%	48.7%	29.7%	32.4%	43.9%	11.5%	7.3%
75 +	40.0%	28.0%	34.2%	36.1%	28.0%	-8.1%	-6.2%
Unknown age		100.0%					
ALL AGES	51.7%	56.5%	58.1%	58.6%	55.7%	-2.9%	2.0%

Table 5. Drivers killed in traffic collisions in Indiana, and restraint non-use rates, 2003-2007

Notes: % not restrained calculated as the count of non-restrained killed to total killed where restraint use was reported (possibly less than Total killed).

Source:

Motorcycle Safety

Short term goals

- To reduce the number of motorcycle fatalities from 121 in 2007 to 119 in 2009
- To decrease the percent of motorcycle fatalities per 10,000 motorcycle registrations from 6.7 percent in 2007 to 6.6 percent in 2009

Long term goals

- To reduce the number of motorcycle fatalities to 114 by 2011
- To continue to decrease the percent of motorcycle fatalities per 10,000 motorcycle registrations to 6.3 percent by 2011

NHTSA national goal

• To reduce the percent of improperly licensed motorcyclists fatally injured in motorcycle collisions to 22 percent by 2011

Context

Motorcyclist fatalities increased by 14 (13 percent) from 2006 to 2007 and have increased 7.4 percent on average per year since 1998. Per 10,000 registered motorcycles, fatalities remained relatively constant (0.05 decrease per 10,000 registered from 2006 to 2007 and a 0.8 percent increase on average since 1998).

In 2007, 52.8 percent of all motorcycle operators involved in collisions in Indiana did not have proper licensing. Delineated by age groups, younger and older operators were most likely to have been improperly licensed when in a collision (16 - 24) year-olds = 67.3 percent; 75 + year-olds = 58.8 percent). Proper licensing among operators in collisions has improved since 2003, as each age category has general decreases in non-license rates. This trend also holds true for operators killed in collisions, as the proportion without proper licensing decreased 11 percent from 2006 to 2007 and 10 percent on average since 2003. However, this rate (50% in 2007) is well above the national goal set by NHTSA.

Year	Registered motorcycles	Motorcycles involved	Involved, per 10,000 registered	Motorcyclist fatalities	Fatalities, per 10,000 registered
1998	104,106	71	6.82	69	6.63
1999	108,716	67	6.16	67	6.16
2000	118,796	73	6.14	73	6.14
2001	128,130	85	6.63	75	5.85
2002	134,881	89	6.60	88	6.52
2003	145,948	78	5.34	77	5.28
2004	154,739	105	6.79	108	6.98
2005	164,423	114	6.93	112	6.81
2006	162,683	113	6.95	108	6.64
2007	185,048	121	6.54	122	6.59
Change ('06 - '07)	22,365	8	-0.41	14	-0.05
Average annual % change	6.7%	6.8%	0.2%	7.4%	0.8%

Table 6. Fatal collisions involving motorcycles, 1998-2007

Notes:

Includes motorcycle and moped riders.

Source:

Fatalities, 1998-2002: Fatality Analysis Reporting System, http://www-fars.nhtsa.dot.gov/Trends/TrendsGeneral.aspx Fatalities, 2003-2007: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Registered motorcycles: Indiana Bureau of Motor Vehicles, as of February 1, 2008

Low	<	<		>	>	High			
Age grou	ıp		2003	2004	2005	2006	2007	Change ('06 - '07)	Average annual % change
< 16			98.2%	95.8%	98.0%	99.1%	97.4%	-1.7%	-0.2%
16 - 24			86.9%	79.3%	76.8%	70.7%	67.3%	-3.4%	-6.2%
25 - 34			84.1%	77.1%	71.4%	63.1%	55.0%	-8.1%	-10.0%
35 - 44			81.2%	68.6%	68.7%	58.6%	49.4%	-9.1%	-11.4%
45 - 54			79.6%	69.7%	60.6%	56.2%	43.4%	-12.8%	-13.9%
55 - 64			76.5%	65.2%	57.4%	49.6%	36.5%	-13.1%	-16.7%
65 - 74			84.0%	68.1%	51.0%	55.1%	40.6%	-14.6%	-15.6%
75 +			100.0%	66.7%	61.5%	58.8%	58.8%	0.0%	-11.4%
Unknown	n age		90.9%	75.0%	80.0%	100.0%	100.0%	0.0%	3.5%
ALL AGI	ES		82.9%	73.5%	68.9%	61.7%	52.8%	-9.0%	-10.6%

Table 7. Proportion of motorcycle operators involved in collisions in Indiana that did not have proper licensing, 2003-2007

Notes:

Includes motorcycle and moped operators.

Source:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

Figure 5. Proportion motorcycle operators killed in collisions in Indiana that did not have proper licensing, 2003-2007



Notes:

Includes motorcycle and moped operators.

Source:

Dangerous Driving

Short term goals

- To reduce the number of speed-related traffic fatalities from 165 in 2007 to 162 in 2009
- To reduce the percentage of speed-related collisions from 9 percent in 2007 to 8.8 percent in 2009
- To reduce the percentage of speed-related fatalities from 21 percent in 2007 to 20.1 percent in 2009
- To reduce the number of collisions caused by a vehicle that (engaged in) red light running from 4,740 in 2007 to 4,559 in 2009²
- To reduce the number of aggressive driving collisions from 3,045 in 2007 to 2,677 in 2009

Long term goals

- To reduce the percentage of speed-related collisions to 8.5 percent in 2011
- To reduce the number of speed-related traffic fatalities to 151 in 2011
- To reduce the number of speed-related fatalities to 19.3 percent in 2011
- To reduce the number of collisions caused by red light running to 4,456 by 2011

• To reduce the number of aggressive driving collisions to 2,570 by 2011

Context

Speed-related traffic fatalities increased by 13 (7.5 percent) from 2006 to 2007, and have remained relatively stable since 2003 (0.2 percent average annual decrease). As a proportion of all collisions, speed-related collisions increased by 1.5 percent from 2006 to 2007 and have increased 1.7 percent on average since 2003. As a proportion of all fatalities, speed-related fatalities have decreased by a marginal amount, on average since 2003 (0.5 percent per year).

Collisions involving a vehicle that disregarded a traffic signal have increased 3.9 percent on average per year since 2003. Fatalities in these collisions increased by 12 from 2006 to 2007 (15 to 27). As a proportion of all fatalities, fatalities in collisions where a vehicle disregarded a signal accounted for three percent in 2007.

As a proportion of all collisions, those involving aggressive driving have decreased 11.3 percent on average since 2003. Among fatal collisions, however, the proportion that involved aggressive driving has increased 6.4 percent on average. In 2007, 21 people were killed in aggressive driving collisions, 2.3 percent of all fatalities.

Table 8. Collisions involving dangerous driving actions, 2003-2007

	2003	2004	2005	2006	2007	Change ('06 - '07)	Average annual % change
All collisions	211,731	208,682	208,359	192,721	205,005	12,284	-0.7%
Speed-related	18,680	18,812	20,010	14,570	18,491	3,921	1.7%
Disregarding signal	5,320	5,115	4,517	2,855	4,797	1,942	3.9%
Aggressive driving	5,121	4,111	3,582	3,240	3,045	-195	-12.0%
% speed-related	8.8%	9.0%	9.6%	7.6%	9.0%	1.5%	1.7%
% disregarding signal	2.5%	2.5%	2.2%	1.5%	2.3%	0.9%	3.1%
% aggressive driving	2.4%	2.0%	1.7%	1.7%	1.5%	-0.2%	-11.3%
Fatal collisions	753	857	855	817	804	-13	1.9%
Speed-related	175	177	203	159	165	6	-0.5%
Disregarding signal	28	17	12	15	23	8	2.4%
Aggressive driving	27	29	23	11	21	10	6.4%
% speed-related	23.2%	20.7%	23.7%	19.5%	20.5%	1.1%	-2.2%
% disregarding signal	3.7%	2.0%	1.4%	1.8%	2.9%	1.0%	2.7%
% aggressive driving	3.6%	3.4%	2.7%	1.3%	2.6%	1.3%	4.5%
Fatalities	833	947	938	899	898	-1	2.1%
Speed-related	197	207	229	174	187	13	-0.2%
Disregarding signal	29	18	13	15	27	12	7.4%
Aggressive driving	34	32	26	14	21	7	-5.2%
% speed-related	23.6%	21.9%	24.4%	19.4%	20.8%	1.5%	-2.3%
% disregarding signal	3.5%	1.9%	1.4%	1.7%	3.0%	1.3%	7.0%
% aggressive driving	4.1%	3.4%	2.8%	1.6%	2.3%	0.8%	-7.2%

Notes:

See glossary for definitions of speed-related, disregarding signal, and aggressive driving.

Counts for *disregarding signal* will differ from those in the *Dangerous Driving* fact sheet; here, collisions occurring on interstates are excluded and collisions occurring at a road junction type of *Ramp* are included.

Source:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

²Counts for *disregarding signal* will differ from those in the *Dangerous Driving* fact sheet; here, collisions occurring on interstates are excluded and collisions occurring at a road junction type of Ramp are included.







The General Trends section provides a time series analysis of Indiana collisions based on various parameters that describe the conditions and circumstances of those collisions. Collision data are categorized by the most severe injury involved (*fatal* collisions involve at least one fatality; *incapacitating* collisions involve no fatalities but at least one incapacitating injury; etc.). Trends in collisions and individuals involved in collisions are shown. Topics include alcohol- and speed-related collisions, aggressive driving, collisions by date and holiday, as well as citations issued, economic costs, and other relevant variables.

HIGHLIGHTS

INDIANA TRAFFIC SAFETY FACTS

Fatalities in traffic collisions, per 100,000 licensed drivers, decreased on average 4 percent since 1998.

Since 2003, fatal collisions increased 1.9 percent annually on average.

From 2003 to 2007, the occurrence of speed-related collisions increased on average (+1.7 percent), compared to average annual decreases in alcohol-related collisions (-8.1 percent) and collisions involving aggressive driving (-12 percent).

The months of September and October had the greatest average number of fatal collisions in the past five years (82 and 80, respectively).

In 2007, the likelihood of a felony citation being issued in a fatal collision (31.7 percent) was 4.3 times greater than a non-fatal injury collision (7.4 percent) and 6.5 times greater than a property damage collision (4.9 percent).

On average from 2003 to 2007, Independence Day and Labor Day were the two most deadly holidays, having an average of 3.0 and 3.4 fatal collisions per holiday, respectively.

In 2007, economic costs from traffic collisions were \$4.55 billion, a 1.3 percent decrease from 2006 and were the lowest in the past 5 years.¹

Costs associated with fatalities, as a proportion of total economic costs, rose 3.9 percent on average per year to 21.8 percent in 2007.

¹*Indiana Crash Facts* 2007 uses a different methodology for computing economic costs than *Crash Facts* 2006. See Appendix A for a discussion of the method.

- Fatal collisions decreased by 1.6 percent from 2006 to 2007; both fatal collisions and fatalities have decreased an average of 0.7 percent annually since 1998.
- Accounting for increases in the number of licensed drivers, registered vehicles, and vehicle miles travelled (VMT), fatalities have decreased.
- Indiana fatalities per 100,000 licensed drivers were lower in 2007 than any other point since 1998; per one billion VMT, fatalities are at their lowest since 2003.

Table 9. Indiana traffic collisions, fatalities, and demographic trends, 1998-2007

Year	Total Collisions	Fatal collisions	Fatalities	Resident population (thousand)	Fatalities, per 100,000 population	Licensed drivers (thousand)	Fatalities, per 100,000 licensed	Registered vehicles (thousand)	Fatalities per 100,000 registered	Vehicle miles travelled (billion)	Fatalities, per one billion VMT
1998	216 510	884	982	5 999	16.4	3.976	24.7	5 753	171	69.1	14.2
1999	217,340	892	1.020	6.045	16.1	3,856	26.5	5.687	17.1	70.0	14.6
2000	220,883	793	886	6.092	14.5	3,976	22.3	5,982	14.8	70.9	12.5
2001		825	909	6,126	14.8	4,117	22.1	6,143	14.8	71.8	12.7
2002		714	792	6,151	12.9	4,221	18.8	6,180	12.8	72.5	10.9
2003	211,731	753	833	6,185	13.5	4,536	18.4	6,344	13.1	72.5	11.5
2004	208,682	857	947	6,219	15.2	4,521	20.9	6,432	14.7	72.7	13.0
2005	208,361	855	938	6,257	15.0	4,965	18.9	6,557	14.3	74.3	12.6
2006	192,724	817	899	6,303	14.3	5,324	16.9	6,309	14.2	74.2	12.1
2007	205,005	804	898	6,345	14.2	5,470	16.4	6,482	13.9	74.8	12.0
Average annual change		-0.7%	-0.7%	0.6%	-1.3%	3.7%	-4.0%	1.4%	-1.9%	0.9%	-1.5%

Notes:

Collision data for 2001 and 2002 omitted because of incomplete records within state records database.

Vehicle miles travelled (VMT) not available for 2007; values imputed from 10-year average annual change.

Registered vehicles data differ from that presented in Indiana Crash Facts 2006 because farm tractors, special machinery and water craft are now excluded.

Sources:	
Collisions	- 1998-2000: Indiana Crash Facts, 2000
	- 2003-2007: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008
Fatal collisions and fatalities	- 1998-2002: Fatality Analysis Reporting System
	- 2003-2007: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008
Resident population	- 1998-1999: Table CO-EST2001-12-00 - Time Series of Intercensal State Population Estimates: April 1, 1990 to April 1, 2000;
	Population Division, U.S. Census Bureau; Release Date: 4/11/2002
	- 2000-2007: Table NST-EST2007-01 - Annual Estimates of the Population for the United States, Regions, States, and Puerto Ricos
	April 1, 2000 to July 1, 2007; Population Division, U.S. Census Bureau; Release Date: 12/27/2007
Licensed drivers	- 1998-2004: Federal Highway Administration, Highway Statistics
	- 2005-2007: Indiana Bureau of Motor Vehicles, as of February 1, 2008
Registered vehicles	- Indiana Bureau of Motor Vehicles, as of February 1, 2008
Vehicle miles travelled	- 1998-2004: Federal Highway Administration, Highway Statistics
	- 2005-2006: Indiana Department of Transportation, as of February 1, 2008

- On average, over the past 10 years, fatalities per billion vehicle miles travelled decreased by 1.2 percent in Indiana, compared to 1.3 percent nationwide.
- Indiana fatalities, per billion vehicle miles travelled, continue to be lower than national fatalities per billion vehicle miles travelled.

Figure 6. Fatalities, per billion vehicle miles travelled (BMVT), 1998-2007



Notes

IND

A TRAFFIC SAFETY FACTS

Vehicle miles travelled not available for 2007; Indiana values imputed from 10-year average annual change.

Sources:

Fatalities

- 1998-2006: Fatality Analysis Reporting System

- 2007: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

Vehicle miles travelled

- United States, 1998-2005: Federal Highway Administration, Highway Statistics
- United States, 2006: Federal Highway Administration Traffic Volume Trends (June 2007)
- Indiana, 1998-2005: Federal Highway Administration, Highway Statistics
- Indiana, 2005-2006: Indiana Department of Transportation, as of February 1, 2007

- > Fatal collisions and non-fatal injury collisions are at 4- and 5-year lows, respectively.
- > Since 2003, fatal collisions increased 1.9 percent annually on average.
- The number of pedestrians and pedalcyclists involved in collisions has increased on average since 2003 (2.5 percent and 4.4 percent, respectively).

 Table 10. Collisions in Indiana and individuals involved, 2003-2007

	1				1		
	2003	2004	2005	2006	2007	% 2007 total	Average annual change
All collisions	211,731	208,682	208,359	192,721	205,005	100.0%	-0.7%
Fatal	753	857	855	817	804	0.4%	1.9%
Non-fatal injury	40,980	43,303	41,761	38,849	37,419	18.3%	-2.1%
Property damage only	169,998	164,522	165,743	153,055	166,782	81.4%	-0.3%
Drivers involved	332,714	330,349	325,206	298,082	312,783	100.0%	-1.4%
Fatalities	554	644	661	609	626	0.2%	3.5%
Incapacitating injuries	2,952	2,745	2,562	2,583	2,491	0.8%	-4.1%
Non-incapacitating injuries	37,393	40,475	39,077	36,016	33,704	10.8%	-2.4%
Unknown injury status	291,815	286,485	282,906	258,874	275,962	88.2%	-1.2%
Injured vehicle							
passengers involved	18,793	17,332	16,713	15,099	14,315	100.0%	-6.5%
Fatalities	212	218	200	196	199	1.4%	-1.5%
Incapacitating injuries	940	936	962	913	870	6.1%	-1.9%
Non-incapacitating injuries	14,885	15,248	14,520	13,427	12,853	89.8%	-3.5%
Unknown injury status	2,756	930	1,031	563	393	2.7%	-32.7%
Pedestrians involved	1,683	1,552	1,557	1,601	1,835	100.0%	2.5%
Fatalities	61	72	64	75	60	3.3%	1.0%
Incapacitating injuries	220	194	228	222	217	11.8%	0.2%
Non-incapacitating injuries	1,195	1,169	1,136	1,183	1,374	74.9%	3.8%
Unknown injury status	207	117	129	121	184	10.0%	3.2%
Pedalcyclists involved	993	985	882	978	1,153	100.0%	4.4%
Fatalities	6	13	13	19	13	1.1%	32.8%
Incapacitating injuries	80	86	71	89	84	7.3%	2.4%
Non-incapacitating injuries	770	799	694	763	875	75.9%	3.8%
Unknown injury status	137	87	104	107	181	15.7%	13.8%

Notes:

Non-fatal injury collisions includes collisions with no fatalities and at least one incapacitating, non-incapacitating, or possible injury.

Non-incapacitating injuries includes non-incapacitating and possible injury status codes.

Unknown injury status includes not reported, refused (treatment), unknown, invalid codes, and missing codes.

Three collisions reported in Indiana Crash Facts 2006 were re-classified as occurring in 2007; accordingly this table reports 192,721 collisions for 2006.

Source:

- > Fatal alcohol-related collisions have increased 2.5 percent on average since 2003.
- > Vehicle drivers accounted for 72 percent of all fatalities in alcohol-related collisions (183 of 253).
- > Since 2003, the number of pedalcyclists involved in alcohol-related collisions has decreased 12.9 percent on average.

Table 11. Alcohol-related collisions in Indiana and individuals involved, 2003-2007

	2003	2004	2005	2006	2007	% 2007 total	Average annual change
Alcohol-related collisions	14,115	13,435	13,684	11,851	9,942	100.0%	-8.1%
Fatal	215	260	262	249	232	2.3%	2.5%
Non-fatal injury	4,600	4,676	4,696	4,197	3,557	35.8%	-5.9%
Property damage only	9,300	8,499	8,726	7,405	6,153	61.9%	-9.5%
Drivers involved	20,715	20,056	20,301	16,716	13,277	100.0%	-10.0%
Fatalities	152	195	200	192	183	1.4%	5.5%
Incapacitating injuries	559	512	471	479	466	3.5%	-4.4%
Non-incapacitating injuries	4,033	4,258	4,317	3,788	3,060	23.0%	-6.1%
Unknown injury status	15,971	15,091	15,313	12,257	9,568	72.1%	-11.5%
Injured vehicle							
passengers involved	2,107	1,821	1,858	1,560	1,410	100.0%	-9.3%
Fatalities	71	61	77	57	54	3.8%	-4.8%
Incapacitating injuries	200	173	202	198	138	9.8%	-7.3%
Non-incapacitating injuries	1,519	1,473	1,473	1,207	1,142	81.0%	-6.6%
Unknown injury status	317	114	106	98	76	5.4%	-25.3%
Pedestrians involved	200	157	138	175	171	100.0%	-2.3%
Fatalities	17	22	15	19	14	8.2%	-0.5%
Incapacitating injuries	32	28	26	36	33	19.3%	2.6%
Non-incapacitating injuries	129	99	89	110	105	61.4%	-3.6%
Unknown injury status	22	8	8	10	19	11.1%	12.8%
Pedalcyclists involved	92	59	52	61	48	100.0%	-12.9%
Fatalities	1	6	1	5	2	4.2%	189.2%
Incapacitating injuries	8	7	5	6	8	16.7%	3.1%
Non-incapacitating injuries	73	43	44	45	34	70.8%	-15.2%
Unknown injury status	10	3	2	5	4	8.3%	6.7%

Notes:

INDIANA TRAFFIC SAFETY FACTS

See glossary for definition of *alcohol-related*.

Non-fatal injury collisions includes collisions with no fatalities and at least one incapacitating, non-incapacitating, or possible injury.

Non-incapacitating injuries includes non-incapacitating and possible injury status codes.

Unknown injury status includes not reported, refused (treatment), unknown, invalid codes, and missing codes.

Source:

- > Speed-related collisions increased 27 percent from 2006 to 2007, compared to a 6.4 percent increase in all collisions.
- ► In 2007, vehicle drivers accounted for 73 percent of all fatalities in speed-related collisions (136 of 187).
- > Since 2003, the number of pedestrians involved in speed-related collisions has increased 3.2 percent on average.

Table 12. Speed-related collisions in Indiana and individuals involved, 2003-2007

							1
	2003	2004	2005	2006	2007	% 2007 total	Average annual change
Speed-related collisions	18,680	18,812	20,010	14,570	18,491	100.0%	1.7%
Fatal	175	177	203	159	165	0.9%	-0.5%
Non-fatal injury	5,056	5,212	5,107	4,317	4,376	23.7%	-3.3%
Property damage only	13,449	13,423	14,700	10,094	13,950	75.4%	4.0%
Drivers involved	27,383	27,926	29,076	21,369	26,228	100.0%	0.6%
Fatalities	128	140	161	128	136	0.5%	2.5%
Incapacitating injuries	472	403	406	415	375	1.4%	-5.3%
Non-incapacitating injuries	4,660	4,929	4,777	3,975	3,948	15.1%	-3.7%
Unknown injury status	22,123	22,454	23,732	16,851	21,769	83.0%	1.8%
Injured vehicle		• 100	a 191	1 000	• • • •	100.0%	- 40
passengers involved	2,653	2,480	2,434	1,982	2,088	100.0%	-5.4%
Fatalities	65	64	64	40	47	2.3%	-5.4%
Incapacitating injuries	183	154	195	163	171	8.2%	-0.2%
Non-incapacitating injuries	2,048	2,120	2,040	1,712	1,818	87.1%	-2.5%
Unknown injury status	357	142	135	67	52	2.5%	-34.5%
Pedestrians involved	87	54	68	65	84	100.0%	3.2%
Fatalities	3	3	4	6	4	4.8%	12.5%
Incapacitating injuries	18	4	14	21	10	11.9%	42.5%
Non-incapacitating injuries	58	43	45	35	66	78.6%	11.3%
Unknown injury status	8	4	5	3	4	4.8%	-7.9%
Pedalcyclists involved	25	20	15	21	13	100.0%	-10.8%
Fatalities	1	0	0	0	0	0.0%	
Incapacitating injuries	2	2	2	8	3	23.1%	59.4%
Non-incapacitating injuries	20	16	9	11	7	53.8%	-19.5%
Unknown injury status	2	2	4	2	3	23.1%	25.0%

Notes:

See glossary for definition of speed-related.

Non-fatal injury collisions includes collisions with no fatalities and at least one incapacitating, non-incapacitating, or possible injury.

Non-incapacitating injuries includes non-incapacitating and possible injury status codes.

Unknown injury status includes not reported, refused (treatment), unknown, invalid codes, and missing codes.

Source:

- Fatal collisions involving aggressive driving increased 6.4 percent on average since 2003, compared to a 12 percent overall average decrease.
- > Vehicle drivers acccounted for 85.7 percent of all fatalities in aggressive driving collisions (18 of 21) in 2007.
- > In 2007, the number of pedalcyclists involved in aggressive driving collisions was at a 5-year high (10).

Table 13. Aggressive drivit	ng collisions in Indian	a and individuals	involved, 2003-2007
-----------------------------	-------------------------	-------------------	---------------------

	2003	2004	2005	2006	2007	% 2007 total	Average annual change
Aggressive driving collisions	5,121	4,111	3,582	3,240	3,045	100.0%	-12.0%
Fatal	27	29	23	11	21	0.7%	6.4%
Non-fatal injury	1,289	1,140	967	947	832	27.3%	-10.2%
Property damage only	3,805	2,942	2,592	2,282	2,192	72.0%	-12.6%
Drivers involved	10,033	7,904	6,923	6,260	5,849	100.0%	-12.4%
Fatalities	24	23	17	9	18	0.3%	5.7%
Incapacitating injuries	91	83	63	81	66	1.1%	-5.7%
Non-incapacitating injuries	1,306	1,168	1,031	993	862	14.7%	-9.8%
Unknown injury status	8,612	6,630	5,812	5,177	4,903	83.8%	-12.9%
Injured vehicle							
passengers involved	646	583	507	476	435	100.0%	-9.4%
Fatalities	9	9	9	4	2	0.5%	-26.4%
Incapacitating injuries	24	24	28	48	37	8.5%	16.3%
Non-incapacitating injuries	517	529	445	404	382	87.8%	-7.1%
Unknown injury status	96	21	25	20	14	3.2%	-27.3%
Pedestrians involved	19	13	6	6	9	100.0%	-8.9%
Fatalities	1	0	0	1	1	11.1%	
Incapacitating injuries	5	1	1	1	0	0.0%	-45.0%
Non-incapacitating injuries	13	11	5	4	8	88.9%	2.5%
Unknown injury status	0	1	0	0	0	0.0%	
Pedalcyclists involved	7	7	5	3	10	100.0%	41.2%
Fatalities	0	0	0	0	0	0.0%	
Incapacitating injuries	0	1	0	0	2	20.0%	
Non-incapacitating injuries	6	5	4	2	7	70.0%	40.8%
Unknown injury status	1	1	1	1	1	10.0%	0.0%

Notes:

INDIANA TRAFFIC SAFETY FACTS

See glossary for definition of *aggressive driving*. Note also that in *Indiana Crash Facts 2006, aggressive driving* was defined by the crash report data element, whereas the 2007 definition is expanded by using contributing circumstances.

Non-fatal injury collisions includes collisions with no fatalities and at least one incapacitating, non-incapacitating, or possible injury.

Non-incapacitating injuries includes non-incapacitating and possible injury status codes.

Unknown injury status includes not reported, refused (treatment), unknown, invalid codes, and missing codes.

Source:

- > Fatal hit-and-run collisions have decreased 10.1 percent on average since 2003 and 29.6 percent since 2006 (27 to 19).
- Overall, hit-and-run collisions have generally remained consistent since 2003, with only a slight decrease on average (-0.3 percent).

	2003	2004	2005	2006	2007	% 2007 total	Average annual change
Hit-and-run collisions	25,915	28,349	27,450	23,924	25,220	100.0%	-0.3%
Fatal	31	34	34	27	19	0.1%	-10.1%
Non-fatal injury	2,447	2,680	2,559	2,131	2,055	8.1%	-3.8%
Property damage only	23,437	25,635	24,857	21,766	23,146	91.8%	0.1%
Drivers involved	21,162	24,503	22,564	18,380	18,344	100.0%	-2.7%
Fatalities	10	16	13	11	5	0.0%	-7.2%
Incapacitating injuries	108	104	95	77	59	0.3%	-13.7%
Non-incapacitating injuries	1,808	2,044	1,963	1,529	1,459	8.0%	-4.4%
Unknown injury status	19,236	22,339	20,493	16,763	16,821	91.7%	-2.5%
Injured vehicle							
passengers involved	1,076	1,085	1,011	848	865	100.0%	-5.0%
Fatalities	7	6	7	5	2	0.2%	-21.5%
Incapacitating injuries	73	53	63	49	36	4.2%	-14.3%
Non-incapacitating injuries	741	844	734	606	649	75.0%	-2.4%
Unknown injury status	255	182	207	188	178	20.6%	-7.3%
Pedestrians involved	322	342	287	311	339	100.0%	1.9%
Fatalities	15	10	15	8	8	2.4%	-7.5%
Incapacitating injuries	44	28	38	37	35	10.3%	-2.2%
Non-incapacitating injuries	199	257	192	227	228	67.3%	5.6%
Unknown injury status	64	47	42	39	68	20.1%	7.5%
Pedalcyclists involved	150	129	127	136	156	100.0%	1.6%
Fatalities	1	3	1	3	4	2.6%	91.7%
Incapacitating injuries	8	11	11	10	8	5.1%	2.1%
Non-incapacitating injuries	115	90	90	103	105	67.3%	-1.3%
Unknown injury status	26	25	25	20	39	25.0%	17.8%

Table 14. Hit-and-run collisions in Indiana and individuals involved, 2003-2007

Notes:

Non-fatal injury collisions includes collisions with no fatalities and at least one incapacitating, non-incapacitating, or possible injury

Non-incapacitating injuries includes non-incapacitating and possible injury status codes.

Unknown injury status includes not reported, refused (treatment), unknown, invalid codes, and missing codes.

Source:

> Since 1998, rural fatalities occurred an average of 2.6 times more often than urban fatalities (year 2000 excluded).



Figure 7. Fatalities in collisions in Indiana, by locality, 1998-2007

Notes:

Data from 2003 to 2007 may not match data from this figure in Indiana Crash Facts 2006 (all data prior to 2006 from Fatality Analysis Reporting System)

Sources:

1998-2002: Fatality Analysis Reporting System 2003-2007: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008
- > October 2004 had the most fatal collisions (104) of any month in the past five years.
- > The months of September and October had the greatest average number of fatal collisions in the past five years (82 and 80, respectively).
- > December had the lowest average fatal collisions (52), and the highest average property damage collisions (16,436).

Table 15. Collisions in Indiana, by severity and month, 2003-2007

Year	January				February				March			
	Total	Fatal	Non-fatal injury	Property damage	Total	Fatal	Non-fatal injury	Property damage	Total	Fatal	Non-fatal injury	Property damage
2003	20,540	57	3,272	17,211	18,496	65	2,995	15,436	14,530	44	2,717	11,769
2004	18,942	50	3,445	15,447	15,464	57	2,832	12,575	15,162	55	3,074	12,033
2005	20,056	60	3,434	16,562	15,364	62	2,986	12,316	16,240	59	3,157	13,024
2006	15,529	55	2,957	12,517	14,310	64	2,705	11,541	14,994	51	3,039	11,904
2007	18,025	59	3,126	14,840	19,743	52	2,962	16,729	15,576	67	2,834	12,675
Average	18,618	56	3,247	15,315	16,675	60	2,896	13,719	15,300	55	2,964	12,281

Year	April			May					
	Total	Fatal	Non-fatal injury	Property damage	Total	Fatal	Non-fatal injury	Property damage	
2003	15,048	45	2,993	12,010	17,143	67	3,482	13,594	
2004	15,694	73	3,475	12,146	17,735	68	3,974	13,693	
2005	15,497	85	3,370	12,042	16,767	66	3,615	13,086	
2006	15,151	48	3,237	11,866	16,778	87	3,598	13,093	
2007	14,779	62	2,906	11,811	15,819	86	3,236	12,497	
Average	15,234	63	3,196	11,975	16,848	75	3,581	13,193	

Year	July				August			
	Total	Fatal	Non-fatal injury	Property damage	Total	Fatal	Non-fatal injury	Property damage
2003	16,847	73	3,451	13,323	17,231	72	3,761	13,398
2004	16,710	89	3,875	12,746	16,781	84	4,028	12,669
2005	16,416	96	3,784	12,536	16,781	73	3,817	12,891
2006	15,193	66	3,454	11,673	15,763	79	3,465	12,219
2007	15,440	70	3,157	12,213	16,355	86	3,347	12,922
Average	16,121	79	3,544	12,498	16,582	79	3,684	12,820

Year	October November								De
	Total	Fatal	Non-fatal injury	Property damage	Total	Fatal	Non-fatal injury	Property damage	То
2003	19,069	53	3,892	15,124	19,172	75	3,563	15,534	19,8
2004	18,917	104	3,874	14,939	19,765	72	3,542	16,151	20,2
2005	17,528	88	3,436	14,004	19,481	54	3,382	16,045	21,7
2006	18,486	78	3,607	14,801	18,084	72	3,079	14,933	16,4
2007	18,242	75	3,262	14,905	19,054	56	3,006	15,992	20,8
Average	18,448	80	3,614	14,755	19,111	66	3,314	15,731	19,8
Averuge	18,448	80	3,014	14,733	19,111	60	3,314	15	,731

June			
Total	Fatal	Non-fatal injury	Property damage
17,245	69	3,572	13,604
17,065	75	3,876	13,114
16,993	71	3,778	13,144
16,266	75	3,463	12,728
15,104	70	3,148	11,886
16,535	72	3,567	12,895

Septemb	er		
Total	Fatal	Non-fatal injury	Property damage
16,525	86	3,719	12,720
16,182	75	3,723	12,384
15,507	90	3,397	12,020
15,672	80	3,397	12,195
16,068	77	3,299	12,692
15,991	82	3,507	12,402

Decembe	er		
Total	Fatal	Non-fatal injury	Property damage
19,885	47	3,563	16,275
20,265	55	3,585	16,625
21,729	51	3,605	18,073
16,495	62	2,848	13,585
20,800	44	3,136	17,620
19,835	52	3,347	16,436

- > The month of April had the greatest average annual increase in fatalities over the past five years (20.4 percent).
- ▶ In 2007, the month of August had the greatest number of fatalities (98).

Month	2003	2004	2005	2006	2007	% 2007 total	Average annual change
January	64	54	68	55	62	6.9%	1.0%
February	73	62	66	70	59	6.6%	-4.6%
March	48	60	63	55	77	8.6%	14.3%
April	47	84	97	61	76	8.5%	20.4%
May	70	74	69	98	89	9.9%	8.0%
June	74	84	76	79	76	8.5%	1.0%
July	81	96	109	77	78	8.7%	1.0%
August	77	96	88	87	98	10.9%	7.0%
September	102	84	96	89	87	9.7%	-3.2%
October	59	111	92	85	84	9.4%	15.6%
November	84	82	58	73	60	6.7%	-5.9%
December	54	60	56	70	52	5.8%	0.9%
Total	833	947	938	899	898	100.0%	2.1%

Table 16. Individual fatalities in collisions in Indiana, by month, 2003-2007

Source:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

- Incidence rates of alcohol-related and aggressive driving collisions decreased over the past five years per all three categories: population, licensed drivers, and vehicle miles travelled.
- Speed-related collisions increased on average per population (1.1 percent) and per vehicle miles travelled (0.8 percent), and decreased per licensed drivers (-2.7 percent).

Table 17. Incidence rates of traffic collisions in Indiana, 2003-2007

	2003	2004	2005	2006	2007	Average annual change
Speed-related collisions	18,680	18,812	20,010	14,570	18,491	1.7%
Alcohol-related collisions	14,115	13,435	13,684	11,851	9,942	-8.1%
Aggressive driving collisions	5,121	4,111	3,582	3,240	3,045	-12.0%
Resident population (thousands, K)	6,185	6,219	6,257	6,303	6,345	0.6%
Speed-related collisions, per 100K pop.	302	302	319	231	291	1.1%
Alcohol-related collisions, per 100K pop.	228	216	219	188	157	-8.7%
Aggressive driving collisions, per 100K pop.	83	66	57	51	48	-12.6%
Licensed drivers (thousands, K)	4,536	4,521	4,965	5,324	5,470	4.9%
Speed-related collisions, per 100K lic.	412	416	403	274	338	-2.7%
Alcohol-related collisions, per 100K lic.	311	297	276	223	182	-12.3%
Aggressive driving collisions, per 100K lic.	113	91	72	61	56	-16.1%
Vehicle miles travelled (billions, B)	72.5	72.7	74.3	74.2	74.8	0.8%
Speed-related collisions, per BVMT	258	259	269	196	247	0.8%
Alcohol-related collisions, per BVMT	195	185	184	160	133	-8.9%
Aggressive driving collisions, per BVMT	71	57	48	44	41	-12.7%

Notes:

Resident population data and vehicle miles travelled (VMT) not available for 2007; values imputed from 10-year average annual change.

Sources:

Collisions	- Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008
Resident population	- Indiana Business Research Center in collaboration with the National Center for Health Statistics, as of August 16, 2006
Licensed drivers	- 2003-2004. Federal Highway Administration, Highway Statistics
	- 2005-2007. Indiana Bureau of Motor Vehicles, as of February 1, 2008
Vehicle miles travelled	- 2003-2004. Federal Highway Administration, Highway Statistics

- 2005-2006. Indiana Department of Transportation, as of February 1, 2008

- > Alcohol-related fatalities increased an average of 1.7 percent annually since 2003.
- In 2007, the likelihood that a traffic fatality resulted from an alcohol-related collision (28.2 percent) was 1.4 times greater than from a speed-related collision (20.8 percent) and 12 times greater than from an aggressive driving collision (2.3 percent).
- Known injuries decreased since 2003 on average for all three types of collisions (alcohol-related, speed-related, aggressive driving), except for fatal alcohol-related injuries.

Table 18. Individuals involved in collisions in Indiana	, by injury status and collision circumstances, 2003-2007
---	---

Count of individual injuries	2003	2004	2005	2006	2007	Average annual change
Fatal	833	947	938	899	898	2.1%
Alcohol-related	241	284	293	273	253	1.7%
Speed-related	197	207	229	174	187	-0.2%
Aggressive driving	34	32	26	14	21	-5.2%
% alcohol-related	28.9%	30.0%	31.2%	30.4%	28.2%	-0.5%
% speed-related	23.6%	21.9%	24.4%	19.4%	20.8%	-2.3%
% aggressive driving	4.1%	3.4%	2.8%	1.6%	2.3%	-7.2%
Incapacitating	4,192	3,961	3,823	3,807	3,662	-3.3%
Alcohol-related	799	720	704	719	645	-5.1%
Speed-related	675	563	617	607	559	-4.1%
Aggressive driving	120	109	92	130	105	-0.7%
% alcohol-related	19.1%	18.2%	18.4%	18.9%	17.6%	-1.9%
% speed-related	16.1%	14.2%	16.1%	15.9%	15.3%	-0.9%
% aggressive driving	2.9%	2.8%	2.4%	3.4%	2.9%	2.4%
Non-incapacitating	54,243	57,691	55,427	51,389	48,806	-2.5%
Alcohol-related	5,754	5,873	5,923	5,150	4,341	-6.5%
Speed-related	6,786	7,108	6,871	5,733	5,839	-3.3%
Aggressive driving	1,842	1,713	1,485	1,403	1,259	-9.0%
% speed-related	10.6%	10.2%	10.7%	10.0%	8.9%	-4.1%
% alcohol-related	12.5%	12.3%	12.4%	11.2%	12.0%	-0.9%
% aggressive driving	3.4%	3.0%	2.7%	2.7%	2.6%	-6.5%
Unknown injury status	294,915	287,619	284,170	259,665	276,720	-1.4%
Alcohol-related	16,320	15,216	15,429	12,370	9,667	-11.8%
Speed-related	22,490	22,602	23,876	16,923	21,828	1.5%
Aggressive driving	8,709	6,653	5,838	5,198	4,918	-13.1%
% speed-related	5.5%	5.3%	5.4%	4.8%	3.5%	-10.2%
% alcohol-related	7.6%	7.9%	8.4%	6.5%	7.9%	2.1%
% aggressive driving	3.0%	2.3%	2.1%	2.0%	1.8%	-11.7%

Notes:

Non-incapacitating includes non-incapacitating and possible injury status codes.

Unknown injury status includes not reported, refused (treatment), unknown, invalid codes, and missing codes.

Source:

- In 2007, the likelihood of a felony citation being issued in a fatal collision (31.7 percent) was 4.3 times greater than an injury collision (7.4 percent) and 6.5 times greater than a property damage collision (4.9 percent).
- Citations issued in fatal collisions increased 2.7 percent on average since 2003, whereas citations in injury collisions and property damage collisions decreased on average.
- > Since 2004, approximately 0.4 percent of all citations issued in collisions were in fatal collisions.
- > The incidence of felony citations decreased an average of 15.4 percent annually since 2003.

Count of citations	2003	2004	2005	2006	2007	% 2007 total	Average annual change
In fatal collisions	115	132	138	125	126	100.0%	2.7%
Felonies	47	45	64	44	40	31.7%	-0.6%
Misdemeanors	20	23	27	24	30	23.8%	11.6%
Infractions	48	64	47	57	56	44.4%	6.6%
In non-fatal injury collisions	9,949	10,707	10,696	9,954	9,359	100.0%	-1.3%
Felonies	1,072	1,073	1,031	893	691	7.4%	-10.0%
Misdemeanors	3,600	3,871	3,836	3,499	3,439	36.7%	-1.0%
Infractions	5,277	5,763	5,829	5,562	5,229	55.9%	-0.1%
In property damage collisions	22,632	22,584	22,991	21,353	21,780	100.0%	-0.9%
Felonies	2,404	1,998	1,643	1,316	1,064	4.9%	-18.4%
Misdemeanors	8,913	8,867	8,928	8,571	8,695	39.9%	-0.6%
Infractions	11,315	11,719	12,420	11,466	12,021	55.2%	1.7%
In all collisions	32,696	33,423	33,825	31,432	31,265	100.0%	-1.0%
Felonies	3,523	3,116	2,738	2,253	1,795	5.7%	-15.4%
Misdemeanors	12,533	12,761	12,791	12,094	12,164	38.9%	-0.7%
Infractions	16,640	17,546	18,296	17,085	17,306	55.4%	1.1%

Table 19. Citations issued in collisions in Indiana, by collision severity, 2003-2007

Notes:

INDIANA TRAFFIC SAFETY FACTS

Data include citations issued only to drivers, vehicle passengers and non-motorists.

Multiple citations may be issued to one person.

Non-fatal injury collisions includes collisions with no fatalties and at least one incapacitating, non-incapacitating, or possible injury.

Source:

- > On average since 2003, Labor Day has been the most deadly holiday (3.4 fatal collisions per 24 hour period).
- ▶ In 2007, New Year's was the most deadly holiday, with 12 fatalities in an 84 hour period (3.4 per 24 hours).
- > Independence Day 2005 had the greatest number of fatalities in the five year period (17 fatal collisions and 19 fatalities).
- Labor Day 2005 had the greatest number of alcohol-related fatalities in the five year period (9 fatal collisions and 9 fatalities).

Table 20. Fatal collisions and fatalities on legal holidays, 2003-2007

	Effectiv	e holiday date range			Fatal	collisions			Fa	atalities	
Holiday	Begin	End	Length (hours)	Count	per 24 hour period	Alcohol- related	% alcohol- related	Count	per 24 hour period	Alcohol- related	% alcohol- related
New Year's											
2003 *	Tue, Dec 31 2002	Thu, Jan 2 2003	36	0		0		0		0	
2004	Wed, Dec 31 2003	Mon, Jan 5 2004	108	8	1.8	1	12.5%	9	2.0	1	11.1%
2005	Fri, Dec 31 2004	Mon, Jan 3 2005	60	1	0.4	1	100.0%	1	0.4	1	100.0%
2006	Fri, Dec 30 2005	Mon, Jan 2 2006	60	5	2.0	2	40.0%	5	2.0	2	40.0%
2007	Fri, Dec 29 2006	Tue, Jan 2 2007	84	12	3.4	4	33.3%	12	3.4	4	33.3%
Average					1.9						
Memorial Day											
2003	Fri, May 23 2003	Tue, May 27 2003	84	8	2.3	4	50.0%	8	2.3	4	50.0%
2004	Fri, May 28 2004	Tue, Jun 1 2004	84	9	2.6	5	55.6%	11	3.1	7	63.6%
2005	Fri, May 27 2005	Tue, May 31 2005	84	10	2.9	6	60.0%	10	2.9	6	60.0%
2006	Fri, May 26 2006	Tue, May 30 2006	84	11	3.1	4	36.4%	12	3.4	4	33.3%
2007	Fri, May 25 2007	Tue, May 29 2007	84	8	2.3	4	50.0%	9	2.6	5	55.6%
Average					2.6						
Independence Day											
2003	Thu, Jul 3 2003	Mon, Jul 7 2003	84	10	2.9	3	30.0%	13	3.7	3	23.1%
2004	Fri, Jul 2 2004	Mon, Jul 5 2004	60	8	3.2	7	87.5%	9	3.6	7	77.8%
2005	Fri, Jul 1 2005	Tue, Jul 5 2005	84	17	4.9	5	29.4%	19	5.4	6	31.6%
2006	Fri, Jun 30 2006	Wed, Jul 5 2006	108	13	2.9	5	38.5%	15	3.3	5	33.3%
2007	Tue, Jul 3 2007	Thu, Jul 5 2007	36	2	1.3	1	50.0%	2	1.3	1	50.0%
Average					3.0						
Labor Day											
2003	Fri, Aug 29 2003	Tue, Sep 2 2003	84	16	4.6	4	25.0%	18	5.1	4	22.2%
2004	Fri, Sep 3 2004	Tue, Sep 7 2004	84	8	2.3	0	0.0%	8	2.3	0	0.0%
2005	Fri, Sep 2 2005	Tue, Sep 6 2005	84	15	4.3	9	60.0%	16	4.6	9	56.3%
2006	Fri, Sep 1 2006	Tue, Sep 5 2006	84	12	3.4	5	41.7%	13	3.7	5	38.5%
2007	Fri, Aug 31 2007	Tue, Sep 4 2007	84	9	2.6	2	22.2%	11	3.1	2	18.2%
Average					3.4						
Thanksgiving											
2003	Wed, Nov 26 2003	Mon, Dec 1 2003	108	9	2.0	5	55.6%	9	2.0	5	55.6%
2004	Wed, Nov 24 2004	Mon, Nov 29 2004	108	15	3.3	7	46.7%	17	3.8	7	41.2%
2005	Wed, Nov 23 2005	Mon, Nov 28 2005	108	9	2.0	5	55.6%	10	2.2	5	50.0%
2006	Wed, Nov 22 2006	Mon, Nov 27 2006	108	11	2.4	5	45.5%	11	2.4	5	45.5%
2007	Wed, Nov 21 2007	Mon, Nov 26 2007	108	8	1.8	2	25.0%	10	2.2	2	20.0%
Average					2.3						
Christmas											
2003	Wed, Dec 24 2003	Mon, Dec 29 2003	108	9	2.0	3	33.3%	12	2.7	5	41.7%
2004	Fri, Dec 24 2004	Mon, Dec 27 2004	60	1	0.4	0	0.0%	1	0.4	0	0.0%
2005	Fri, Dec 23 2005	Mon, Dec 26 2005	60	4	1.6	0	0.0%	5	2.0	0	0.0%
2006	Fri, Dec 22 2006	Tue, Dec 26 2006	84	6	1.7	5	83.3%	8	2.3	5	62.5%
2007	Fri, Dec 21 2007	Wed, Dec 26 2007	108	7	1.6	2	28.6%	9	2.0	2	22.2%
Average					1.5						

Notes:

Holiday range begins at 6pm of the first day and ends at 6am of the last day in the effective date range.

*Data not available for New Year's holiday range for 2002.

Source:

- > In general, Sundays had the lowest incidence of collisions.
- > In general, winter months (November through February) had the greatest number of collisions.

>

>

high

> February 6, 2007 had the most collisions (1,642) of any day in the last five years.

Table 21. Collisions, by collision date, 2003-2007 low

<

<

Year	Month	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
2003	January				275	1,287	648	572	523	749	620	566	458	533	402	332	417	1,083	557
	February							679	436	567	718	515	1,039	796	488	272	989	975	606
	March							468	385	549	523	645	949	559	484	303	442	428	438
	April			516	465	465	651	376	290	630	420	449	489	627	491	357	544	583	493
	May					678	641	530	427	667	505	573	546	724	631	389	576	543	576
	June	397	508	549	505	586	901	552	453	528	559	595	654	845	555	381	567	593	535
	July			568	573	702	441	478	423	582	641	575	545	716	507	413	544	592	609
	August		E C A		50.4	E 4 E	746	539	405	611	540	494	564	650	498	409	573	545	539
	September		564	577	524	547	698	498	353	473	526	507	558	629	500	437	606	598	592
	October Name				613	603	936	01	452	567	609	576	525	700	521	410	543	802	017
	December		EOE	170	406	761	1 105	501 526	205	510	642	676	100	722	018	472	625	762	18/
2004	Japuany		365	4/0	490	287	526	451	800	550	626	514	564	638	1,100	320	521	183	455
2004	Fobruary	430	732	815	618	758	725	608	371	613	501	5/1	104	502	405	358	121	405	542
	March	400	540	465	465	584	671	397	326	451	429	515	4/4	536	442	335	424	751	525
	April		540	105	105	566	608	470	326	482	491	476	488	632	483	320	471	496	548
	May					000	000	744	416	528	546	586	637	725	602	440	612	596	558
	Iune			666	552	559	667	552	414	593	596	524	725	693	625	429	544	558	670
	July					581	684	596	470	368	600	521	522	693	495	427	541	543	544
	August	406	562	544	584	550	640	501	403	519	508	462	524	633	548	383	567	583	516
	September				506	593	813	459	356	320	543	459	557	698	495	377	520	569	545
	October						750	580	430	603	617	653	600	750	544	450	480	695	864
	November		792	712	595	687	869	601	441	627	682	598	753	848	622	406	580	634	705
	December				979	599	716	530	392	623	662	515	612	880	585	321	879	672	634
2005	January							395	315	556	497	969	587	662	678	357	512	593	613
	February			498	495	580	697	603	327	513	437	1,072	753	605	479	386	501	528	538
	March			1,431	660	527	627	464	378	428	377	434	1,084	899	625	279	438	430	437
	April						582	484	384	512	525	444	509	612	492	352	488	540	497
	May	368	449	502	504	573	677	602	447	531	620	571	521	742	571	316	497	489	545
	June				599	718	646	532	462	615	596	574	598	687	517	533	597	583	497
	July		FCO		500	450	661	473	351	435	558	558	524	612	472	385	577	625	573
	August		568	551	583	478	708	495	360	573	515	520	590	668	583	414	583	531	521
	September					509	652	480	341	516	553	485	497	597	522	324	508	494	506
	October Name			(())	(00	(04	701	5/3	346	521	505	527	481	562	464	387	4//	527	485
	December			002	090	1 245	731	916	405	791	656	602	1 279	097	910	430 570	606	940 591	860
2006	Ianuary	318	400	434	415	413	530	402	302	417	553	479	632	762	433	320	420	1 005	1 214
2000	February	010	100	101	468	567	596	857	531	629	420	489	512	560	601	557	542	588	431
	March				413	411	549	439	463	558	547	528	615	544	515	402	474	425	449
	April				110		01/	406	413	426	506	452	531	614	449	382	570	499	484
	May		486	535	467	562	635	523	388	482	509	710	673	897	618	456	452	457	566
	June					557	677	511	383	560	561	559	536	594	582	394	500	519	534
	July							502	395	485	424	542	544	542	413	325	450	697	519
	August			513	501	582	645	460	369	525	507	489	549	604	488	365	567	565	526
	September						614	447	324	292	509	522	545	575	460	314	582	673	586
	October	440	538	670	568	524	790	584	439	520	525	730	535	730	576	387	809	642	512
	November				547	598	757	563	425	609	673	603	645	745	598	403	519	607	765
	December		0.5.4		(00		755	556	357	490	566	529	1,092	732	505	354	503	675	603
2007	January		354	615	690	562	732	411	369	571	485	429	474	738	524	436	676	821	518
	February					709	844	618	413	686	1,642	1,083	791	.779	558	352	607	776	721
	March	250	450	501	200	481	1,092	9/6	423	428	443	500	515	609 E40	402	343	444	493	514
	April	359	459	521	380	551	487	519	293	4/4	490	773	446	549	553	353	447 E 49	498	469
	Iviay			338	514	545	639	494 512	346	524	490 510	557	505	584	368	365	348	620 510	4/6
	June	372	522	565	134	/100	573	448	303	107	532	511	516	632	441	301	403	596	519
	July August	575	322	505	550	5/15	624	440	361	550	510	505	550	643	441	388	510	498	481
	September				550	545	024	475	409	371	595	525	531	757	583	367	488	525	577
	October		564	520	635	579	665	500	439	485	573	551	501	664	477	355	568	603	602
	November		001	020	000	705	858	568	521	600	544	650	611	831	607	509	675	734	680
	December							1,167	505	553	647	1,546	895	894	637	559	596	609	518

Notes:

First value for a row represents collisions for the first day of the month, with subsequent values representing collisions for subsequent days.

T	hu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Total
8	896	867	685	591	529	550	626	723	609	491	932	767	617	781	560	1,294				20,540
5	513	785	844	544	543	519	622	673	570	1.008	521	795	641	586	541	711				18,496
	467	634	452	381	430	413	432	506	470	371	331	431	440	492	425	568	403	267	444	14 530
	597	568	486	380	486	469	495	469	759	475	383	537	557	541	120	000	100	207	111	15.048
	522	640	612	201	400	601	521	504	611	540	262	261	572	600	197	725	109			17 142
	552	710	015 E04	407	409	501	551	094	702	540	30Z	501	372	000	407	123	490			17,145
	202	/10	584	427	600	564	567	691	702	550	405	597	107	100	500					17,245
	5//	638	540	440	587	552	524	5/3	630	440	378	5/3	496	490	500		100	10.0		16,847
t t	542	685	507	381	608	513	572	582	664	498	378	511	594	618	569	922	478	496		17,231
5	574	623	568	422	589	575	584	602	828	527	387	552	507							16,525
Ę	589	724	582	430	604	500	586	601	738	786	455	543	841	640	625	742				19,069
(623	759	770	522	640	901	657	688	719	535	432	586	571	681	431	983	539	439		19,172
1,0	041	1,501	702	407	659	710	868	247	504	398	276	490	486	465						19,885
5	504	558	958	409	516	484	508	497	759	471	599	1,082	927	777	884	1,075	759			18,942
4	461	608	547	312	413	395	496	504	599	473	362									15,464
(650	570	503	279	474	413	433	537	702	444	337	456	535	501						15,162
5	582	656	545	415	516	606	537	662	634	502	389	477	545	543	532	696				15,694
6	523	909	529	398	607	573	546	517	680	535	442	563	558	539	586	722	484	497	437	17 735
	597	667	584	398	562	543	548	551	617	526	418	552	562	573	000	,	101	177	107	17.065
1	536	664	510	404	500	520	524	631	597	441	396	540	501	459	484	883	535			16 710
	522	1 005	513	300	500	528	517	507	622	560	338	533	534	107	101	000	000			16 781
, in the second s	550	679	525	411	656	608	506	569	565	561	111	551	522	5/2	607					16 192
	600	070	407	256	701	406	590	500	652	702	411	645	625	614	626	705	624	424		10,102
	711	050	497	200	/91	490	1 014	504	510	(10	400	643 500	655	014	020	705	034	454		10,917
	/11	972	531	393	649	740	1,314	508	518	618	390	599	670		(01	440				19,765
(500	/40	661	812	626	728	897	983	726	376	540	/3/	604	5/5	621	440	1010	10.0	505	20,265
(574	638	436	824	711	656	806	1,166	955	832	504	671	681	575	623	555	1042	436	537	20,056
ł	531	604	430	788	370	409	419	570	584	443	289	915								15,364
4	494	526	412	327	456	470	418	539	610	373	279	487	449	444	438					16,240
Ę	561	679	516	367	507	551	529	490	795	477	362	525	616	487	472	677	465			15,497
(659	605	530	409	575	535	593	558	742	587	414	380	655							16,767
5	543	623	491	396	542	559	586	603	718	503	368	543	597	591	576					16,993
Ę	559	672	542	404	536	561	536	602	651	473	380	506	539	539	557	651	505	399		16,416
Ę	553	686	494	420	539	539	549	536	579	527	401	517	749	451						16,781
5	574	564	523	391	570	553	485	523	640	515	583	480	496	524	559	743				15,507
5	551	683	628	470	633	609	610	798	795	553	468	557	536	590	602	725	653	475	637	17,528
,	766	713	626	386	564	676	1 615	375	474	513	549	673	478	583						19 481
10	010	1 108	620	479	670	618	674	729	782	457	465	362	520	465	458	512	391			21 729
1,0	503	562	508	286	445	502	453	521	533	430	397	420	420	100	100	012	071			15 529
	544	544	680	315	/13	475	100	176	506	380	208	300	452							14 310
	122	540	425	224	202	062	525	4/0	620	410	275	455	200	277	471	552				14,010
	±02 612	695	520	274	502	576	523	5/1	576	500	295	433	577	500	512	580	192	450		15 151
	604	621	530	202	552	570	521	597	570	500	420	250	621	402	515	509	405	439		16 770
0	504	621	524	383	505	545	323	587	572	538	428	509	631	492	550	(00				16,778
	507	648	345	4/2	381	368	4/1	579	630	510	3/5	510	527	365	558	693	101	200	400	15,266
	535	617	470	365	490	450	496	548	590	471	346	490	478	498	570	629	431	398	483	15,193
	570	618	417	398	469	526	482	480	585	537	340	611	527	478	470					15,763
4	487	671	497	363	627	534	509	533	701	545	375	514	536	604	547	641	545			15,672
Ę	521	686	546	377	481	570	610	859	1,005	584	460	635	633							18,486
8	857	712	577	479	788	651	742	391	535	460	381	539	490	667	758					18,084
Ę	554	610	526	391	504	579	611	720	759	395	324	259	393	488	445	474	364	382		16,495
5	501	580	440	893	588	524	565	600	675	494	596	652	800	712						18,025
8	867	937	937	465	621	594	937	603	609	762	367	529	488	448						19,743
4	477	534	419	350	492	449	526	445	640	454	386	425	450	421	448	558	439			15,576
4	443	639	518	404	479	532	566	641	548	512	377	499								14,779
	525	584	501	381	492	515	467	551	685	473	357	330	508	496	510					15.819
	566	649	523	389	537	551	476	487	562	551	337	435	473	516	506	524	435			15,104
	590	621	496	369	477	463	479	495	704	459	370	484	528	010	000	521	100			15 440
	507	613	411	378	743	485	530	620	691	513	384	544	491	498	529	728				16 355
, i	508	658	550	365	196	565	535	522	668	529	305	567	612	602	556	684	540	/15		16,055
	661	622	577	474	724	682	505	672	860	562	400	702	674	660	550	004	540	415		10,000
	504	702	640	4/4	602	649	1.025	424	500	175	490 E00	705	6(0	524	524	(52				10,242
	102	/83	049	419	603	048	1,035	434	262	475	506	850	009	524	534	653	242	0775	007	19,054
4	193	651	1,302	588	691	112	645	655	821	588	495	398	238	542	5/8	192	343	2/5	807	20,800

- > February 11, 2003 had the greatest number of fatal collisions (9) of any day in the past five years .
- > Four days had eight (8) fatal collisions: July 3, 2005, October 15, 2005, May 5, 2006, August 2, 2006.

Yarr Menth Sun Mon Tue Vecl Tue			low	<	<		>	>	high											
January March April January March April <thjanuary March January March April</thjanuary 	Year	Month	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
International product Internatinternatinterana product Internatinternational p	2003	January				0	2	0	1	1	2	1	4	3	2	2	1	4	4	1
April April <th< td=""><td></td><td>February March</td><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td>3</td><td>4</td><td>5</td><td>0</td><td>1</td><td>4</td><td>1</td><td>0</td><td>6</td><td>9</td><td>2</td></th<>		February March							1	3	4	5	0	1	4	1	0	6	9	2
May lup May Agapt May lup May lup May lup May lup May lapt May lup May lup May lapt May lup		April			2	2	1	1	0	2	0	2	1	0	2	2	0	3	1	2
june june <th< td=""><td></td><td>May</td><td></td><td></td><td></td><td></td><td>4</td><td>1</td><td>2</td><td>4</td><td>3</td><td>2</td><td>1</td><td>0</td><td>1</td><td>1</td><td>1</td><td>2</td><td>2</td><td>1</td></th<>		May					4	1	2	4	3	2	1	0	1	1	1	2	2	1
juy juy <thju< th=""> juy juy</thju<>		June	4	0	4	1	6	2	2	1	2	0	2	3	3	3	2	4	3	2
September September Cal September Sept		July August			2	2	2	3	4	$\frac{2}{2}$	0	1	0	3	3	0	5	4	0	4
October November I		September		4	3	3	5	2	2	3	1	3	2	2	3	3	1	2	2	2
November I<		October				2	1	4	1	4	4	0	2	5	2	2	1	0	1	1
Instary March 2 1 2 4 1 1 2 0 0 1 3 1 1 1 3 1 3 1 1 1 3 1 1 1 1 3 1 2 1 1 2 2 2 2 2 3 1 1 1 3 1 3 1 3 1 3 1 3 2 2 3 1 3 2 1 3 2 2 3 1 3 2 3 1 3 2 3 1 3 2 3 1 3 2 3 1 <		November		1	0	0	2	3	4	2	4	0	1	0	4	0	4	3	2	2
Februáry 2 1 2 1 2 1 2 2 0 1 1 2 2 2 1 3 April May P <	2004	January		1	0		2	4	1	1	2	0	0	1	3	1	1	3	1	3
March May May June 0 2 2 4 4 4 1 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 3 2 2 6 1 3 2 2 2 2 3 1 3 2 2 2 2 3 1 3 2 3 1 3 2 3 1 3 2 3 1 3 2 3 1 1 0 3 2 3 3 3 3 3 3 1 1 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<>		February	2	1	2	1	5	2	5	2	2	0	2	0	1	2	2	2	1	3
Applin Image Image <t< td=""><td></td><td>March</td><td></td><td>0</td><td>2</td><td>2</td><td>4</td><td>4</td><td>4</td><td>1</td><td>1</td><td>1</td><td>1</td><td>2</td><td>1</td><td>1</td><td>0</td><td>3</td><td>1</td><td>2</td></t<>		March		0	2	2	4	4	4	1	1	1	1	2	1	1	0	3	1	2
jura Note 2 3 2 3 2 1		May					2	3	2	1	3	2	3	2	3	2	6	5	5	2
July - - - 1 3 5 3 3 1 2 3 1 2 5 7 4 0 September - - - - 4 6 3 1 2 3 1 3 2 4 4 3 3 4 0 October - - - 4 3 1 1 2 2 3 1 1 2 2 3 3 3 3 3 3 3 1 1 3 3 3 1 1 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 </td <td></td> <td>June</td> <td></td> <td></td> <td>3</td> <td>0</td> <td>2</td> <td>2</td> <td>2</td> <td>5</td> <td>1</td> <td>0</td> <td>3</td> <td>1</td> <td>4</td> <td>1</td> <td>3</td> <td>2</td> <td>2</td> <td>2</td>		June			3	0	2	2	2	5	1	0	3	1	4	1	3	2	2	2
August September October 3 1 3 3 3 4 5 3 4 0 3 4 1 3 3 1 3 3 1 3 3 1 3 1 3 1 3 3 4 3 1 1 3 5 2 4 3 3 1 1 3 5 2 3 1 1 1 3 4 1 1 2 2 3 1 1 1 3 4 1 <td></td> <td>July</td> <td>-</td> <td>-</td> <td></td> <td>-</td> <td>1</td> <td>3</td> <td>5</td> <td>3</td> <td>3</td> <td>1</td> <td>2</td> <td>3</td> <td>1</td> <td>2</td> <td>5</td> <td>7</td> <td>4</td> <td>0</td>		July	-	-		-	1	3	5	3	3	1	2	3	1	2	5	7	4	0
Orbite November 2 3 2 2 3 1 5 2 2 3 1 1 1 1 2 2 3 1 1 2 2 2 3 1 1 2 2 2 3 1 1 2 2 2 3 1 <		August September	3	1	3	3	3	4	3	3	4	0	4	4	3	3	1	3	2	1
November 2 3 2 2 2 3 1 1 2 2 2 3 1 2 3 1 2 3 1 3 2 3 1 3 2 3 1 1 3 3 1 1 2 2 2 3 1<		October					1	4	3	1	5	1	3	5	2	3	4	1	1	2
December - - 2 3 2 1 1 1 3 2 0 2 2 2 3 3 3 0 1 1 1 1 3 3 0 1<		November		2	3	2	2	3	1	1	2	2	2	3	1	2	3	1	3	2
2005 February March I	2005	December	-		-	2	3	2	1	2	1	1	1	3	2	0	2	2	2	3
March April Image: Second	2003	February			1	2	3	3	3	3	0	2	3	3	3	1	1	1	1	4
April - - - 5 3 4 1 00 3 2 4 2 3 66 2 5 May 1 2 1 3 1 1 2 3 1 1 3 3 0 00 2 June - - 7 3 8 3 2 0 1 4 6 6 2 3 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 3 1 1 1 4 3 5 3 4 2 4 1 1 4 1 1 0 3 2 1 1 1 0 3 2 1 1 1 0 3 2 1 1 1 0 3 2 1 1 1 0 3 2		March			4	1	2	2	2	0	1	1	3	1	3	2	1	1	1	3
May 1 2 1 3 1 1 0 2 1 4 3 3 1 1 3 1 1 0 2 1 4 3 3 1 1 3 3 1 1 3 2 1 4 3 3 1 1 3 3 1 1 4 1 1 0 1		April	1	0	1	0	1	5	3	4	1	0	3	2	4	2	3	6	2	5
July August 3 4 4 3 2 6 3 3 1 0 1 4 6 6 2 3 3 September 0 1 1 4 4 4 3 1 1 3 6 3 3 1 0 1 4 4 4 4 3 1 1 October 1 1 1 0 3 2 3 1 1 2 6 3 3 1 1 2 6 1 3 1 2 1 3 6 1 2 1 3 6 1 3 1 1 2 6 3 1 1 2 6 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 <th1< td=""><td></td><td>May June</td><td>1</td><td>2</td><td>1</td><td>3</td><td>4</td><td>1</td><td>6</td><td>2</td><td>2</td><td>4</td><td>0</td><td>0</td><td>1</td><td>4</td><td>3</td><td>3</td><td>1</td><td>2</td></th1<>		May June	1	2	1	3	4	1	6	2	2	4	0	0	1	4	3	3	1	2
August September October 3 4 4 3 2 6 3 3 1 0 1 4 4 4 4 3 1 1 October November 1 1 0 3 2 3 4 2 4 1 2 6 5 1 3 6 1 2 6 5 1 3 6 1 2 6 1 3 1 1 3 6 1 2 6 1 2 3 0 4 3 1 1 3 0 2 1 1 1 0 0 3 2 3 1 1 2 3 1 1 3 1 1 1 2 3 1 3 0 2 3 1 3 1 1 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th1< th=""> 1 1 <th1< td="" th<=""><td></td><td>July</td><td></td><td></td><td></td><td>Ű</td><td></td><td>7</td><td>3</td><td>8</td><td>3</td><td>2</td><td>0</td><td>1</td><td>4</td><td>6</td><td>6</td><td>2</td><td>3</td><td>3</td></th1<></th1<>		July				Ű		7	3	8	3	2	0	1	4	6	6	2	3	3
September November Ctober 1 1 0 3 3 5 3 4 2 4 1 2 6 5 1 3 6 November 1 1 0 3 2 0 3 2 1 1 0 2 3 0 4 3 1 December - - 1 1 3 0 2 1 1 2 3 3 2 3 1 7 4 2006 january 3 2 1 1 4 1 4 1 1 2 3 3 2 3 1 2 3 3 1 2 3 3 2 0 2 3 3 2 0 2 3 3 1 2 3 3 1 2 3 3 1 2 3 3 1<		August		3	4	4	3	2	6	3	3	1	0	1	4	4	4	3	1	1
October December Image: Constraint of the second seco		September					3	3	5	3	4	2	4	1	2	6	5	1	3	6
December Image: Constraint of the constraint		November			1	1	0	3	2	0	3	2	1	1	2	3	0	4	3	1
2006 January February March 3 2 1 1 1 0 0 3 2 3 1 3 00 2 3 1 7 4 March 2 2 3 1 4 1 4 1 1 2 4 4 3 2 0 2 3 1 2 3 1 2 4 4 3 2 0 2 3 1 2 3 1 2 4 4 4 1 1 2 4 4 4 1 1 2 2 1 1 1 2 3 1 1 2 2 1 1 2 3 1 1 2 1 3 1 2 1 1 1 2 1 1 1 2 1 3 1 1 2 1 3 1 1 2 1 3 1 1 2 1 3 1 1 3		December					1	1	3	0	2	1	1	2	3	3	2	3	1	3
Performance 2 3 1 4 1 4 1 2 4 4 5 3 1 2 March April - - 0 1 2 1 0 0 0 2 3 3 2 0 2 1 4 1 2 3 3 2 0 2 1 4 2 3 1 2 3 3 2 2 1 4 1 2 3 1 1 2 3 3 2 2 1 4 3 3 1 2 3 3 1 2 2 4 4 3 3 1 2 2 4 4 3 3 1 2 1 3 5 1 3 1 1 2 1 3 1 1 2 1 3 5 1 1 3 1 1 2 1 3 1 1 2 1 3 1	2006	January	3	2	1	1	1	0	0	3	2	3	1	3	0	2	3	1	7	4
April April 2 0 1 2 1 0 1 2 1 0 1 2 1 0 1 2 1 0 1 2 1 0 1 2 1 0 1 2 1 0 1 2 1 0 1 2 1 1 2 1 4 2 2 1 3 1 1 2 3 1 3 5 2 2 0 4 3 1 2 3 1 3 5 2 1 1 2 3 1 3 5 2 1 1 2 3 1 1 3 5 2 1 1 3 1 1 3 5 5 1 1 3 1 1 1 3 1 1 1 3 1 1 1 3 1 1 1 3 1 1 1 3 1 1 1 3 1		February March				2	0	2	4	7	4	0	0	2	4	4	2	0	2	2
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		April				_			0	1	2	1	Ő	1	1	2	3	2	2	1
June June - - 4 1 5 2 2 0 4 3 1 2 3 1 3 5 July - - 3 5 2 1 1 2 3 4 1 2 1 3 5 2 1 1 2 3 4 4 2 4 4 2 4 4 4 4 4 4 4 2 4 5 3 1 1 2 2 4 5 3 3 4 4 4 5 1 1 3 2 4 4 3 3 1 1 1 3 2 1 3 2 1 3 2 1 <t< td=""><td></td><td>May</td><td></td><td>2</td><td>0</td><td>1</td><td>2</td><td>8</td><td>2</td><td>2</td><td>3</td><td>1</td><td>3</td><td>1</td><td>2</td><td>1</td><td>4</td><td>2</td><td>2</td><td>4</td></t<>		May		2	0	1	2	8	2	2	3	1	3	1	2	1	4	2	2	4
August 3 8 4 4 6 3 1 1 2 1 1 1 2 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 2 4 1 1 1 1 2 2 4 1 1 1 2 2 4 1 1 1 2 2 4 1 1 1 2 2 4 1 <td></td> <td>June</td> <td></td> <td></td> <td></td> <td></td> <td>4</td> <td>1</td> <td>5</td> <td>2</td> <td>2</td> <td>0</td> <td>4</td> <td>3</td> <td>1</td> <td>2</td> <td>3</td> <td>1</td> <td>3</td> <td>5</td>		June					4	1	5	2	2	0	4	3	1	2	3	1	3	5
September October 6 2 3 1 1 2 2 4 1 November December 6 2 3 1 1 2 4 5 3 3 4 2 1 3 1 1 2 2 4 1 0 3 2 November December 0 0 1 5 0 2 1 4 3 4 3 4 3 3 4 3 3 4 3 3 4 3 2 2 4 1 0 2 2 4 3 3 4 3 4 3 3 4 3 3 4 3 3 2 2 4 0 3 1 1 1 3 2 1 3 1 3 2 1 3 2 2 3 1 3 2 2 <th< td=""><td></td><td>August</td><td></td><td></td><td>3</td><td>8</td><td>4</td><td>4</td><td>6</td><td>3</td><td>1</td><td>1</td><td>2</td><td>1</td><td>1</td><td>5</td><td>4</td><td>4</td><td>2</td><td>4</td></th<>		August			3	8	4	4	6	3	1	1	2	1	1	5	4	4	2	4
October 6 2 3 1 1 2 4 5 3 3 4 2 2 4 1 0 3 2 November 0 2 1 5 0 2 1 4 3 3 4 2 2 4 1 0 3 2 December 0 0 0 1 2 2 3 2 1 3 2 6 2 3 1 3 2 2007 January 3 1 4 0 3 2 4 1 0 2 2 3 0 4 0 2007 January 3 1 4 0 3 2 4 3 1 1 1 3 2 2 2 2 1 1 2 2 2 2 1 1 1 3 <td></td> <td>September</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3</td> <td>4</td> <td>3</td> <td>4</td> <td>2</td> <td>1</td> <td>3</td> <td>1</td> <td>1</td> <td>2</td> <td>2</td> <td>4</td> <td>1</td>		September						3	4	3	4	2	1	3	1	1	2	2	4	1
November Image: Constraint of the cons		October	6	2	3	1	1	2	4	5	3	3	4	2	2	4	1	0	3	2
2007 January February March 3 1 4 0 3 2 1 1 0 2 2 3 0 3 0 4 0 March 3 2 3 0 6 0 1 3 0 5 2 2 0 April 3 2 3 0 4 2 2 4 1 3 1 1 1 3 2 2 2 0 May 3 2 3 0 4 2 2 4 0 2 1 1 3 2 2 1 1 2 2 2 1 1 1 1 1 1 2 2 2 1 </td <td></td> <td>December</td> <td></td> <td></td> <td></td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>1</td> <td>2</td> <td>2</td> <td>3</td> <td>2</td> <td>6</td> <td>2</td> <td>2</td> <td>3</td> <td>1</td> <td>3</td>		December				0	2	0	0	1	2	2	3	2	6	2	2	3	1	3
February March Image: September I	2007	January		3	1	4	0	3	2	1	1	0	2	2	3	0	3	0	4	0
March Image: September Image: Sep		February					1	3	4	3	0	6	0	1	3	0	5	2	2	0
May June 2 1 0 1 0 2 4 2 4 3 1 3 2 1 <th1< th=""> 1 <t< td=""><td></td><td>March April</td><td>3</td><td>2</td><td>3</td><td>0</td><td>3</td><td>2</td><td>4</td><td>1</td><td>3</td><td>2</td><td>1</td><td>1</td><td>1</td><td>3</td><td>2</td><td>2</td><td>2</td><td>2</td></t<></th1<>		March April	3	2	3	0	3	2	4	1	3	2	1	1	1	3	2	2	2	2
June June Image: Constraint of the constr		May	5	2	3	1	0	1	0	2	4	2	4	3	1	3	2	6	2	2
July 2 1 1 1 5 3 5 3 2 1 1 1 3 2 4 6 1 1 August 2 6 2 4 1 3 1 2 2 4 5 1 3 3 September 2 3 0 4 3 5 0 1 3 2 4 6 1 1 October 2 3 0 4 3 4 4 3 2 1 3 3 3 3 November 2 3 0 4 3 4 4 3 2 1 3 3 4 2 2 1 1 0 3 3 3 4 2 1 1 1 1 3 3 3 4 3 2 1 3 3 3 4 3 3 3 4 3 3 3 4 3 3		June						2	1	0	3	4	4	5	1	5	2	1	1	2
August 2 0 2 4 1 3 1 2 2 4 5 5 1 3 3 September 2 3 0 4 3 5 0 1 3 2 2 4 1 0 3 1 October 2 3 0 4 3 4 4 3 2 1 3 3 1 November 0 7 5 1 1 0 1 2 1 3 2 2 1 1		July	2	1	1	1	5	3	5	3	2	1	1	1	3	2	4	6	1	1
October 2 3 0 4 3 4 4 3 2 1 3 3 4 2 2 1 3 November 0 7 5 1 1 0 1 2 1 3 2 1		September	1			2	0	2	4	5	0	1	2	2	4	4	5	0	3	1
November		October		2	3	0	4	3	4	4	3	2	1	3	3	4	2	2	1	3
		November					0	7	5	1	1	0	1	2	1	3	2	1	1	1

Table 22. Fatal collisions, by collision date, 2003-2007

Notes:

First value for a row represents fatal collisions for the first day of the month, with subsequent values representing fatal collisions for subsequent days

Source:

GENERAL TRENDS

Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Total
4	6	0	1	0	2	2	1	2	0	1	2	0	2	1	5				57
1	2	3	2	2	2	1	1	1	7	1	2	2	0	0	2				65
0	2	2	3	2	2	1	1	3	0	2	2	0	2	0	1	3	0	0	44
1	4	2	2	2	2	0	2	0	2	2	0	1	1	0	1	5	0	0	44
1	4	5	2	2	1	0	2	1	5	3	0	1	1	0	-				43
1	4	3	4	0	1	2	3	1	1	2	4	3	3	0	5	5			67
1	4	0	2	1	2	2	4	1	3	1	4								69
1	2	6	2	2	4	3	2	5	4	1	3	3	1	3					73
2	2	6	2	4	2	0	2	2	1	2	1	2	2	2	4	6	3		72
1	3	7	6	3	4	4	0	2	4	2	3	4							86
2	1	3	2	0	0	4	1	3	2	1	0	0	1	1	2				53
1	2	4	2	4	5	0	3	5	5	2	3	2	3	0	3	1	4		75
1	0	1	0	1	1	3	3	2	2	0	2	4	1						47
1	3	2	0	2	2	1	1	2	2	2	1	4	1	1	2	0			50
2	1	2	3	0	2	1	0	1	4	6		-	-	-	-				57
2	2	2	2	1	2	1	2	2	2	1	4	2	1						57
5	5	0	2	1	0	1	2	2	5	1	4	2	1	4	2				55
2	2	5	6	3	3	1	1	4	5	0	2	0	0	1	2				73
3	4	0	0	2	3	1	1	2	1	5	3	0	1	0	2	6	0	2	68
0	0	5	1	4	4	1	1	4	5	6	4	2	5		1				75
3	3	3	6	2	3	5	2	1	5	0	2	3	3	1	3	4			89
2	3	5	3	1	0	4	3	5	5	2	1	5							84
3	2	1	3	4	3	3	2	2	4	1	3	0	1	4					75
2	5	7	2	5	4	3	4	5	7	3	2	3	2	4	5	2	4		104
2	2	4	1	3	1	7	2	2	3	5	4	1	_		Ū	_			72
1	4	2	3	1	3	3	2	1	0	0	1	3	0	3	1				55
1	1		2	2	0	4	1	2	1	2	0	2	2	5	2	2	2	2	60
1	1	5	3	0	1	4	1	3	1 7	1	2	5	3	5	2	3	2	2	60
2	1	3	2	2		3	4	2	/	1	3	0	0	4					62
2	6	4	2	2	3	1	2	0	3	1	0	2	2	1					59
1	2	4	4	2	5	5	2	3	2	2	1	1	2	3	2	4			85
1	3	1	2	3	0	3	3	2	3	4	2	0		-					66
4	3	2	3	0	3	3	0	3	4	4	0	2	6	2					71
0	2	4	1	2	2	4	3	1	5	3	2	2	5	2	3	6	1		96
1	2	3	3	3	3	1	0	2	4	2	2	0	0						73
3	4	3	3	1	3	3	4	3	6	3	0	2	2	1	1				90
2	2	8	6	5	4	3	5	3	2	3	3	2	3	1	1	3	6	3	88
2	1	2	2	1		6	1	2	2	1	0	2	2	1	1	5	0	5	54
2	1	3	1	2	1	0	1	2	1	1	0	0	1	2	1	1			54
	2	4	1	3	1	0	1	2	1	3	0	0	1		1	1			51
1	0	1	1	1	3	3	2	1	2	1	1	1							55
3	2	0	2	0	1	0	2	2	6	4	2	2		-					64
1	0	2	2	0	2	1	0	3	2	4	1	2	0	2	2				51
1	1	3	3	0	1	1	2	4	1	3	1	1	2	1	2	3	2		48
2	3	4	7	5	1	4	1	4	2	4	3	3	4						87
3	2	5	2	3	0	2	1	3	3	1	2	1	1	6	4				75
2	5	2	1	1	2	1	2	2	0	2	2	2	0	3	1	3	6	1	66
1	4	2	4	1	1	0	1	3	1	2	2	2	1	1					79
0	5	6	4	1	4	0	2	4	3	1	1	3	5	5	3	2			80
1	1	2	4	0	1	0	1	2	2	1	7	2	5	5	5	-			70
2	1	5	4	2	2	2	1	2	1	4	2	2	2	5					70
3	2	5	2	5	3	3	1	3	1	5	3	5	2	5	2	(2		12
1	1	2	3	1	3	2	2	2	1	0	3	0	1	1	3	6	3		62
0	0	3	0	1	2	1	5	3	2	4	4	2	3						59
2	4	3	0	1	0	2	2	2	2	1	2	1	0						52
2	0	2	1	2	3	3	1	1	4	4	2	2	5	3	3	2			67
2	2	1	5	2	3	0	4	1	2	5	1								62
2	5	4	7	3	2	3	1	4	1	3	2	1	6	6					86
0	3	5	3	1	1	0	3	1	6	1	2	4	3	1	1	4			70
5	1	1	5	3	1	2	0	1	5	1	1	1		-	-	1			70
2	1	2	1	1	0	2	2	2	5	1	1	1	1	2	2				10
3	1	5	1	4	1	1	3	5	5	4	4	4	1	2	5	0	4		80
3	2	4	2	/	1	3	1	1	6	5	2	1	5	2	3	U	4		77
2	2	1	1	1	3	2	4	4	3	3	2	3	0						75
0	5	2	3	2	2	1	4	3	0	0	3	2	0	2	1				56
1	1	4	0	1	0	0	0	2	3	2	2	0	0	3	0	0	0	3	44

- > The total economic cost of traffic collisions decreased 1.8 percent on average per year.
- > Total economic costs in 2007 were a 5-year low.
- > In 2007, economic costs associated with fatalities represented 21.8 percent of the total economic cost of traffic collisions.

Table 23. Incidence and economic costs (million USD) associated with traffic injuries and property damage to vehicles, by cost category and injury type, 2003-2007

			Incapa- citating	Non-incapa citating	- Possible	Not	Injured, severity	Unknown if	Property damage	TOTAL ECONOMIC
Year/o	cost category	Fatalities	injuries	injuries	injuries	injured	unknown	injured	only vehicles	COST
2003	Incidence (count)	833	4,192	47,092	7,151	270,348	2,896	21,671	322,054	
	Economic costs	\$920.8 m	\$418.9 m	\$1,341.2 m	\$132.8 m	\$875.1 m	\$115.3 m	\$162.2 m	\$937.2 m	\$4,903.5 m
	Medical	\$24.2 m	\$126.8 m	\$360.5 m	\$34.0 m	\$80.0 m	\$33.7 m	\$33.4 m	-	\$692.6 m
	Emergency services	\$0.9 m	\$1.1 m	\$7.3 m	\$0.9 m	\$10.0 m	\$0.5 m	\$1.1 m	\$13.1 m	\$35.1 m
	Market productivity	\$555.4 m	\$143.7 m	\$382.2 m	\$33.4 m	\$61.6 m	\$34.6 m	\$35.4 m	-	\$1,246.3 m
	Household productivity	\$178.7 m	\$43.6 m	\$115.0 m	\$10.2 m	\$28.6 m	\$10.2 m	\$11.5 m	\$17.0 m	\$414.8 m
	Insurance administration	\$35.9 m	\$37.0 m	\$117.9 m	\$11.1 m	\$46.8 m	\$10.4 m	\$12.1 m	\$43.4 m	\$314.3 m
	Workplace costs	\$8.5 m	\$8.2 m	\$32.6 m	\$3.3 m	\$17.5 m	\$2.6 m	\$3.5 m	\$19.2 m	\$95.4 m
	Legal costs	\$98.8 m	\$31.6 m	\$74.4 m	\$6.0 m	\$8.3 m	\$7.6 m	\$6.8 m	-	\$233.5 m
	Travel delay	\$8.5 m	\$4.6 m	\$42.0 m	\$6.3 m	\$234.2 m	\$2.6 m	\$18.9 m	\$289.6 m	\$606.8 m
	Property damage	\$9.9 m	\$22.4 m	\$209.2 m	\$27.7 m	\$388.1 m	\$13.1 m	\$39.5 m	\$554.9 m	\$1,264.7 m
2004	Incidence (count)	947	3,961	48,091	9,600	257,973	4,200	25,446	314,805	
	Economic costs	\$1,046.9 m	\$395.9 m	\$1,369.6 m	\$178.3 m	\$835.0 m	\$167.2 m	\$190.4 m	\$916.1 m	\$5,099.4 m
	Medical	\$27.5 m	\$119.8 m	\$368.1 m	\$45.6 m	\$76.3 m	\$48.9 m	\$39.2 m	-	\$725.6 m
	Emergency services	\$1.0 m	\$1.1 m	\$7.5 m	\$1.2 m	\$9.5 m	\$0.7 m	\$1.3 m	\$12.8 m	\$35.3 m
	Market productivity	\$631.4 m	\$135.8 m	\$390.3 m	\$44.9 m	\$58.8 m	\$50.2 m	\$41.6 m	-	\$1,352.9 m
	Household productivity	\$203.1 m	\$41.2 m	\$117.5 m	\$13.7 m	\$27.3 m	\$14.8 m	\$13.5 m	\$16.6 m	\$447.7 m
	Insurance administration	\$40.8 m	\$34.9 m	\$120.4 m	\$14.9 m	\$44.6 m	\$15.0 m	\$14.2 m	\$42.4 m	\$327.2 m
	Workplace costs	\$9.6 m	\$7.7 m	\$33.3 m	\$4.4 m	\$16.7 m	\$3.8 m	\$4.1 m	\$18.8 m	\$98.4 m
	Legal costs	\$112.3 m	\$29.9 m	\$76.0 m	\$8.0 m	\$7.9 m	\$11.0 m	\$8.0 m	-	\$253.1 m
	Travel delay	\$9.7 m	\$4.3 m	\$42.9 m	\$8.4 m	\$223.5 m	\$3.8 m	\$22.2 m	\$283.1 m	\$598.0 m
	Property damage	\$11.3 m	\$21.1 m	\$213.7 m	\$37.2 m	\$370.3 m	\$19.0 m	\$46.3 m	\$542.4 m	\$1,261.3 m
2005	Incidence (count)	938	3,823	44,774	10,653	249,576	4,662	29,932	313,173	1.7
	Economic costs	\$1,036.9 m	\$382.1 m	\$1,275.2 m	\$197.8 m	\$807.8 m	\$185.6 m	\$224.0 m	\$911.3 m	\$5,020.8 m
	Medical	\$27.3 m	\$115.6 m	\$342.7 m	\$50.6 m	\$73.9 m	\$54.3 m	\$46.1 m	-	\$710.6 m
	Emergency services	\$1.0 m	\$1.0 m	\$7.0 m	\$1.3 m	\$9.2 m	\$0.8 m	\$1.6 m	\$12.8 m	\$34.8 m
	Market productivity	\$625.4 m	\$131.1 m	\$363.4 m	\$49.8 m	\$56.9 m	\$55.7 m	\$48.9 m	_	\$1.331.1 m
	Household productivity	\$201.2 m	\$39.8 m	\$109.4 m	\$15.2 m	\$26.4 m	\$16.5 m	\$15.9 m	\$16.5 m	\$440.8 m
	Insurance administration	\$40.4 m	\$33.7 m	\$112.1 m	\$16.5 m	\$43.2 m	\$16.7 m	\$16.7 m	\$42.2 m	\$321.4 m
	Workplace costs	\$9.6 m	\$7.4 m	\$31.0 m	\$4.8 m	\$16.2 m	\$4.2 m	\$4.8 m	\$18.7 m	\$96.7 m
	Legal costs	\$111.2 m	\$28.8 m	\$70.8 m	\$8.9 m	\$7.6 m	\$12.2 m	\$9.4 m	-	\$249.0 m
	Travel delay	\$9.6 m	\$4.2 m	\$39.9 m	\$9.4 m	\$216.2 m	\$4.2 m	\$26.1 m	\$281.6 m	\$591.3 m
	Property damage	\$11.2 m	\$20.4 m	\$198.9 m	\$41.3 m	\$358.3 m	\$21.0 m	\$54.5 m	\$539.6 m	\$1 245 2 m
2006	Incidence (count)	899	3 807	41 926	9463	237 849	2 759	19 057	289 687	φ1,240.2 III
2000	Economic costs	\$993.8 m	\$380.5 m	\$1 194 1 m	\$175.7 m	\$769.9 m	\$109.9 m	\$142.6 m	\$843.0 m	\$4 609 4 m
	Medical	\$26.1 m	\$115.1 m	\$320.9 m	\$45.0 m	\$70.4 m	\$32.1 m	\$29.4 m	φ010.0 III	\$639.1 m
	Emergency services	\$1.0 m	\$1.0 m	\$6.5 m	\$1.2 m	\$8.8 m	\$0.5 m	\$1.0 m	\$11.8 m	\$31.8 m
	Market productivity	\$599.4 m	\$130.5 m	\$340.3 m	\$44.2 m	\$54.2 m	\$33.0 m	\$31.0 m	φ11.0 III	\$1 232 7 m
	Household productivity	\$102.8 m	\$39.6 m	\$102.4 m	\$13.5 m	\$25.2 m	\$9.7 m	\$10.1 m	\$15.2 m	\$408.6 m
	Insurance administration	\$38.7 m	\$33.6 m	\$102.4 m	\$14.6 m	\$41.1 m	\$9.7 m	\$10.1 m	\$39.0 m	\$202.5 m
	Workplace costs	\$36.7 III \$0.2 m	\$33.0 m	\$104.9 III	\$14.0 m	\$41.1 m	\$9.9 III \$2.5 m	\$10.0 III \$2.1 m	\$39.0 III \$17.2 m	\$292.3 III \$99.2 m
	L agel agets	\$9.2 III	\$7.4 III	\$29.0 III	\$4.3 III	\$13.4 III	\$2.5 m	\$5.1 m	\$17.5 III	\$220.0 m
	Legal costs	\$100.0 III	\$20.7 III	\$00.5 III	\$7.9 III ¢2.2 m	\$7.5 III \$206.0 m	\$7.2 III \$2.5 m	\$0.0 III \$16.6 mg	¢260 E m	\$230.0 m
	Bron ortex down a po	\$9.2 III	\$4.∠ III ¢20.2 m	\$37.4 III \$196.2 m	\$0.5 III	\$200.0 m	\$2.3 III \$12 E ma	\$10.0 III \$24.7 m	\$200.5 III	\$344.0 III \$1.141.7 m
2007		\$10.7 III	\$20.5 III	\$100.5 III	\$30.7 III	\$341.4 III	\$12.5 IN	\$34.7 III	\$499.1 III	\$1,141.7 III
2007	Incidence (count)	898 ¢000 7	3,662	40,799	8,007	268,179	1,443	7,098	314,505	¢4 546 0
	Economic costs	\$992.7 m	\$366.0 m	\$1,162.0 m	\$131.8 m	\$868.1 m	\$57.5 m	\$53.1 m	\$915.2 m	\$4,546.3 m
	Medical	\$26.1 m	\$110.8 m	\$312.3 m	\$33.7 m	\$/9.4 m	\$16.8 m	\$10.9 m		\$590.0 m
	Emergency services	\$1.0 m	\$1.0 m	\$6.4 m	φ0.9 m	\$9.9 m	⊅0.3 m	⊅0.4 m	\$12.8 m	\$32.6 m
	Market productivity	\$598.7 m	\$125.5 m	\$331.1 m	\$33.2 m	\$61.1 m	\$17.3 m	\$11.6 m	-	\$1,178.5 m
	Household productivity	\$192.6 m	\$38.1 m	\$99.7 m	\$10.1 m	\$28.4 m	\$5.1 m	\$3.8 m	\$16.6 m	\$394.3 m
	Insurance administration	\$38.7 m	\$32.3 m	\$102.1 m	\$11.0 m	\$46.4 m	\$5.2 m	\$4.0 m	\$42.4 m	\$281.9 m
	Workplace costs	\$9.1 m	\$7.1 m	\$28.3 m	\$3.2 m	\$17.4 m	\$1.3 m	\$1.1 m	\$18.8 m	\$86.4 m
	Legal costs	\$106.5 m	\$27.6 m	\$64.5 m	\$5.9 m	\$8.2 m	\$3.8 m	\$2.2 m	-	\$218.7 m
	Travel delay	\$9.2 m	\$4.0 m	\$36.4 m	\$6.2 m	\$232.3 m	\$1.3 m	\$6.2 m	\$282.8 m	\$578.5 m
	Property damage	\$10.7 m	\$19.6 m	\$181.3 m	\$27.5 m	\$385.0 m	\$6.5 m	\$12.9 m	\$541.9 m	\$1.185.3 m

Notes:

Amounts are in 2007 dollars.

See Appendix A for discussion of methods

Not injured are individuals with a missing injury status code.

Injured, severity unknown are indiviuals with an injury status of Unknown.

Unknown are individuals with an injury status of Not reported, refused, and invalid codes.

Property damage only vehicles are those with no occupants with an injury status of fatal, incapacitating, non-incapacitating, or possible.

Sources:

Incidence: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

Unit costs: The economic impact of motor vehicle crashes, 2000. National Highway Traffic Safety Administration, DOT HS 809 446. Washington, DC.

> Costs associated with fatalities, as a proportion of total economic costs, rose 3.9 percent on average per year.



Figure 8. Economic costs associated with traffic fatalities, as a proportion of total economic costs of traffic collisions, 2003-2007

Notes

Amounts are in 2007 dollars.

See Appendix X for discussion of methods

Sources:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 The economic impact of motor vehicle crashes, 2000. National Highway Traffic Safety Administration, DOT HS 809 446. Washington, DC.





COLLISIONS, 2007

This section provides an analysis of Indiana crashes in 2007, based on various parameters that describe the conditions and circumstances of those collisions as marked by the reporting officer. Collision data are categorized by the most severe injury involved (i.e., 'fatal' collisions involve at least one fatality; 'incapacitating' collisions involve no fatalities but at least one incapacitating injury; etc.). Included are analyses by contributing circumstances, ambient conditions, road characteristics, time, date, location, road type, and manner of collision.

HIGHLIGHTS:

INDIANA TRAFFIC SAFETY FACTS

In 2007, there were 205,005 collisions in Indiana, a 6.4 percent increase from 2006 (192,721).

Fatal collisions (804) comprised 0.4 percent of all collisions, a 7.5 percent proportional decrease in the share of fatal collisions from the previous year. In general, fatalities and non-fatal injuries were most likely in collisions involving motorcycles, mopeds, and non-motorists.

Among all collisions, *failure to yield right of way* was the most common primary factor. Over 93 percent of all fatal collisions were listed as having some driver action as the primary factor.

Head on collisions, collisions where the vehicle *ran off the road,* and *right angle* collisions accounted for nearly 80 percent of all fatalities (714 of 898).

The highest proportion of aggressive driving collisions occurred during rush hour times (3pm to 5:59pm). Additionally, fatal collisions that occurred in urban localities were three times more likely to have involved aggressive driving than fatal collisions in rural localities.

Proportional to all road classes, fatal collisions were most common on county roads and state roads.

The likelihood of a fatal collision was highest on Thursdays between 4am and 4:59am (2.7 percent, or 9 of 335).

In 2007, the total economic costs of motor vehicle crashes in Indiana exceeded \$4.5 billion. Economic costs associated with fatalities represented 21.8 percent of the total economic cost of traffic collisions. Fatalities account for over 50 percent of market productivity losses (\$598.7m of \$1,182.8m).

Market productivity losses accounted for 60 percent of all losses associated with traffic fatalities, compared to 26 percent for total economic costs. Legal costs account for 11 percent of all losses associated with traffic fatalities, compared to five percent for total economic costs.

- > Fatal collisions increased 1.9 percent on average since 2003.
- Fatal collisions decreased 1.5 percent from 2006 to 2007.
- Fatal collisions, per 1,000 total, decreased 7.5 percent from 2006 to 2007 (4.2 to 3.9).

Table 24. Indiana traffic collisions, 2003-2007

		Coll	isions				Injuries in collisions	
Year	Total	Fatal	Non-fatal injury	Property damage only	Fatal collisions, per 1,000 total	Fatal	Incapacitating	Non- incapacitating
2003	211,731	753	40,980	169,998	3.6	833	4,192	54,243
2004	208,682	857	43,303	164,522	4.1	947	3,961	57,691
2005	208,359	855	41,761	165,743	4.1	938	3,823	55,427
2006	192,721	817	38,849	153,055	4.2	899	3,807	51,389
2007	205,005	804	37,419	166,782	3.9	898	3,662	48,806
Average annual	0.70/	1.00/	2.10/	0.2%	2.89/	2.1.0/	2.20/	2 5 9/
cnange	-0.7%	1.9%	-2.1%	-0.3%	2.8%	2.1%	-3.3%	-2.5%

Notes

Non-fatal injury collisions includes collisions with no fatalities and at least one incapacitating, non-incapacitating, or possible injury.

Source:

- > Fatal collisions and incapacitating injury collisions were more likely to have occurred in rural localities, regardless of month.
- > Fatal collisions in June and August were nearly seven times more likely to have occurred in rural localities.

Collision severity	Month	Urban locality	Rural locality	Relative risk (Rural-to-Urban)
Fatal	(Total)	238	566	4.4
	Ianuary	22	37	2.7
	February	16	36	3.6
	March	27	40	2.9
	April	16	46	5.9
	Mav	26	60	4.7
	June	15	55	7.0
	Julv	21	49	4.9
	August	22	64	7.0
	September	25	52	4.3
	October	25	50	3.7
	November	13	43	5.1
	December	10	34	5.1
Incapacitating	(Total)	1,592	1,483	1.7
	January	122	119	1.5
	February	84	115	2.2
	March	136	91	1.3
	April	133	104	1.6
	May	159	142	1.8
	June	145	144	1.9
	July	145	132	1.9
	August	156	120	1.8
	September	159	149	2.0
	October	131	133	1.9
	November	118	109	1.4
	December	104	125	1.8
Non-incapacitating	(Total)	22,148	12,157	1.0
	January	1,774	1,108	1.0
	February	1,627	1,130	1.1
	March	1,755	846	0.9
	April	1,745	918	1.1
	May	1,946	985	1.0
	June	1,835	1,022	1.1
	July	1,831	1,047	1.2
	August	2,062	1,004	1.2
	September	1,956	1,034	1.1
	October	2,011	986	0.9
	November	1,866	911	0.8
	December	1,740	1,166	1.0
Property damage only	(Total)	108,488	57,925	1.0
	January	9,089	5,716	1.0
	February	10,350	6,338	1.0
	March	8,385	4,256	1.0
	April	8,021	3,745	1.0
	May	8,479	3,982	1.0
	June	7,911	3,948	1.0
	July	8,416	3,781	0.9
	August	9,275	3,623	0.9
	September	8,696	3,965	1.0
	October	9,659	5,225	1.0
	November	9,585	6,381	1.0
	December	10,622	6,965	1.0

Table 25. Collisions, by locality, severity, and month, 2007

Notes: *Relative risk* is defined as the proportion of rural severity-type collisions occurring in a month to urban severity-type collisions. Includes only collisions reported on the *Crash report* as having occurred inside or outside the incorporated limits of a city. Source:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

- > Among all collisions, *Failure to yield right of way* was the most common primary factor.
- > The highest probability of a fatal collision involved Wrong way on one way as the primary factor (37.0 per 1,000 total as primary factor).
- > Among fatal collisions, the most likely primary factor was Ran off road right (21 percent, or 169 of 804 fatal collisions), resulting in 181 fatal injuries.
- > Over 93 percent of all fatal collisions were listed as having driver action as the primary factor (750 of 804).

Table 26. Collisions, by primary factor, 2007

INDIANA TRAFFIC SAFETY FACTS

			Col	lisions, by sev	verity			Inji	uries in colli	sions
Primary factor (PF)	Total	% all collisions	Fatal	Per 1,000 total	Incapaci- tating	Non- incapaci- tating	Property damage only	Fatal	Incapaci- tating	Non- incapaci- tating
All collisions	205,005	100.0%	804	3.9	3,076	34,343	166,782	898	3,662	48,806
Driver-related	167,639	81.8%	750	4.5	2,835	31,184	132,870	836	3,389	44,752
Failure to yield right of way	32,160	15.7%	98	3.0	577	7,612	23,873	106	698	11,900
Following too closely	26,252	12.8%	9	< 1	164	4,634	21,445	9	188	6,327
Other (explained in narrative)	21,817	10.6%	71	3.3	289	3,118	18,339	75	318	4,160
Unsafe backing	16,036	7.8%	2	< 1	18	304	15,712	2	18	354
Kan off road right	11,049	5.4%	169	15.3	367	2,634	7,879	181	434	3,254
weather conditions	8647	1 20%	22	25	96	1 /16	7 113	25	110	1 928
Disrogard signal/rog sign	7 533	3.7%	47	6.2	194	2 526	4 766	58	259	4 151
Driver distracted (explained	7,000	5.7 70	-1/	0.2	1/4	2,520	4,700	50	207	4,101
in narrative)	7.412	3.6%	8	1.1	77	1.474	5.853	16	92	2.121
Improper lane usage	6,467	3.2%	5	0.8	44	533	5,885	5	56	731
Improper turning	5,998	2.9%	1	< 1	29	535	5,433	1	32	761
Unsafe speed	5,254	2.6%	74	14.1	197	1,372	3,611	83	242	2,107
Alcoholic beverages	3,887	1.9%	43	11.1	190	1,083	2,571	49	214	1,461
Overcorrecting/oversteering	3,391	1.7%	35	10.3	107	743	2,506	36	122	1,014
Left of center	3,055	1.5%	88	28.8	151	697	2,119	107	234	1,377
Improper passing	2,237	1.1%	11	4.9	29	232	1,965	13	39	333
Driver asleep or fatigued	2,164	1.1%	10	4.6	71	648	1,435	10	80	854
Pedestrian action	1,069	0.5%	33	30.9	104	758	174	33	107	792
Coll phono usago	1,014	0.5%	0	6.9	/9	434	494	0	81	548 160
Not a factor - driver	427	0.3%	0	0.0	3	21	400	0	3	23
Ran off road left	291	0.2%	7	24.1	10	66	208	7	15	81
Wrong way on one way	216	0.1%	8	37.0	6	51	151	10	8	79
Passenger distraction	191	0.1%	1	5.2	10	48	132	10	15	79
Prescription drugs	150	0.1%	0	0.0	3	38	109	0	3	46
Illegal drugs	137	0.1%	0	0.0	9	53	75	0	9	70
Jackknifing	68	< 0.1%	1	14.7	1	4	62	2	1	6
Other telematics in use	63	< 0.1%	0	0.0	1	10	52	0	1	13
Violation of license restriction	30	< 0.1%	0	0.0	1	10	19	0	1	13
Environment-related	29,775	14.5%	38	1.3	169	2,292	27,276	46	186	2,855
Animal on roadway	19,807	9.7%	12	0.6	59	858	18,878	12	66	1,019
Roadway surface condition	6,932	3.4%	18	2.6	74	997	5,843	26	83	1,289
Other (explained in narrative)	1,419	0.7%	6	4.2	16	192	1,205	6	16	229
View obstructed	712	0.3%	0	0.0	6	99	607	0	6	121
Glare	455	0.2%	1	2.2	10	90	354	1	11	118
Obstruction not marked	118	0.1%	0	0.0	0	10	107	0	0	15
Holes/ruts in surface	82	< 0.1%		12.2		10	63		0	24
Bood under construction	64	< 0.1%	0	0.0	2	10	58	0	2	12
Traffic control problem	53	< 0.1%	0	0.0		10	43	0	0	16
Not a factor - environment	21	< 0.1%	0	0.0	0	3	18	0	0	6
Utility work	21	< 0.1%	0	0.0	0	0	21	Ő	Õ	Õ
Lane marking obscured	10	< 0.1%	0	0.0	0	0	10	0	0	0
Shoulder defective	6	< 0.1%	0	0.0	0	0	6	0	0	0
Vehicle-related	5,153	2.5%	15	2.9	57	669	4,412	15	68	939
Other (explained in narrative)	1,702	0.8%	8	4.7	20	141	1,533	8	26	189
Brake failure or defective	1,355	0.7%	3	2.2	14	256	1,082	3	17	380
Tire failure or defective	696	0.3%	2	2.9	8	101	585	2	10	153
Insecure/leaky load	367	0.2%	1	2.7	1	14	351	1	1	15
Steering failure	235	0.1%	0	0.0	3	48	184	0	3	54
Engine failure or defective	193	0.1%	0	0.0	4	28	161	0	4	39
Accelerator failure or defective	138	0.1%	0	0.0	1	20	102	0	1	53
Not a factor - vehicle	104	0.1%	0	0.0			103	0	2	- 4
Tow hitch failure	83	< 0.1%	1	12.0	0	3	79	1	0	
Headlight defective or not on	67	< 0.1%	0	0.0	3	21	43	0	3	29
Other lights defective	38	< 0.1%	0	0.0	1	7	30	0	1	8
Window/windshield defective	11	< 0.1%	0	0.0	0	2	9	0	0	2
Invalid/Not reported	2,438	1.2%	1	<1	15	198	2,224	1	19	260

- > The largest proportion of collisions occurred in *clear* weather conditions (60.2 percent) and in *daylight* (64.5 percent).
- > Among all weather conditions, a collision that occurred in *Fog/smoke/smog* was most likely to have involved fatalities (8.1 per 1,000 total).
- Among all light conditions, a collision that occurred in the dark (not lighted) was most likely to have involved fatalities (7.8 per 1,000 total).

Table 27. Collisions, by weather condition and light condition, 2007

			Col	isions, by sev	verity			Inju	uries in colli	sions
	Total	% all collisions	Fatal	Per 1,000 total	Incapaci- tating	Non- incapaci- tating	Property damage only	Fatal	Incapaci- tating	Non- incapaci- tating
All collisions	205,005	100.0%	804	3.9	3,076	34,343	166,782	898	3,662	48,806
Weather conditions		(100%)								
Clear	123,511	60.2%	525	4.3	2,024	21,386	99,576	586	2,413	30,516
Cloudy	45,846	22.4%	179	3.9	651	7,512	37,504	198	771	10,659
Rain	18,782	9.2%	53	2.8	236	3,251	15,242	59	281	4,632
Snow	9,468	4.6%	23	2.4	75	1,180	8,190	28	88	1,607
Sleet/hail/freezing rain	2,607	1.3%	4	1.5	32	388	2,183	7	34	542
Blowing sand/soil/snow	2,369	1.2%	8	3.4	18	320	2,023	8	24	436
Fog/smoke/smog	1,362	0.7%	11	8.1	34	192	1,125	11	44	267
Invalid/not reported	766	0.4%	1	1.3	3	70	692	1	4	95
Severe cross wind	294	0.1%	0	0.0	3	44	247	0	3	52
Light conditions		(100%)								
Daylight	132,133	64.5%	423	3.2	1,915	23,529	106,266	470	2,271	33,572
Dark (not lighted)	32,620	15.9%	254	7.8	626	4,585	27,155	281	775	6,400
Dark (lighted)	28,775	14.0%	77	2.7	404	4,642	23,652	87	458	6,577
Dawn/dusk	9,995	4.9%	46	4.6	127	1,543	8,279	56	154	2,198
Unknown	1,175	0.6%	4	3.4	2	16	1,153	4	2	16
Invalid/not reported	307	0.1%	0	0.0	2	28	277	0	2	43

- The largest proportion of collisions occurred on *local/city* roads (44.7 percent), at locations with *no junction involved* (66.1 percent), and on *dry* road conditions (72 percent).
- > Nearly 26 percent of all fatalities occurred at road junctions.
- > Fatal collisions were most likely to have occurred on *county* roads (7.3 per 1,000 total county road collisions).

Table 28. Collisions, by road characteristics, 2007

INDIANA TRAFFIC SAFETY FACTS

			Col	lisions, by sev	verity			Inji	uries in colli	sions
	Total	% all collisions	Fatal	Per 1,000 total	Incapaci- tating	Non- incapaci- tating	Property damage only	Fatal	Incapaci- tating	Non- incapaci- tating
All collisions	205,005	100.0%	804	3.9	3,076	34,343	166,782	898	3,662	48,806
		(100%)								
Koad class	01 501	(100%)	1(4	1.0	1 175	14 505		102	1.242	00 774
Local/city road	91,591	44.7%	164	1.8	1,175	16,535	/3,/1/	183	1,342	22,774
State road	30,238	14.7%	209	6.9	613	5,837	23,579	239	773	8,852
County road	28,084	13.7%	206	7.3	626	5,181	22,071	217	753	7,260
Unknown	21,005	10.2%	8	< 1	102	1,101	19,794	8	106	1,314
US route	18,891	9.2%	127	6.7	370	3,750	14,644	142	459	5,820
Interstate	14,552	7.1%	90	6.2	187	1,891	12,384	109	226	2,712
Invalid/not reported	644	0.3%	0	0.0	3	48	593	0	3	74
Road junction type		(100%)								
No junction involved	135,576	66.1%	593	4.4	2,041	19,608	113,334	665	2,411	27,081
Four-way intersection	41,468	20.2%	121	2.9	645	9,800	30,902	138	792	14,869
T-intersection	21,200	10.3%	66	3.1	306	3,906	16,922	68	364	5,457
Ramp	3,082	1.5%	14	4.5	40	452	2,576	14	42	585
Invalid/not reported	1,280	0.6%	2	1.6	14	151	1,113	2	15	191
Y-intersection	842	0.4%	3	3.6	12	149	678	5	17	201
Interchange	719	0.4%	3	4.2	10	142	564	3	13	223
Five point or more	515	0.3%	1	1.9	6	109	399	1	6	167
Traffic circle/roundabout	323	0.2%	1	3.1	2	26	294	2	2	32
Road surface conditions		(100%)								
Drv	147,520	72.0%	656	4.4	2,437	25.567	118.860	727	2,906	36.699
Wet	31,412	15.3%	92	2.9	390	5.302	25.628	106	469	7,542
Snow/slush	13,358	6.5%	24	1.8	99	1.574	11,661	29	120	2.075
Ice	9,676	47%	25	2.6	98	1 401	8,152	28	113	1.832
Invalid/not reported	1,165	0.6%	2	17	11	142	1.010	2	110	188
Loose material on road	994	0.5%	2	2.0	26	217	749	2	27	286
Water (standing or moving)	699	0.3%	3	4.3	11	120	565	4	12	161
Muddy	181	0.1%	0	0.0	4	20	157	0	4	23

Source:

COLLISION

- > The majority of fatal collisions occurred on state and county roads, followed by local/city roads and U.S. highways.
- > About 45 percent of all collisions occurred on local/city roads.
- > Where road class is known, interstates generally accounted for the smallest counts of collisons, regardless of severity.



Figure 9. Collisions, by severity and road class, 2007



- Among all manners of collision, Ran off road was most likely to have been a fatal collision (282 of 26,586 or 10.6 per 1,000 total).
- Head on collisions, collisions where the vehicle ran off the road, and Right angle collisions accounted for nearly 80 percent of all fatalities (714 of 898).
- > Head on collisions accounted for only 10.4 percent of all collisions, but 22.3 percent of all fatal collisions.

Table 29. Collisions, by manner of collision, 2007

			Injt	ries in colli	isions					
Manner of collision	Total	% all collisions	Fatal	Per 1,000 total	Incapaci- tating	Non- incapaci- tating	Property damage only	Fatal	Incapaci- tating	Non- incapaci- tating
All collisions	205,005	100.0%	804	3.9	3,076	34,343	166,782	898	3,662	48,806
Rear end	45,603	22.2%	60	1.3	420	8,696	36,427	70	486	12,430
Right angle	36,316	17.7%	171	4.7	667	8,208	27,270	201	830	12,821
Ran off road	26,586	13.0%	282	10.6	812	6,400	19,092	309	934	8,092
Head on	21,243	10.4%	180	8.5	476	3,473	17,114	204	630	5,113
Backing	18,966	9.3%	1	< 1	36	415	18,514	1	36	478
Same direction sideswipe	18,776	9.2%	18	1.0	78	1,129	17,551	19	84	1,461
Other (explained in narrative)	11,346	5.5%	49	4.3	203	1,613	9,481	49	224	2,084
Left turn	10,334	5.0%	9	0.9	161	2,219	7,945	9	190	3,359
Opposite direction sideswipe	5,337	2.6%	19	3.6	59	581	4,678	21	73	852
Non-collision	3,084	1.5%	12	3.9	111	725	2,236	12	119	896
Left/right turn	2,971	1.4%	2	0.7	30	508	2,431	2	32	734
Right turn	2,898	1.4%	1	< 1	16	269	2,612	1	17	347
Invalid/not reported	1,036	0.5%	0	0.0	4	55	977	0	4	69
Rear to rear	509	0.2%	0	0.0	3	52	454	0	3	70

Source:

INDIANA TRAFFIC SAFETY FACTS

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

> Motorcycles had the highest probability of being involved in a fatal collision (3.7 percent, or 110 of 2,948).

Large trucks were involved in only 6.5 percent of all collisions, but 16.5 percent of fatal collisions.

Table 30. Collisions, by vehicle type and person type involved, 2007

	Total collisions	% all collisions	Fatal	% all	Incapaci- tating	% all	Non- incapaci- tating	% all	Property damage only	% all
All collisions	205,005	100.0%	804	100.0%	3,076	100.0%	34,343	100.0%	166,782	100.0%
Collisions involving										
Passenger cars	146,216	71.3%	431	53.6%	1,849	60.1%	25,030	72.9%	118,906	71.3%
Light trucks	105,513	51.5%	409	50.9%	1,422	46.2%	17,477	50.9%	86,205	51.7%
Commercial vehicles	15,071	7.4%	141	17.5%	197	6.4%	1,067	3.1%	13,666	8.2%
Large trucks	13,399	6.5%	133	16.5%	184	6.0%	897	2.6%	12,185	7.3%
Motorcycles	2,948	1.4%	110	13.7%	445	14.5%	1,587	4.6%	806	0.5%
Buses	1,697	0.8%	9	1.1%	15	0.5%	179	0.5%	1,494	0.9%
Mopeds	614	0.3%	7	0.9%	80	2.6%	386	1.1%	141	0.1%
Pedestrians	1,745	0.9%	61	7.6%	215	7.0%	1,297	3.8%	172	0.1%
Pedalcyclists	1,125	0.5%	14	1.7%	82	2.7%	855	2.5%	174	0.1%

Notes:

Values in % all collisions will not sum to 100 since multiple vehicle types can be and are involved in a collision.

Commercial vehicles may overlap with over vehicle types, most likely light trucks and large trucks categories.

Source:

- Collisions occurring on road segments with *lane controls* accounted for one fourth of all collisions and one third of fatal collisions.
- ➤ Among all traffic signal types, collisions occurring at *RR crossing flashing signals* had the highest probability of being a fatal collision (2.1 percent, or 5 of 232).

Table 31. Collisions, by traffic signal type, 2007

			Coll	isions, by sev	verity			Inju	ries in colli	sions
Traffic signal type	Total	% all collisions	Fatal	Per 1,000 total	Incapaci- tating	Non- incapaci- tating	Property damage only	Fatal	Incapaci- tating	Non- incapaci- tating
All collisions	205,005	100.0%	804	3.9	3,076	34,343	166,782	898	3,662	48,806
Flashing signal	1,370	0.7%	12	8.8	29	334	995	15	39	552
Lane control	49,275	24.0%	268	5.4	858	8,341	39,808	307	1,029	11,871
No passing zone	6,903	3.4%	71	10.3	205	1,435	5,192	76	247	2,039
Officer/crossing guard/flagman	240	0.1%	0	0.0	3	48	189	0	3	74
Other regulatory sign/marking	1,617	0.8%	13	8.0	19	250	1,335	14	31	336
RR crossing flashing signal	232	0.1%	5	21.6	3	40	184	8	4	46
RR crossing gate/flagman	140	0.1%	1	7.1	1	19	119	1	1	27
RR crossing sign	120	0.1%	2	16.7	4	30	84	2	4	43
Stop sign	20,610	10.1%	90	4.4	349	4,535	15,636	101	439	6,902
Traffic control signal	32,956	16.1%	50	1.5	429	7,376	25,101	53	504	10,913
Yield sign	1,390	0.7%	8	5.8	16	255	1,111	9	23	411
No traffic signal	86,982	42.4%	282	3.2	1,136	11,222	74,342	310	1,312	15,002
Invalid/not reported	3,170	1.5%	2	0.6	24	458	2,686	2	26	590

Notes:

See glossary for definition of lane control.

Source:

- > The highest proportion of aggressive driving collisions occurred during rush hour times (3pm to 5:59pm) and on Fridays.
- > Over 47 percent of all aggressive driving collisions occurred between 12pm and 5:59pm.
- > The highest number of fatal collisions involving aggressive driving occurred on Wednesdays (8).
- > In 2007, August and November had the highest proportion of total collisions.

Table 32. Collisions involving aggressive driving, by month, week day, and time, 2007

				Injuries in collisions						
	Total	% all collisions	Fatal	Per 1,000 total	Incapaci- tating	Non- incapaci- tating	Property damage only	Fatal	Incapaci- tating	Non- incapaci- tating
All aggressive driving collisions	3,045	100.0%	21	6.9	74	758	2,192	21	105	1,259
By month		(100%)								
January	268	8.8%	1	3.7	7	60	200	1	13	101
February	236	7.8%	1	4.2	2	51	182	1	2	82
March	245	8.0%	0	0.0	5	70	170	0	10	101
April	228	7.5%	3	13.2	7	56	162	3	8	108
May	257	8.4%	3	11.7	17	68	169	3	26	124
June	236	7.8%	3	12.7	4	63	166	3	5	98
July	225	7.4%	0	0.0	6	63	156	0	10	96
August	289	9.5%	3	10.4	6	64	216	3	6	109
September	270	8.9%	3	11.1	6	74	187	3	7	124
October	271	8.9%	1	3.7	6	54	210	1	7	87
November	283	9.3%	2	7.1	4	78	199	2	5	126
December	237	7.8%	1	4.2	4	57	175	1	6	103
By week day		(100%)								
Monday	447	14.7%	3	6.7	2	114	328	3	3	175
Tuesday	463	15.2%	1	2.2	14	108	340	1	18	174
Wednesday	456	15.0%	8	17.5	9	101	338	8	11	147
Thursday	469	15.4%	3	6.4	15	107	344	3	21	187
Friday	553	18.2%	2	3.6	15	138	398	2	21	224
Saturday	397	13.0%	3	7.6	14	104	276	3	22	194
Sunday	260	8.5%	1	3.8	5	86	168	1	9	158
By time		(100%)								
12am - 2:59am	104	3.4%	2	19.2	5	17	80	2	5	30
3am - 5:59am	81	2.7%	0	0.0	4	23	54	0	8	37
6am - 8:59am	331	10.9%	4	12.1	6	99	222	4	8	138
9am - 11:59am	468	15.4%	1	2.1	8	116	343	1	8	181
12pm - 2:59pm	648	21.3%	4	6.2	10	167	467	4	13	260
3pm - 5:59pm	794	26.1%	4	5.0	21	163	606	4	30	289
6pm - 8:59pm	369	12.1%	4	10.8	11	106	248	4	19	197
9pm - 11:59pm	246	8.1%	2	8.1	9	65	170	2	14	125
Unknown time	4	0.1%	0	0.0	0	2	2	0	0	2

Notes:

INDIANA TRAFFIC SAFETY FACTS

See glossary for definition of *aggressvie driving*.

Source:

> Urban fatal collisions were three times more likely to have involved aggressive driving than rural fatal collisions.



Figure 10. Proportion of collisions involving aggressive driving, by collision severity and locality, 2007

Notes:

See glossary for definition of *urban* and *rural* localities.

Source:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008.

- Between 12pm and 2:59pm, collisions where a vehicle disregarded a traffic signal accounted for 20.7 percent of all (traffic signal) collisions and 34.8 percent of fatal (traffic signal) collisions.
- Among all times of day, collisions where a vehicle disregarded a traffic signal were most likely to have been a fatal collision between 12am and 2:59am.

Table 33. Collisions involving vehicles that disregarded traffic signals, by time of day, 2007

			Col	lisions, by sev	/erity			Injuries in collisions		
Time of day of collisions where vehicle disregarded traffic signal	Total	% all collisions	Fatal	Per 1,000 total	Incapaci- tating	Non- incapaci- tating	Property damage only	Fatal	Incapaci- tating	Non- incapaci- tating
All hours	4,797	100.0%	23	4.8	117	1,655	3,002	27	155	2,723
12am - 2:59am	170	3.5%	2	11.8	5	50	113	4	7	89
3am - 5:59am	110	2.3%	0	0.0	3	45	62	0	3	73
6am - 8:59am	547	11.4%	0	0.0	10	191	346	0	13	295
9am - 11:59am	915	19.1%	6	6.6	25	312	572	6	34	483
12pm - 2:59pm	994	20.7%	8	8.0	29	367	590	9	39	616
3pm - 5:59pm	1,036	21.6%	5	4.8	20	347	664	5	21	557
6pm - 8:59pm	630	13.1%	1	1.6	20	204	405	2	29	358
9pm - 11:59pm	393	8.2%	1	2.5	5	139	248	1	9	252
Unknown time	2	0.0%	0	0.0	0	0	2	0	0	0

Notes:

See glossary for definition of disregarding traffic signal.

Source:

- > Nearly twenty percent (39,205) of all collisions occurred during rush hour times during the week (Mon-Fri, 3pm 5:59pm).
- > Of all hours, collisions that occurred between 2am and 2:59am were most likely to have been fatal (1.2 percent, or 32 fatal of 2,652 total).
- > The likelihood of a fatal collision was highest on Thursdays between 4am and 4:59am (2.7 percent, or 9 fatal of 335 total).

Table 34. Collisions, by severity, time of day, and day of week, 2007

	low	<	<		>	>	high					
	0	1	2	3	4	5	6					
	12am-	1am-	2am-	3am-	4am-	5am-	6am-	7am-	8am	9am-	10am-	11am-
All collisions	4,026	3,128	2,652	2,840	2,589	3,870	6,613	11,026	9,000	7,737	8,332	10,337
Monday	438	288	213	191	260	530	1,023	1,844	1,413	1,060	1,201	1,421
Tuesday	389	321	228	239	324	567	1,117	1,956	1,468	1,187	1,244	1,554
Wednesday	464	343	290	295	342	757	1,295	2,281	1,740	1,273	1,208	1,461
Thursday	446	344	280	306	335	557	1,062	1,918	1,440	1,193	1,140	1,470
Friday	492	347	336	368	395	579	1,035	1,859	1,415	1,146	1,389	1,826
Saturday	879	719	628	719	442	438	590	710	974	1,186	1,340	1,648
Sunday	918	766	677	722	491	442	491	458	550	692	810	957
Fatal collisions	34	19	32	26	29	27	27	28	29	24	30	25
Monday	4	4	2	3	2	4	3	4	6	2	6	3
Tuesday	3	1	3	0	2	2	5	8	1	0	5	2
Wednesday	4	1	2	1	0	4	7	4	6	4	5	3
Thursday	4	0	1	4	9	2	2	3	3	5	4	5
Friday	6	4	4	1	4	4	4	3	5	3	6	7
Saturday	8	6	10	8	7	8	3	0	4	7	3	3
Sunday	5	3	10	9	5	3	3	6	4	3	1	2
Incapacitating injury												
collisions	84	82	61	62	45	57	76	152	114	94	118	138
Monday	8	8	2	4	6	7	8	23	17	11	12	18
Tuesday	16	7	5	3	2	8	5	23	17	16	15	21
Wednesday	8	13	4	5	6	10	16	36	27	10	29	16
Thursday	11	8	4	4	6	7	10	17	13	15	17	22
Friday	14	10	9	9	8	7	16	23	18	12	8	26
Saturday	15	19	16	17	7	11	11	17	14	20	26	18
Sunday	12	17	21	20	10	7	10	13	8	10	11	17
Non-incapacitating												
injury collisions	599	527	404	463	363	526	981	1,743	1,394	1,220	1,354	1,720
Monday	64	49	32	28	33	68	145	293	236	184	174	242
Tuesday	55	52	38	33	47	76	184	310	223	166	210	257
Wednesday	72	50	41	40	43	101	194	350	267	185	197	247
Thursday	63	58	41	48	43	76	150	313	206	187	180	238
Friday	75	62	44	59	47	79	141	289	225	181	237	270
Saturday	128	122	101	128	79	56	92	109	152	200	198	288
Sunday	142	134	107	127	71	70	75	79	85	117	158	178
Property damage												
collisons	3,309	2,500	2,155	2,289	2,152	3,260	5,529	9,103	7,463	6,399	6,830	8,454
Monday	362	227	177	156	219	451	867	1,524	1,154	863	1,009	1,158
Tuesday	315	261	182	203	273	481	923	1,615	1,227	1,005	1,014	1,274
Wednesday	380	279	243	249	293	642	1,078	1,891	1,440	1,074	977	1,195
Thursday	368	278	234	250	277	472	900	1,585	1,218	986	939	1,205
Friday	397	271	279	299	336	489	874	1,544	1,167	950	1,138	1,523
Saturday	728	572	501	566	349	363	484	584	804	959	1,113	1,339
Sunday	759	612	539	566	405	362	403	360	453	562	640	760

Notes:

INDIANA TRAFFIC SAFETY FACTS

* Total column includes cases where collision time value was invalid or not reported

Source:

12pm-	1pm-	2pm-	3pm-	4pm-	5pm-	6pm-	7pm-	8pm-	9pm	10pm-	11pm-	Total *	% total	
12,061	11,376	13,247	16,987	15,871	15,537	12,294	9,212	7,818	7,185	6,113	4,911	205,005	100.0%	
1,711	1,562	1,891	2,654	2,446	2,435	1,792	1,225	1,088	936	720	550	28,921	14.1%	
1,818	1,802	2,063	2,725	2,437	2,443	1,735	1,223	1,067	934	773	575	30,225	14.7%	
1,682	1,552	2,001	2,664	2,444	2,381	1,731	1,210	1,054	947	739	588	30,775	15.0%	
1,664	1,504	1,870	2,592	2,452	2,327	1,724	1,246	1,066	975	795	616	29,356	14.3%	
2,077	1,874	2,311	3,238	3,021	2,946	2,268	1,665	1,240	1,231	1,243	1,016	35,353	17.2%	
1,776	1,780	1,713	1,776	1,734	1,756	1,773	1,492	1,259	1,304	1,135	1,068	28,879	14.1%	
1,333	1,302	1,398	1,338	1,337	1,249	1,271	1,151	1,044	858	708	498	21,496	10.5%	
34	37	43	49	51	47	47	32	32	41	26	35	804	100.0%	
3	8	4	5	7	6	10	5	7	6	4	2	110	13.7%	
7	5	7	9	11	3	8	4	4	3	0	2	95	11.8%	
3	6	3	5	7	6	5	4	2	4	1	4	91	11.3%	
5	3	8	8	7	7	8	6	5	6	3	8	116	14.4%	
7	8	7	7	4	5	4	2	6	8	5	4	118	14.7%	
3	3	9	9	7	10	5	7	5	5	5	10	145	18.0%	
6	4	5	6	8	10	7	4	3	9	8	5	129	16.0%	
184	171	177	210	232	217	163	165	145	138	99	90	3,076	100.0%	
31	17	27	27	35	26	23	27	21	11	17	10	396	12.9%	
39	37	18	32	30	34	20	21	14	24	10	8	425	13.8%	
25	19	26	25	30	26	20	23	13	19	9	9	424	13.8%	
24	20	27	29	32	32	24	22	20	15	14	11	404	13.1%	
23	17	21	47	47	45	20	25	29	28	26	24	513	16.7%	
27	35	27	19	31	29	21	25	28	23	15	21	493	16.0%	
15	26	31	31	27	25	35	22	20	18	8	7	421	13.7%	
2,033	2,022	2,369	3,057	2,892	2,806	2,035	1,504	1,337	1,108	1,033	831	34,343	100.0%	
278	244	344	468	442	430	279	193	203	144	105	78	4,758	13.9%	
277	332	370	458	449	465	294	203	166	147	120	104	5,039	14.7%	
284	271	346	457	394	426	266	188	189	134	126	101	4,971	14.5%	
285	256	308	491	452	411	257	210	197	158	145	91	4,869	14.2%	
352	306	410	560	561	546	384	269	193	186	228	175	5,882	17.1%	
304	350	321	333	317	274	332	245	201	213	196	194	4,938	14.4%	
253	263	270	290	277	254	223	196	188	126	113	88	3,886	11.3%	_
0.010	0.446	40.680	40 (84	40 (0)	40.447	10.010		6.004	- 000			4.66 800	100.00	
9,810	9,146	10,658	13,671	12,696	12,467	10,049	7,511	6,304	5,898	4,955	3,955	166,782	100.0%	
1,399	1,293	1,516	2,154	1,962	1,973	1,480	1,000	857	775	594	460	23,657	14.2%	
1,495	1,428	1,668	2,226	1,947	1,941	1,413	995	883	760	643	461	24,666	14.8%	
1,370	1,256	1,626	2,177	2,013	1,923	1,440	995	850	790	603	4/4	25,289	15.2%	
1,350	1,225	1,527	2,064	1,961	1,877	1,435	1,008	844	796	633	506	23,967	14.4%	
1,695	1,543	1,873	2,624	2,409	2,350	1,860	1,369	1,012	1,009	984	813	28,840	17.3%	
1,442	1,392	1,356	1,415	1,379	1,443	1,415	1,215	1,025	1,063	919	843	23,303	14.0%	
1150		1 1 1 1 1		111/0	1 Hall	1 1 11 165	11/11	844	// 10	D /14	2018	1 / 1 // 1	111 / 1/2	

- > In 2007, economic costs associated with fatalities represented 21.8 percent of the total economic cost of traffic collisions.
- Fatalities accounted for over 50 percent of market productivity losses (\$598.7m of \$1,182.8m). >
- > Costs associated with property damage accounted for the largest portion of total economic costs (26.1 percent), followed by *market productivity* (25.9 percent).

Table 35. Incidence and economic costs (million USD) associated with traffic injuries and property damage to vehicles, by cost category and injury type, 2007

	Fatalities	Incapaci- tating injuries	Non- incapaci- tating injuries	Possible injuries	Not injured	Injured, severity unknown	Unknown if injured	Property damage only vehicles	TOTAL ECONOMIC COSTS
Incidence (count)	898	3,662	40,799	8,007	268,179	1,443	7,098	314,505	
Total costs (millions)	\$992.7 m	\$366.0 m	\$1,162.0 m	\$148.7 m	\$868.1 m	\$57.5 m	\$53.1 m	\$915.2 m	\$4,563.2 m
Medical	\$26.1 m	\$110.8 m	\$312.3 m	\$38.1 m	\$79.4 m	\$16.8 m	\$10.9 m	-	\$594.3 m
Emergency services	\$1.0 m	\$1.0 m	\$6.4 m	\$1.0 m	\$9.9 m	\$0.3 m	\$0.4 m	\$12.8 m	\$32.7 m
Market productivity	\$598.7 m	\$125.5 m	\$331.1 m	\$37.4 m	\$61.1 m	\$17.3 m	\$11.6 m	-	\$1,182.8 m
Household productivity	\$192.6 m	\$38.1 m	\$99.7 m	\$11.4 m	\$28.4 m	\$5.1 m	\$3.8 m	\$16.6 m	\$395.6 m
Insurance administration	\$38.7 m	\$32.3 m	\$102.1 m	\$12.4 m	\$46.4 m	\$5.2 m	\$4.0 m	\$42.4 m	\$283.3 m
Workplace costs	\$9.1 m	\$7.1 m	\$28.3 m	\$3.6 m	\$17.4 m	\$1.3 m	\$1.1 m	\$18.8 m	\$86.8 m
Legal costs	\$106.5 m	\$27.6 m	\$64.5 m	\$6.7 m	\$8.2 m	\$3.8 m	\$2.2 m	-	\$219.5 m
Travel delay	\$9.2 m	\$4.0 m	\$36.4 m	\$7.0 m	\$232.3 m	\$1.3 m	\$6.2 m	\$282.8 m	\$579.3 m
Property damage	\$10.7 m	\$19.6 m	\$181.3 m	\$31.0 m	\$385.0 m	\$6.5 m	\$12.9 m	\$541.9 m	\$1,188.8 m

Notes:

INDIANA TRAFFIC SAFETY FACTS

Costs are in 2007 dollars.

See Appendix A for discussion of methods.

Not injured are individuals with a missing injury status code. Injured, severity unknown are individuals with an injury status of Unknown.

Unknown are individuals with an injury status of Not reported, refused, and invalid codes.

Property damage only vehicles are those with no occupants having an injury status of fatal, incapacitating, non-incapacitating, or possible.

Sources:

Incidence: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

Costs: Derived from The economic impact of motor vehicle crashes, 2000. National Highway Traffic Safety Administration, DOT HS 809 446. Washington, DC.

- Market productivity losses accounted for 60 percent of all losses associated with traffic fatalities, compared to 26 percent for total economic costs.
- Legal costs accounted for 11 percent of all losses associated with traffic fatalities, compared to five percent for total economic costs.



Figure 11. Economic costs associated with fatalities and all traffic collisions, by cost category, 2007

Notes:

Costs are in 2007 dollars. See Appendix A for discussion of methods

Sources:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008. *The economic impact of motor vehicle crashes*, 2000. National Highway Traffic Safety Administration, DOT HS 809 446. Washington, DC.





VEHICLES, 2007

INDIANA TRAFFIC SAFETY FACTS

The vehicles section summarizes data on various types of motor vehicles involved in Indiana collisions in 2007. Special emphasis is given to passenger vehicles (passenger cars, pickup trucks, sport utility vehicles, and vans), large trucks, and school buses. Motorcycles and mopeds are described in the motorcycle section of this report. Vehicle data are categorized by variables such as collision severity, vehicle use, locality (urban and rural), road class, weather and light conditions, and primary contributing factor. Alcohol-related and speed-related collisions are also analyzed by vehicle type.

HIGHLIGHTS

Vehicles involved in collisions decreased on average between 2003 and 2007.

In 2007, passenger cars accounted for 39 percent of all vehicles involved in fatal collisions.

Most serious injury collisions involving passenger cars occurred in May for both urban and rural localities.

Nearly 70 percent of passenger cars involved in serious injury collisions collided with another vehicle.

Forty percent of large trucks involved in serious injury collisions were identified as the vehicle attributed to the primary contributing factor of the collision.

Only 1 percent of school buses involved in 2007 collisions were involved in serious injury collisions.

Per 100,000 registered vehicles, the frequency of vehicles involved in collisions decreased 1.5 percent on average from 2003 to 2007.

Year	Motor vehicles involved	Registered vehicles	Involved, per 100,000 registered
2003	371,335	6,343,907	5,853
2004	366,552	6,432,213	5,699
2005	362,726	6,556,762	5,532
2006	335,065	6,309,100	5,311
2007	356,540	6,482,078	5,500
Average annual change	-0.9%	0.6%	-1.5%

Notes:

Vehicles involved excludes pedestrians and bicycles.

Sources:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Indiana Bureau of Motor Vehicles, as of March 5, 2008

- > Over 91 percent of all vehicles involved in 2007 Indiana collisions were passenger vehicles.
- > Thirty-three motorcycles per 1,000 involved in all Indiana collisions are involved in *fatal* collisions.
- In 2007, passenger cars accounted for 39 percent of all vehicles involved in *fatal* collisions and 48 percent of vehicles involved in *incapacitating injury* collisions.
- > Pickup trucks accounted for nearly 19 percent of all vehicles involved in *fatal* collisions.
- While motorcycles/mopeds represented only 1 percent of all vehicles involved in all collisions, they accounted for nearly 10 percent of all vehicles involved in *fatal* collisions.

Table 37. Motor vehicles involved in 2007 Indiana collisions by collision severity

Vehicles involved in												
Vehicle type	All collisions Fatal coll		Incapacitating M Fatal collisions injury collisions		Non-inca injury c	pacitating ollisions	Property only co	damage Ilisions	Vehicles in fatal collisions per 1,000 in all collisions			
	Count	% Total	Count	% Total	Count	% Total	Count	% Total	Count	% Total		
Passenger vehicles	324,879	91.1%	974	76.6%	4,130	82.8%	56,900	93.4%	262,875	90.8%	3.0	
Passenger car	197,110	55.3%	500	39.3%	2,408	48.3%	35,260	57.9%	158,942	54.9%	2.5	
Pickup truck	53,858	15.1%	237	18.6%	756	15.2%	8,653	14.2%	44,212	15.3%	4.4	
Sport utility vehicle (SUV)	46,606	13.1%	154	12.1%	622	12.5%	8,126	13.3%	37,704	13.0%	3.3	
Van	27,305	7.7%	83	6.5%	344	6.9%	4,861	8.0%	22,017	7.6%	3.0	
Other vehicles	31,661	8.9%	298	23.4%	855	17.2%	4,002	6.6%	26,506	9.2%	9.4	
Motorcycle	3,656	1.0%	121	9.5%	546	11.0%	2,017	3.3%	972	0.3%	33.1	
Motor home/recreational vehicle	268	0.1%	2	0.2%	7	0.1%	32	0.1%	227	0.1%	7.5	
Large truck	15,032	4.2%	149	11.7%	206	4.1%	956	1.6%	13,721	4.7%	9.9	
School bus	840	0.2%	4	0.3%	5	0.1%	78	0.1%	753	0.3%	4.8	
Bus/seats 15+ persons with driver	612	0.2%	4	0.3%	4	0.1%	70	0.1%	534	0.2%	6.5	
Bus/seats 9-15 persons with driver	285	0.1%	1	0.1%	7	0.1%	38	0.1%	239	0.1%	3.5	
Combination vehicle	325	0.1%	0	0.0%	5	0.1%	33	0.1%	287	0.1%	0.0	
Farm vehicle	381	0.1%	7	0.6%	12	0.2%	61	0.1%	301	0.1%	18.4	
Unknown	10,262	2.9%	10	0.8%	63	1.3%	717	1.2%	9,472	3.3%	1.0	
Total vehicles	356,540		1,272		4,985		60,902		289,381			

Notes:

Vehicles involved excludes pedestrians and bicycles.

Large trucks are defined as those vehicles reported as truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), tractor/one semi-trailer, tractor/double trailer, tractor/triple trailer, or tractor (cab only, no trailer).

Motorcycles include vehicles reported as motorcycles and mopeds.

Source:

Unknown vehicle type includes vehicles reported as unknown, blank and invalid values.

- > Ten commercial vehicles per 1,000 involved in all Indiana collisions are involved in *fatal* collisions.
- Vehicles used for *personal* use represented the highest percentage of vehicles involved in collisions across all collision severity categories.
- > Nearly 12 percent of vehicles involved in fatal collisions were categorized as *commercial* use.

Table 38. Motor vehicles involved in 2007 Indiana collisions by vehicle use and collision severity

	Vehicles involved in												
Vehicle use	All col	Illisions Fatal collisions			Incapa injury o	acitating collisions	Non-inca injury c	pacitating collisions	Property only co	damage llisions	Vehicles in fatal collisions per 1,000 in all collisions		
	Count	% Total	Count	% Total	Count	% Total	Count	% Total	Count	% Total			
All vehicles	356,540	100.0%	1,272	100.0%	4,985	100.0%	60,902	100.0%	289,381	100.0%	3.6		
Emergency	3,155	0.9%	2	0.2%	33	0.7%	414	0.7%	2,706	0.9%	0.6		
Commercial	14,685	4.1%	151	11.9%	205	4.1%	972	1.6%	13,357	4.6%	10.3		
Highway department	496	0.1%	2	0.2%	6	0.1%	48	0.1%	440	0.2%	4.0		
Military	80	< 0.1%	0	0.0%	1	< 0.1%	8	< 0.1%	71	< 0.1%	0.0		
Personal	323,996	90.9%	1,095	86.1%	4,652	93.3%	58,348	95.8%	259,901	89.8%	3.4		
Public utilities (gas, electric, etc.)	335	0.1%	0	0.0%	4	0.1%	32	0.1%	299	0.1%	0.0		
Rental, not leased	1,890	0.5%	6	0.5%	12	0.2%	244	0.4%	1,628	0.6%	3.2		
School	1,154	0.3%	5	0.4%	10	0.2%	112	0.2%	1,027	0.4%	4.3		
Other	1,842	0.5%	4	0.3%	24	0.5%	186	0.3%	1,628	0.6%	2.2		
Other government (postal, etc.)	1,140	0.3%	2	0.2%	14	0.3%	127	0.2%	997	0.3%	1.8		
Unknown	7,767	2.2%	5	0.4%	24	0.5%	411	0.7%	7,327	2.5%	0.6		

Notes:

INDIANA TRAFFIC SAFETY FACTS

Unknown vehicle use includes uses reported as null values, and invalid values.

Source:

- Serious injury collisions involving passenger cars were more likely to occur in rural localities in all months, with the exceptions of February and December.
- > Serious injury collisions involving pickup trucks were more likely to occur in urban localities in all months except March.
- While serious injury collisions involving SUVs were fairly evenly distributed between urban and rural localities, serious injury collisions during the months of March and July were much more likely to occur in rural localities.
- > Rural localities accounted for nearly 69 percent (not shown) of large trucks involved in serious injury collisions.

Table 39. Motor vehicles involved in Indiana serious injury collisions, by locality, vehicle type, and month, 2007

	RURAL L	OCALITY CO		URBAN LOCALITY COLLISIONS						
Passenger cars	Pickup trucks	SUVs	Vans	Large trucks	Month	Passenger cars	Pickup trucks	SUVs	Vans	Large trucks
1,631	406	402	237	244	Annual	1,275	587	374	190	111
135	27	38	27	19	Jan	102	50	39	21	7
100	30	35	14	24	Feb	107	50	33	15	4
155	42	46	24	13	Mar	91	36	22	7	12
118	34	33	11	21	Apr	91	43	26	18	9
165	45	31	21	18	May	123	46	34	15	11
141	37	25	18	32	Jun	106	62	29	12	4
140	29	35	15	9	Jul	102	40	23	19	12
135	36	37	34	21	Aug	83	48	34	13	18
156	40	30	23	30	Sept	123	61	29	19	9
129	24	34	16	26	Oct	114	42	32	16	8
150	31	23	18	16	Nov	115	56	33	19	10
107	31	35	16	15	Dec	118	53	40	16	7

Notes:

Includes only those vehicles where the locality was known (rural/urban).

Urban locality collisions are those that occurred within the incorporated limits of a city.

Large trucks are defined as those vehicles reported as truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), tractor/one semi-trailer, tractor/double trailer, tractor/triple trailer, or tractor (cab only, no trailer).

Serious injury collisions are defined as those collisions where one or more injured occupants obtained injuries reported as fatal or incapacitating.

Source:

- > The distribution of passenger vehicles involved in Indiana collisions follows similar patterns across all vehicle types.
- Across all passenger vehicle types, peaks in the hourly number of vehicles involved in collisions occurred during morning (between 7am and 9am) and afternoon (between 4pm and 6pm) rush hour periods.
- > The highest number of vehicles involved in collisions occurred on Friday afternoons across vehicle types.
- > The number of passenger vehicles involved in late night (between 10pm and 3am) collisions was highest on the weekends.





Passenger cars — Pickup trucks ---- SUVs — Vans

Notes:

INDIANA TRAFFIC SAFETY FACTS

Passenger vehicles are defined as those reported as passenger cars, pickup trucks, SUVs, and vans.

Source:

- With the exception of large trucks, across all vehicle types, the highest percentage of vehicles involved in collisions occurred on local/city roads.
- > Twenty-eight percent of passenger cars involved in fatal collisions were among collisions occurring on *state roads*.
- Among pickup trucks involved in fatal collisions, 28 percent were among collisions occurring on *county roads* and 29 percent were involved in collisions occurring on *state roads*.
- > Among large trucks involved in fatal collisions, more than 35 percent were among collisions occurring on interstates.

Table 40. Motor vehicles involved in 2007 Indiana collisions by vehicle type, road class, and collision severity

	Vehicles involved in										
Vehicle type	All col	llisions	Fatal c	ollisions	Incapa injury o	citating	Non-inca injury c	pacitating ollisions	Property only co	damage Illisions	Vehicles in fatal collisions per 1,000 in all collisions
	Count	% Total	Count	% Total	Count	% Total	Count	% Total	Count	% Total	
Passenger cars	197,110	100.0%	500	100.0%	2,408	100.0%	35,260	100.0%	158,942	100.0%	2.5
County road	19,245	9.8%	94	18.8%	359	14.9%	3,697	10.5%	15,095	9.5%	4.9
Local/city road	102,038	51.8%	114	22.8%	1,050	43.6%	19,295	54.7%	81,579	51.3%	1.1
State road	26,175	13.3%	142	28.4%	481	20.0%	5,668	16.1%	19,884	12.5%	5.4
U.S. route	17,823	9.0%	89	17.8%	329	13.7%	3,982	11.3%	13,423	8.4%	5.0
Interstate	11,637	5.9%	57	11.4%	133	5.5%	1,652	4.7%	9,795	6.2%	4.9
Unknown	20,192	10.2%	4	0.8%	56	2.3%	966	2.7%	19,166	12.1%	0.2
Pickup trucks	53,858	100.0%	237	100.0%	756	100.0%	8,653	100.0%	44,212	100.0%	4.4
County road	8,008	14.9%	67	28.3%	167	22.1%	1,381	16.0%	6,393	14.5%	8.4
Local/city road	22,720	42.2%	36	15.2%	257	34.0%	3,683	42.6%	18,744	42.4%	1.6
State road	9,005	16.7%	69	29.1%	184	24.3%	1,774	20.5%	6,978	15.8%	7.7
U.S. route	5,425	10.1%	46	19.4%	88	11.6%	1,156	13.4%	4,135	9.4%	8.5
Interstate	2,882	5.4%	17	7.2%	29	3.8%	421	4.9%	2,415	5.5%	5.9
Unknown	5,818	10.8%	2	0.8%	31	4.1%	238	2.8%	5,547	12.5%	0.3
Sport utility vehicles (SUVs)	46,606	100.0%	154	100.0%	622	100.0%	8,126	100.0%	37,704	100.0%	3.3
County road	5,337	11.5%	37	24.0%	106	17.0%	1,017	12.5%	4,177	11.1%	6.9
Local/city road	22,494	48.3%	36	23.4%	252	40.5%	4,111	50.6%	18,095	48.0%	1.6
State road	6,519	14.0%	30	19.5%	109	17.5%	1,392	17.1%	4,988	13.2%	4.6
U.S. route	4,461	9.6%	28	18.2%	89	14.3%	960	11.8%	3,384	9.0%	6.3
Interstate	2,862	6.1%	22	14.3%	46	7.4%	427	5.3%	2,367	6.3%	7.7
Unknown	4,933	10.6%	1	0.6%	20	3.2%	219	2.7%	4,693	12.4%	0.2
Vans	27,305	100.0%	83	100.0%	344	100.0%	4,861	100.0%	22,017	100.0%	3.0
County road	2,577	9.4%	9	10.8%	41	11.9%	440	9.1%	2,087	9.5%	3.5
Local/city road	13,715	50.2%	15	18.1%	151	43.9%	2,649	54.5%	10,900	49.5%	1.1
State road	3,866	14.2%	40	48.2%	69	20.1%	785	16.1%	2,972	13.5%	10.3
U.S. route	2,646	9.7%	12	14.5%	57	16.6%	634	13.0%	1,943	8.8%	4.5
Interstate	1,513	5.5%	7	8.4%	13	3.8%	207	4.3%	1,286	5.8%	4.6
Unknown	2,988	10.9%	0	0.0%	13	3.8%	146	3.0%	2,829	12.8%	0.0
Large trucks	15,032	100.0%	149	100.0%	206	100.0%	956	100.0%	13,721	100.0%	9.9
County road	845	5.6%	8	5.4%	11	5.3%	57	6.0%	769	5.6%	9.5
Local/city road	4,066	27.0%	10	6.7%	25	12.1%	212	22.2%	3,819	27.8%	2.5
State road	1,985	13.2%	31	20.8%	43	20.9%	173	18.1%	1,738	12.7%	15.6
U.S. route	1,898	12.6%	43	28.9%	53	25.7%	195	20.4%	1,607	11.7%	22.7
Interstate	4,239	28.2%	53	35.6%	73	35.4%	293	30.6%	3,820	27.8%	12.5
Unknown	1,999	13.3%	4	2.7%	1	0.5%	26	2.7%	1,968	14.3%	2.0
Total vehicles	339,911		1,123		4,336		57,856		276,596		

Notes:

Large trucks are defined as those vehicles reported as truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), tractor/one semi-trailer, tractor/double trailer, tractor/triple trailer, or tractor (cab only, no trailer).

Unknown road class type includes roads reported as unknown, blank and invalid values.

Source:

- Failure to yield right of way was the primary factor with the largest number of instances in serious injury collisions across $\mathbf{>}$ all passenger vehicle types.
- > Sixty-five percent of passenger cars involved in serious injury collisions were identified as the vehicle attributed to the primary contributing factor of the collision.
- > Ninety-five percent of SUVs and 83 percent of pickup trucks involved in serious injury collisions with alcoholic beverages as the primary factor were identified as the vehicle attributed to the primary contributing factor of the collision.

Table 41. Top ten primary factors in serious injury passenger vehicle collisions, by vehicle type and collision severity, 2007

	Vehicles involved in						
			Serious injury collisions	Vehicle attributed			
			where vehicle contributing	to primary			
			circumstance matched	factor as %			
Top 10 primary factors	All collsions	Serious injury collisions	collision primary factor	of serious injury			
Passenger cars	197,110	2,908	1,878	64.6			
Failure to vield right of way	39.942	676	398	58.9			
Left of center	3.084	247	142	57.5			
Disregard signal/reg sign	9,109	247	119	48.2			
Other (explained in narrative) - driver	20.040	234	159	67.9			
Ran off road right	6 549	231	222	96.1			
Following too closely	32,828	192	74	38.5			
Unsafe speed	4 851	187	134	71.7			
Alcoholic beverages	3 300	128	100	78.1			
Speed too fast for weather conditions	6 795	88	56	63.6			
Padastrian action	650	82		0.0			
Tap 10 subtotal	127 247	2 212	1 404	0.0			
Top 10 subtolul $T_{200} = 10 \text{ solution}$	64.60/	2,512	74.00/				
Dip 10 us 70 0j un pussenger curs	04.070 E2.050	19.5%	/ 4.0 /0	62 E			
Fickup trucks	0.041	993	117	03.5 E0.7			
Pan off road right	0,041	07	117	02.7			
	2,055	97	90	92.0			
Other (explained in narrative) - driver	5,945	86	60	69.8			
Left of center	1,112	78	32	41.0			
Disregard signal/reg sign	2,092	70	37	52.9			
Alcoholic beverages	1,124	59	49	83.1			
Following too closely	7,872	59	28	47.5			
Unsate speed	1,245	43	18	41.9			
Overcorrecting/oversteering	600	40	28	70.0			
Speed too fast for weather conditions	2,233	36	23	63.9			
Top 10 subtotal	33,099	790	482				
Top 10 as % of all pickup trucks	61.5%	79.6%	76.4%				
SUVs	46,606	776	475	61.2			
Failure to yield right of way	7,841	156	71	45.5			
Other (explained in narrative) - driver	4,842	75	46	61.3			
Disregard signal/reg sign	1,933	70	32	45.7			
Ran off road right	1,453	59	58	98.3			
Left of center	730	58	27	46.6			
Following too closely	8,596	55	22	40.0			
Alcoholic beverages	785	40	38	95.0			
Speed too fast for weather conditions	2,058	39	27	69.2			
Unsafe speed	992	34	25	73.5			
Overcorrecting/oversteering	599	31	26	83.9			
Top 10 subtotal	29,829	617	372				
Top 10 as % of all SUVs	64.0%	79.5%	78.3%				
Vans	27,305	427	228	53.4			
Failure to yield right of way	5,034	90	40	44.4			
Following too closely	4,483	47	18	38.3			
Disregard signal/reg sign	1,388	42	23	54.8			
Other (explained in narrative) - driver	3,085	37	23	62.2			
Left of center	421	33	16	48.5			
Ran off road right	596	26	0	0.0			
Alcoholic beverages	381	19	11	57.9			
Unsafe speed	491	18	7	38.9			
Speed too fast for weather conditions	881	14	7	50.0			
Driver illness	128	11	1	9.1			
Top 10 subtotal	16,888	337	146				
Top 10 as % of all vans	61.8%	78.9%	64.0%				

Notes:

INDIANA TRAFFIC SAFETY FACTS

Top 10 primary factors are counts of vehicles, by each vehicle type, involved in collisions. For example, there were 39,942 passenger cars involved in collisions where the primary factor for each collision was *Failure to yield right of way*. Note that if the collision was a multi-vehicle collision, more than one vehicle may have contributing circumstances that match the primary factor.

Passenger vehicles are defined as those reported as *passenger cars*, *pickup trucks*, *SUVs*, and *vans*. Serious injury collisions are defined as those collisions where one or more injured occupants obtained injuries reported as *fatal* or *incapacitating*.

Source:
- > Nearly 7 percent of passenger cars and SUVs involved in serious injury collisions were involved in an *overturn/rollover*.
- Across all passenger vehicle types, collisions that involved the vehicle colliding with a *pedestrian* were most likely to result in serious injury.
- > Eleven percent of pickup trucks and 9 percent of SUVs involved in serious injury crashes collided with a *bicycle*.

Table 42. Top ten harmful events in serious injury passenger vehicle collisions by vehicle type and collision severity, 2007

	Passenge	er cars invo	olved in	Pickup trucks involved in			SUV	's involved	in	Vans involved in		
Collided with	All collisons	Serious injury collisions	Serious injury as % of total	All collisons	Serious injury collisions	Serious injury as % of total	All collisons	Serious injury collisions	Serious injury as % of total	All collisons	Serious injury collisions	Serious injury as % of total
Total vehicles	197,110	2,908	1.5%	53,858	993	1.8%	46,606	776	1.7%	27,305	427	1.6%
Another motor vehicle	159,888	2,013	1.3%	41,399	635	1.5%	36,965	506	1.4%	22,544	327	1.5%
Tree	2,616	169	6.5%	1,075	74	6.9%	712	32	4.5%	242	14	5.8%
Pedestrian	955	127	13.3%	249	52	20.9%	206	34	16.5%	174	19	10.9%
Utility pole	2,767	93	3.4%	1,096	31	2.8%	693	27	3.9%	398	9	2.3%
Ditch	2,324	66	2.8%	701	25	3.6%	600	24	4.0%	166	7	4.2%
Off roadway	2,052	57	2.8%	630	25	4.0%	507	26	5.1%	185	7	3.8%
Other	3,117	54	1.7%	911	22	2.4%	675	13	1.9%	104	5	4.8%
Bicycle	723	45	6.2%	176	20	11.4%	132	12	9.1%	78	3	3.8%
Embankment	986	42	4.3%	337	16	4.7%	279	15	5.4%	91	7	7.7%
Overturn/rollover	528	36	6.8%	340	21	6.2%	438	30	6.8%	283	14	4.9%
Top 10 subtotal Top 10 as % of all vehicles	175,956 89.3%	2,702 92.9%		46,914 87.1%	921 92.7%		41,207 88.4%	719 92.7%		24,265 88.9%	412 96.5%	

Notes:

Passenger vehicles are defined as those reported as *passenger cars*, *pickup trucks*, *SUVs*, and *vans*.

Serious injury collisions are defined as those collisions where one or more injured occupants obtained injuries reported as fatal or incapacitating.

Source:

- Clear and cloudy weather conditions accounted for the highest percentage of vehicles involved in collisions across all
 passenger vehicle types and collision severity categories.
- Among pickup trucks involved in all Indiana collisions under *fog/smoke/smog* weather conditions, nearly 16 pickup trucks per 1,000 were involved in *fatal* collisions.

Table 43. Passenger vehicles involved in Indiana collisions by weather condition and collision severity, 2007

					1	Vehicles in	volved in	•			
Vehicle type	All co	llisions	Fatal c	ollisions	Incapa injury o	acitating	Non-inca injury c	pacitating collisions	Property only co	damage Illisions	Vehicles in fatal collisions per 1,000 in all collisions
	Count	% Total	Count	% Total	Count	% Total	Count	% Total	Count	% Total	
Passenger cars	197,110	100.0%	500	100.0%	2.408	100.0%	35.260	100.0%	158.942	100.0%	2.5
Blowing sand/soil/snow	1.835	0.9%	6	1.2%	12	0.5%	285	0.8%	1.532	1.0%	3.3
Clear	121.132	61.5%	318	63.6%	1.529	63.5%	22.057	62.6%	97.228	61.2%	2.6
Cloudy	44.010	22.3%	115	23.0%	537	22.3%	7.878	22.3%	35,480	22.3%	2.6
Fog/smoke/smog	1.028	0.5%	5	1.0%	32	1.3%	152	0.4%	839	0.5%	4.9
Rain	18.824	9.5%	40	8.0%	215	8.9%	3.513	10.0%	15.056	9.5%	2.1
Severe cross wind	165	0.1%	0	0.0%	0	0.0%	24	0.1%	141	0.1%	0.0
Sleet/hail/freezing rain	1.927	1.0%	1	0.2%	25	1.0%	269	0.8%	1.632	1.0%	0.5
Snow	7.566	3.8%	15	3.0%	55	2.3%	1.004	2.8%	6.492	41%	2.0
Invalid/not reported	623	0.3%	0	0.0%	3	0.1%	78	0.2%	542	0.3%	0.0
Pickup trucks	53,858	100.0%	237	100.0%	756	100.0%	8,653	100.0%	44,212	100.0%	4.4
Blowing sand/soil/snow	609	1.1%	2	0.8%	5	0.7%	61	0.7%	541	1.2%	3.3
Clear	32,467	60.3%	139	58.6%	486	64.3%	5,313	61.4%	26,529	60.0%	4.3
Cloudy	12,282	22.8%	64	27.0%	171	22.6%	1,998	23.1%	10,049	22.7%	5.2
Fog/smoke/smog	380	0.7%	6	2.5%	10	1.3%	66	0.8%	298	0.7%	15.8
Rain	4,951	9.2%	15	6.3%	49	6.5%	841	9.7%	4,046	9.2%	3.0
Severe cross wind	65	0.1%	0	0.0%	0	0.0%	8	0.1%	57	0.1%	0.0
Sleet/hail/freezing rain	622	1.2%	0	0.0%	13	1.7%	83	1.0%	526	1.2%	0.0
Snow	2,359	4.4%	11	4.6%	22	2.9%	270	3.1%	2,056	4.7%	4.7
Invalid/not reported	123	0.2%	0	0.0%	0	0.0%	13	0.2%	110	0.2%	0.0
Sport utility vehicles (SUVs)	46,606	100.0%	154	100.0%	622	100.0%	8,126	100.0%	37,704	100.0%	3.3
Blowing sand/soil/snow	570	1.2%	2	1.3%	6	1.0%	90	1.1%	472	1.3%	3.5
Clear	27,543	59.1%	98	63.6%	379	60.9%	4,875	60.0%	22,191	58.9%	3.6
Cloudy	10,651	22.9%	40	26.0%	145	23.3%	1,842	22.7%	8,624	22.9%	3.8
Fog/smoke/smog	270	0.6%	0	0.0%	3	0.5%	39	0.5%	228	0.6%	0.0
Rain	4,368	9.4%	8	5.2%	56	9.0%	790	9.7%	3,514	9.3%	1.8
Severe cross wind	48	0.1%	0	0.0%	1	0.2%	9	0.1%	38	0.1%	0.0
Sleet/hail/freezing rain	645	1.4%	1	0.6%	9	1.4%	112	1.4%	523	1.4%	1.6
Snow	2,381	5.1%	5	3.2%	23	3.7%	353	4.3%	2,000	5.3%	2.1
Invalid/not reported	130	0.3%	0	0.0%	0	0.0%	16	0.2%	114	0.3%	0.0
Vans	27,305	100.0%	83	100.0%	344	100.0%	4,861	100.0%	22,017	100.0%	3.0
Blowing sand/soil/snow	240	0.9%	0	0.0%	4	1.2%	37	0.8%	199	0.9%	0.0
Clear	16,633	60.9%	52	62.7%	231	67.2%	2,947	60.6%	13,403	60.9%	3.1
Cloudy	6,436	23.6%	22	26.5%	75	21.8%	1,144	23.5%	5,195	23.6%	3.4
Fog/smoke/smog	130	0.5%	0	0.0%	1	0.3%	19	0.4%	110	0.5%	0.0
Kain	2,393	8.8%	6	7.2%	21	6.1%	470	9.7%	1,896	8.6%	2.5
Severe cross wind	25	0.1%	0	0.0%	0	0.0%	6	0.1%	19	0.1%	0.0
Sleet/hail/freezing rain	250	0.9%	2	2.4%	2	0.6%	47	1.0%	199	0.9%	8.0
Snow	1,103	4.0%	1	1.2%	9	2.6%	178	3.7%	915	4.2%	0.9
Invalid/not reported	95	0.3%	0	0.0%	1	0.3%	13	0.3%	81	0.4%	0.0
Total vehicles	324,879		974		4,130		56,900		262,875		

Notes:

INDIANA TRAFFIC SAFETY FACTS

Passenger vehicles are defined as those reported as passenger cars, pickup trucks, SUVs, and vans.

Invalid/not reported weather condition includes conditions identified as null values and invalid values.

Source:

- Among all vehicle types, the percentage of vehicles involved in *fatal* and *incapacitating* injury collisions under *dark (not lighted)* conditions was proportionally higher than for all collisions.
- Among pickup trucks involved in all Indiana collisions under *dark (not lighted)* conditions, 9 pickup trucks per 1,000 were involved in *fatal* collisions.

Table 44. Passenger vehicles involved in 2007 Indiana collisions by light condition and collision severity

	Vehicles involved in										
Vehicle type	All collisions		Fatal collisions		Incapa injury o	citating	Non-inca injury c	pacitating ollisions	Property damage only collisions		Vehicles in fatal collisions per 1,000 in all collisions
	Count	% Total	Count	% Total	Count	% Total	Count	% Total	Count	% Total	
Passenger cars	197,110	100.0%	500	100.0%	2,408	100.0%	35,260	100.0%	158,942	100.0%	2.5
Dark (lighted)	30,506	15.5%	59	11.8%	346	14.4%	5,304	15.0%	24,797	15.6%	1.9
Dark (not lighted)	22,140	11.2%	144	28.8%	386	16.0%	3,410	9.7%	18,200	11.5%	6.5
Dawn/dusk	8,974	4.6%	30	6.0%	102	4.2%	1,514	4.3%	7,328	4.6%	3.3
Daylight	134,487	68.2%	265	53.0%	1,572	65.3%	24,987	70.9%	107,663	67.7%	2.0
Unknown	771	0.4%	2	0.4%	1	0.0%	13	0.0%	755	0.5%	2.6
Invalid/not reported	232	0.1%	0	0.0%	1	0.0%	32	0.1%	199	0.1%	0.0
Pickup trucks	53,858	100.0%	237	100.0%	756	100.0%	8,653	100.0%	44,212	100.0%	4.4
Dark (lighted)	6,576	12.2%	13	5.5%	78	10.3%	943	10.9%	5,542	12.5%	2.0
Dark (not lighted)	7,533	14.0%	66	27.8%	146	19.3%	1,127	13.0%	6,194	14.0%	8.8
Dawn/dusk	2,562	4.8%	14	5.9%	32	4.2%	351	4.1%	2,165	4.9%	5.5
Daylight	36,966	68.6%	143	60.3%	499	66.0%	6,219	71.9%	30,105	68.1%	3.9
Unknown	174	0.3%	1	0.4%	1	0.1%	3	0.0%	169	0.4%	5.7
Invalid/not reported	47	0.1%	0	0.0%	0	0.0%	10	0.1%	37	0.1%	0.0
Sport utility vehicles (SUVs)	46,606	100.0%	154	100.0%	622	100.0%	8,126	100.0%	37,704	100.0%	3.3
Dark (lighted)	6,477	13.9%	15	9.7%	86	13.8%	1,126	13.9%	5,250	13.9%	2.3
Dark (not lighted)	5,640	12.1%	38	24.7%	112	18.0%	833	10.3%	4,657	12.4%	6.7
Dawn/dusk	2,191	4.7%	12	7.8%	26	4.2%	376	4.6%	1,777	4.7%	5.5
Daylight	32,112	68.9%	88	57.1%	398	64.0%	5,780	71.1%	25,846	68.5%	2.7
Unknown	130	0.3%	1	0.6%	0	0.0%	5	0.1%	124	0.3%	7.7
Invalid/not reported	56	0.1%	0	0.0%	0	0.0%	6	0.1%	50	0.1%	0.0
Vans	27,305	100.0%	83	100.0%	344	100.0%	4,861	100.0%	22,017	100.0%	3.0
Dark (lighted)	3,195	11.7%	8	9.6%	33	9.6%	575	11.8%	2,579	11.7%	2.5
Dark (not lighted)	2,862	10.5%	24	28.9%	39	11.3%	379	7.8%	2,420	11.0%	8.4
Dawn/dusk	1,156	4.2%	3	3.6%	16	4.7%	187	3.8%	950	4.3%	2.6
Daylight	19,983	73.2%	48	57.8%	256	74.4%	3,717	76.5%	15,962	72.5%	2.4
Unknown	77	0.3%	0	0.0%	0	0.0%	0	0.0%	77	0.3%	0.0
Invalid/not reported	32	0.1%	0	0.0%	0	0.0%	3	0.1%	29	0.1%	0.0
Total vehicles	324,879		974		4,130		56,900		262,875		

Notes:

Passenger vehicles are defined as those reported as passenger cars, pickup trucks, SUVs, and vans.

Unknown light condition includes conditions reported as unknown.

Invalid/not reported light condition includes conditions identified as blank or invalid values.

Source:

- One in 57 people injured in *passenger cars* where alcohol was present was killed, compared to one in 684 in *passenger cars* where NO alcohol was present.
- One in 40 people injured in SUVs where alcohol was present was killed, compared to one in 667 in SUVs where NO alcohol was present.
- One in 145 people injured in speeding passenger cars was killed, compared to one in 612 in passenger cars that were not speeding.
- One in 147 people injured in speeding *pickup trucks* was killed, compared to one in 427 in *pickup trucks* that were not speeding.

Table 45. Frequency of fatal injuries in Indiana alcohol-related and speed-related passenger vehicle collisions by vehicle type, 2007

	Passeng	ger cars	Pickup	trucks	Sport utility vehicles (SUVs)		Va	ins
	Vehicles involved in all collisions	Fatal injuries in all collisions						
Total vehicles	197,110	377	53,858	140	46,606	100	27,305	57
Vehicles where alcohol was present	5,537	97	2,073	36	1,273	32	502	10
Vehicles where NO alcohol was present	191,573	280	51,785	104	45,333	68	26,803	47
Frequency of fatal injuries in vehicles where alcohol was present		57.1		57.6		39.8		50.2
Frequency of fatal injuries in vehicles where NO alcohol was present		684.2		497.9		666.7		570.3
Vehicles identified as speeding	10,453	72	3,081	21	2,675	15	968	7
Vehicles not identified as speeding	186,657	305	50,777	119	43,931	85	26,337	50
Frequency of fatal injuries in speeding vehicles		145.2		146.7		178.3		138.3
Frequency of fatal injuries in non-speeding vehicles		612.0		426.7		516.8		526.7

Notes:

INDIANA TRAFFIC SAFETY FACTS

Passenger vehicles are defined as those reported as *passenger cars*, *pickup trucks*, *SUVs*, and *vans*.

Alcohol frequencies are calculated by dividing the number of vehicles where alcohol was present by the number of fatalities occurring in vehicles where alcohol was present.

Non-alcohol frequencies are calculated by dividing the number of vehicles where NO alcohol was present by the number of fatalities occurring in vehicles where NO alcohol was present.

Speeding frequencies are calculated by dividing the number of speeding vehicles by the number of fatalities occurring in speeding vehicles.

Non-speeding frequencies are calculated by dividing the number of non-speeding vehicles by the number of fatalities occurring in non-speeding vehicles.

Source:

- > Failure to yield right of way was the primary factor with the highest number of large trucks in serious injury collisions.
- Fifty-four percent of large trucks involved in serious injury collisions with the primary factor of *following too closely* were identified as the vehicle *attributed* to the primary contributing factor of the collision.
- Thirty-eight percent of large trucks involved in serious injury collisions with a primary factor of unsafe speed were identified as the vehicle attributed to the primary contributing factor of the collision.

Table 46. Top ten primary factors in serious injury collisions involving large trucks by collision severity, 2007

			Large trucks invol	ved in	
				Serious injury collisions	Large truck
				where large truck contributing	attributed to
				circumstance matched	primary factor as
Vehicle type	Top 10 primary factors	All collsions	Serious injury collisions	collision primary factor	% of serious injury
Large trucks		15,032	355	143	40.3
Failure to yield	right of way	1,478	53	11	20.8
Unsafe speed		382	42	16	38.1
Left of center		297	38	4	10.5
Other (explaine	ed in narrative) - driver	2,124	31	19	61.3
Disregard signa	1/Reg sign	382	30	15	50.0
Following too c	losely	1,598	26	14	53.8
Ran off road rig	;ht	490	25	14	56.0
Speed too fast f	or weather conditions	670	15	4	26.7
Driver asleep or	r fatigued	171	11	5	45.5
Driver illness		52	9	5	55.6
Top 10 subtot	al	7,644	280	107	
<i>Top 10 as % c</i>	of all large trucks	50.9%	78.9%	74.8%	

Notes:

Top 10 primary factors are counts of vehicles, by vehicle type, involved in collisions. For example, there were 1,478 large trucks involved in collisions where the primary factor for each collision was *Failure to yield right of way*. Note that if the collision was a multi-vehicle collision, more than one vehicle may have contributing circumstances that match the primary factor.

Large trucks are defined as those vehicles reported as truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), tractor/one semi-trailer, tractor/double trailer, tractor/triple trailer, or tractor (cab only, no trailer).

Serious injury collisions are defined as those collisions where one or more injured occupants obtained injuries reported as fatal or incapacitating.

Source:

Eight percent of large trucks involved in serious injury crashes collided with an embankment.

➤ Twenty percent (7/35) of large trucks involved in serious injury crashes collided with a *pedestrian*.

Table 47. Top twelve harmful events in serious injury collisions involving large trucks by collision severity, 2007

		Large trucks involved in	
Collided with	All collsions	Serious injury collisions	Serious injury as % of total
All large trucks	15,032	355	2.4
Another motor vehicle	11,665	302	2.6
Overturn/rollover	193	8	4.1
Pedestrian	35	7	20.0
Embankment	62	5	8.1
Off roadway	178	5	2.8
Ditch	136	4	2.9
Guardrail face	124	3	2.4
Other	655	3	0.5
Cargo/equipment shift	103	2	1.9
Guardrail end	44	2	4.5
Utility pole	255	2	0.8
Wall/building/tunnel	133	2	1.5
Top 12 subtotal	13,583	345	
Top 12 as % of all large trucks	90.4%	97.2%	

Notes:

Large trucks are defined as those vehicles reported as truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), tractor/one semi-trailer, tractor/double trailer, tractor/triple trailer, or tractor (cab only, no trailer).

Serious injury collisions are defined as those collisions where one or more injured occupants obtained injuries reported as fatal or incapacitating.

Source:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

- Less than 3 percent of large trucks with trailers involved in all collisions revealed a hazard placard, and 1.4 percent were reported as having a hazard release.
- Less than 1 percent of single unit large trucks involved in all collisions revealed a *hazard placard*, and 1 percent were reported as having a *hazard release*.

Table 48. Large trucks involved in collisions, by hazard placard and release, and collision severity, 2007

		Large trucks involved in									
Vehicle use	All collisions	% of total	Fatal collisions	Incapacitating injury collisions	Non-incapacitating injury collisions	Property damage only collisions					
Large truck w/ trailer	9,740		113	149	610	8,868					
w/ hazard placard	222	2.3	4	6	15	197					
hazard release	132	1.4	2	4	10	116					
Large truck single unit	5,292		36	57	346	4,853					
w/ hazard placard	49	0.9	0	0	2	47					
hazard release	51	1.0	0	0	3	48					
Total large trucks	15,032		149	206	956	13,721					

Notes:

Large truck w/trailer is defined as those vehicles reported as tractor/one semi-trailer, tractor/double trailer, tractor/triple trailer.

Large truck single unit is defined as those vehicles reported as truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), or tractor (cab only, no trailer).

Source:

- With the exception of *fatal* collisions, the frequency of school buses involved in collisions decreased on average across all collision severity categories from 2003 to 2007.
- > Generally if fatalities exist due to a school bus collision, the fatalities occur in the other vehicle, and not within the school bus.
- > Incapacitating injuries from collisions involving school buses have decreased on average 13 percent from 2003 to 2007.

Table 49. Indiana collisions involving school buses by collision severity, 2003 to 2007

	1				1		1				1
	20	003	2	004	2	005	20)06	20	07	Average
	Count	%	annual change								
Total collisions	1,095	100.0%	946	100.0%	1,021	100.0%	853	100.0%	826	100.0%	-6.9%
By most severe injury											
Fatal	3	0.3%	1	0.1%	5	0.5%	3	0.4%	4	0.5%	8.3%
Incapacitating	11	1.0%	13	1.4%	14	1.4%	5	0.6%	5	0.6%	-14.0%
Non-incapacitating	151	13.8%	125	13.2%	123	12.0%	124	14.5%	74	9.0%	-14.7%
Property damage only	930	84.9%	807	85.3%	879	86.1%	721	84.5%	743	90.0%	-5.6%
Known injuries											
Fatal	3	100.0%	1	100.0%	5	100.0%	4	100.0%	4	100.0%	7.7%
School bus occupant	1	33.3%	0	0.0%	1	20.0%	0	0.0%	1	25.0%	0.0%
Non-motorist	1	33.3%	0	0.0%	1	20.0%	0	0.0%	2	50.0%	50.0%
Other vehicle occupant	1	33.3%	1	100.0%	3	60.0%	4	100.0%	1	25.0%	0.0%
Incapacitating	12	100.0%	21	100.0%	14	100.0%	6	100.0%	5	100.0%	-13.2%
School bus occupant	3	25.0%	9	42.9%	0	0.0%	1	16.7%	0	0.0%	-23.1%
Non-motorist	0	0.0%	1	4.8%	3	21.4%	0	0.0%	0	0.0%	0.0%
Other vehicle occupant	9	75.0%	11	52.4%	11	78.6%	5	83.3%	5	100.0%	-11.1%
Non-incapacitating	269	100.0%	245	100.0%	277	100.0%	318	100.0%	171	100.0%	-8.8%
School bus occupant	147	54.6%	101	41.2%	166	59.9%	176	55.3%	98	57.3%	-8.3%
Non-motorist	5	1.9%	6	2.4%	5	1.8%	4	1.3%	7	4.1%	10.0%
Other vehicle occupant	117	43.5%	138	56.3%	106	38.3%	138	43.4%	66	38.6%	-10.2%

Notes:

Non-motorists consists of pedestrians or pedalcyclists.

Non-incapacitating includes non-incapacitating and possible injuries.

Source:

- Fifty-three percent of school buses involved in traffic collisions were identified as the vehicle attributed to the primary contributing factor of the collision.
- Seventy-five percent of school buses involved in traffic collisions were identified as the vehicle attributed to the primary contributing factor of *unsafe backing*.
- Fifty-four percent of school buses involved in traffic collisions were identified as the vehicle attributed to the primary contributing factor of *driver distracted*.

Table 50. Top ten primary factors in collisions involving school buses by collision severity, 2007

		School buses invol	lved in	
			Serious injury collisions	School buses
			where school bus contributing	attributed to
			circumstance matched	primary factor as
Top 10 primary factors	All collisions	Serious injury collisions	collision primary factor	% of serious injury
School buses	840	9	445	53.0
Other - driver	176	1	125	71.0
Failure to yield right of way	95	0	40	42.1
Following too closely	84	0	21	25.0
Improper turning	74	0	60	81.1
Unsafe backing	72	0	54	75.0
Speed too fast for weather conditions	39	0	2	5.1
Driver distracted	37	1	20	54.1
Roadway surface condition	36	0	14	38.9
Left of center	28	4	12	42.9
Disregard signal/reg sign	23	0	4	17.4
Top 10 subtotal	664	6	352	
Top 10 as % of all school buses	79.0%	66.7%	79.1%	

Notes:

INDIANA TRAFFIC SAFETY FACTS

Top 10 primary factors are counts of vehicles, by vehicle type, involved in collisions. For example, there were 176 school buses involved in collisions where the primary factor for each collision was *Other-driver*. Note that if the collision was a multi-vehicle collision, more than one vehicle may have contributing circumstances that match the primary factor.

Serious injury collisions are defined as those collisions where one or more injured occupants obtained injuries reported as fatal or incapacitating.

Source:

> Nearly 90 percent (755/840) of school buses involved in all traffic crashes collided with *another motor vehicle*.

> Two of four school buses involved in *fatal* collisions collided with a *pedestrian*.

Table 51. School buses involved in Indiana collisions by harmful event and collision severity, 2007

	School buses involved in									
Collided with	All collisions	Fatal collisions	Incapacitating injury collisions	Non-incapacitating injury collisions	Property damage only collisions					
Another motor vehicle	755	1	5	71	678					
Other	22	0	0	0	22					
Utility pole	11	0	0	0	11					
Deer	8	0	0	0	8					
Pedestrian	8	2	0	6	0					
Tree	7	0	0	0	7					
Light/luminaire support	6	0	0	0	6					
Ditch	3	0	0	0	3					
Fence	3	0	0	1	2					
Off roadway	3	0	0	0	3					
Wall/building/tunnel	3	0	0	0	3					
Unknown	3	0	0	0	3					
Animal other than deer	2	0	0	0	2					
Animal drawn vehicle	1	0	0	0	1					
Bridge overhead structure	1	0	0	0	1					
Bridge, pier, or abutment	1	0	0	0	1					
Curb	1	0	0	0	1					
Guardrail face	1	1	0	0	0					
Mailbox	1	0	0	0	1					
Total school buses	840	4	5	78	753					

Notes:

Other harmful event is defined as those reported as other and other post/pole/support.

Unknown harmful event includes blank and invalid values.

Source:

- Eight percent of vehicles that collide with a *railway vehicle, train,* or *engine* in rural areas result in fatalities, compared to 7 percent in urban areas.
- Fifty-seven percent of vehicles that collide with a railway vehicle, train, or engine in rural areas result in property damage only collisions, compared to 74 percent in urban areas.

Figure 13. Percent of vehicles that collided with a railway vehicle, train or engine by severity of collision and locality, 2007



Source: Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

INDIANA TRAFFIC SAFETY FACTS





In 2007, there were 3,556 collisions involving motorcycles and mopeds. Of these, 1,644 were classified as single-vehicle collisions, while 1,912 were multi-vehicle. Considering all units involved in motorcycle collisions (5,626), there were 3,656 motorcycles or mopeds and 1,970 other units. Among the 5,569 total individuals in motorcycle collisions, there were 3,468 motorcycle operators and 335 motorcycle passengers. Non-motorcyclists totaled 1,766 individuals (which included 23 pedestrians and 11 pedalcyclists). Fatality counts in 2007 totaled 122 motorcyclists, and three individuals who were in other passenger vehicles. There were an additional 2,744 motorcycles injured in collisions. Fewer than one-half of all motorcycle operators in collisions were properly licensed in 2007.

HIGHLIGHTS

INDIANA TRAFFIC SAFETY FACTS

Motorcycle crashes in 2007 had several notable characteristics. Although multi-vehicle motorcycle collisions had slightly higher fatality rates than single-vehicle crashes, single vehicle motorcycle crashes had higher serious (fatal plus incapacitating) injury rates.

More than 47 percent of single-vehicle motorcycle collision fatalities involved alcohol.

Motorcycle collisions occurred proportionately more often in clear weather conditions, on straight roads with no intersections involved, and on local/city roads. However, the probabilities of more serious (fatal or incapacitating) collision severities were highest on interstate highways, interchanges and ramps, curves, and when visibility was poor.

In motorcycle collisions, other non-motorcycle vehicles are slightly more likely to have been given a citation (felony, misdemeanor, or infraction) than the involved motorcycles. However, motorcycles contribute disproportionately to the primary (causal) factor in multi-vehicle collisions when they involve such factors as *unsafe speed* or *improper passing;* non-motorcycle units (other vehicles) contribute disproportionately to the primary factor in multi-vehicle collisions when they involve such factors as *failure to yield right of way* or *improper turning*.

There was a low rate of helmet use in Indiana collisions. In 2007, helmets were reportedly used by only 28.7 percent of motorcyclists in all collisions. Among age groups, the highest rates of helmet use (as reported from collision data) are for riders between 16 and 20 years old (33.4 percent) and 60 years or older (40.1 percent). The lowest rate reported was among riders aged 40 to 49 (22.9 percent).

Considering all motorcycle collisions, the absence of a helmet was associated with injuries to the neck and above nearly 27 percent of the time; when helmet use was reported, the percentage of injuries located in the neck and head dropped to less than 12 percent. More than 44 percent of motorcyclists in collisions were characterized by injuries to the neck and head of unhelmeted riders.

- Motorcycle collisions increased by more than 14 percent from 2006 to 2007.
- > Fatal motorcycle collisions have grown at nearly 11 percent annually since 2003.
- Due to their small overall numbers, moped collisions have increased annually at a higher rate than motorcycles.
- Average annual change of fatal motorcycle collisions (10.9 percent) is more than twice the overall motorcycle average annual change.

Collision severity	2003	2004	2005	2006	2007	Average annual change
Motorcycles						
Fatal	75	90	104	92	110	10.9%
Incapacitating	328	362	341	377	445	8.3%
Non-incapacitating	1,248	1,421	1,396	1,380	1,587	6.5%
Property damage only	776	691	744	725	806	1.3%
Total	2,427	2,564	2,585	2,574	2,948	5.1%
Mopeds						
Fatal	1	10	9	12	7	-6.1%
Incapacitating	0	37	38	63	80	31.8%
Non-incapacitating	12	191	210	334	386	28.2%
Property damage only	2	72	66	116	141	29.7%
Total	15	310	323	525	614	27.9%

Table 52. Number of collisions involving motorcycles, mopeds, or both by severity and year

Notes:

Cells report count of collisions, unless otherwise noted.

Due to apparent change in classifying mopeds after 2003, average annual change for mopeds is calculated for 2004-2007.

Rules used by police to classify vehicles as 'mopeds' are not clearly stated in the Indiana code.

From 2004 to 2007 there were 11 collisions involving a motorcycle and moped colliding. These are double-counted, as one motorcycle collison and one moped collision.

Source:

- > Multi-vehicle collisions involving motorcycles have higher fatal collision rates than single-vehicle crashes.
- ➤ Generally single vehicle motorcycle crashes have higher proportions of combined fatal plus incapacitating collision severities than multi-vehicle motorcycle crashes
- > Multi-vehicle collisions have higher probabilities of property damage only.

Table 53. Probability of motorcycle or moped collision severity by vehicles involved and year

Type of motorcycle		Collision severity (percent of total annual collisions)								
or moped collision	Year	Fatal	Incapacitating	Non-incapacitating	Property damage only					
	2003	2.4%	15.1%	59.0%	23.4%					
	2004	2.9%	13.2%	65.7%	18.3%					
Single vehicle	2005	3.6%	14.4%	62.6%	19.5%					
	2006	2.9%	16.6%	63.7%	16.8%					
	2007	3.1%	17.4%	63.3%	16.2%					
	2003	3.7%	12.0%	45.5%	38.9%					
	2004	4.0%	14.5%	47.9%	33.6%					
Multi-vehicle	2005	4.2%	11.9%	48.9%	35.1%					
	2006	3.8%	12.0%	47.8%	36.4%					
	2007	3.5%	12.5%	48.6%	35.5%					

Notes:

Includes motorcycles and mopeds.

Source:

- The largest numbers of motorcycle collisions occur in clear weather conditions, on straight/level roads, with no road junctions involved.
- Nearly three-quarters of motorcycle collisions (and more than two-thirds of fatal collisions) occur on local/city roads and state/US highways.
- > Although small in number, collisions on interchanges/ramps have the highest probability of fatal collision outcomes.
- Also small in number, motorcycle collisions on interstate highways have a high likelihood of fatal or incapacitating injury outcomes.
- > Motorcycle crashes on curves result in fatal or incapacitating collision severities nearly a quarter of the time.

		Collision sev	erity (number o	of collisions)		Probab	ility of collision	severity
Characteristics	Fatal	Incapacitating	Non-incap- acitating	Property damage only	Total	Fatal (F)	Incap- acitating (I)	F + I
ALL COLLISIONS	117	525	1,969	945	3,556	3.3%	14.8%	18.1%
Weather conditions								
Poor visibility	12	85	267	128	492	2.4%	17.3%	19.7%
Clear	102	428	1,637	779	2,946	3.5%	14.5%	18.0%
Extreme weather	2	12	63	34	111	1.8%	10.8%	12.6%
Unknown	1	0	2	4	7	14.3%	0.0%	14.3%
Road junctions								
Interchange/Ramp	9	10	41	17	77	11.7%	13.0%	24.7%
Intersections	35	182	667	323	1,207	2.9%	15.1%	18.0%
No junction involved	73	329	1,256	597	2,255	3.2%	14.6%	17.8%
Unknown	0	4	5	8	17	0.0%	23.5%	23.5%
Road character								
Curves	38	142	446	142	768	4.9%	18.5%	23.4%
Straight/grade/hillcrest	18	74	255	94	441	4.1%	16.8%	20.9%
Straight/Level	60	303	1,241	676	2,280	2.6%	13.3%	15.9%
Non-roadway crash	0	6	27	31	64	0.0%	9.4%	9.4%
Unknown	1	0	0	2	3	33.3%	0.0%	33.3%
Road class								
Interstate	12	17	59	32	120	10.0%	14.2%	24.2%
County road	24	114	359	116	613	3.9%	18.6%	22.5%
Highway	50	163	568	229	1,010	5.0%	16.1%	21.1%
Local/City road	31	218	900	468	1,617	1.9%	13.5%	15.4%
Unknown	0	13	83	100	196	0.0%	6.6%	6.6%

Table 54. Characteristics of motorcycle collisions by severity of collision, 2007

Notes:

INDIANA TRAFFIC SAFETY FACTS

Includes motorcycles and mopeds.

Cells report count of collisions, unless otherwise noted.

Includes multi-vehicle and single vehicle collisions.

Unknown includes blank and invalid codes.

Characteristics (weather, road junctions/character/class) are re-grouped from collision characteristics reported in ARIES, as shown below.

Poor visibility includes cloudy, fog/smoke/smog, and blowing sand/soil/snow.

Extreme weather includes rain, severe cross wind, sleet/hail/freezing rain, and snow.

Intersections includes five point or more, four-way intersection, T-intersection, traffic circle/roundabout, and Y-intersection.

Interchange/Ramp includes interchange and ramp.

Curves includes curve/grade, curve/hillcrest, and curve/level.

Straight/grade/hillcrest includes straight/grade and straight/hillcrest.

Highway includes state road and US route.

Source:

- > In 2007, someone (an operator, a passenger, or both) died on 118 different motorcycles or mopeds.
- > Nearly 2,500 other motorcycles or mopeds had riders who suffered other non-fatal injuries in 2007.
- > Single-vehicle fatal motorcycle crashes grew annually 19 percent between 2003 and 2007.
- > Multi-vehicle motorcycle crashes are slightly more likely to result in a fatal unit outcome in 2007.
- > About one in five motorcycles involved in collisions in 2007 resulted in a fatal or incapacitating injury to its rider(s).

Table 55. Number of motorcycles and mopeds involved in collisions by unit severity, vehicles involved, and year

		Un	it severity		
Type of collision	Fatal	Incapacitating	Non-incapacitating	Property damage only	Total
All collisions					
2003	75	322	1,260	847	2,504
2004	101	399	1,619	819	2,938
2005	112	378	1,606	869	2,965
2006	104	437	1,720	902	3,163
2007	118	523	1,973	1,042	3,656
Probability of unit severity, 2007	3.2%	14.3%	54.0%	28.5%	
Single vehicle					
2003	27	168	654	260	1,109
2004	38	174	864	243	1,319
2005	48	191	839	263	1,341
2006	42	241	930	250	1,463
2007	51	283	1,029	281	1,644
Probability of unit severity, 2007	3.1%	17.2%	62.6%	17.1%	
Multi-vehicle					
2003	48	154	606	587	1,395
2004	63	225	755	576	1,619
2005	64	187	767	606	1,624
2006	62	196	790	652	1,700
2007	67	240	944	761	2,012
Probability of unit severity, 2007	3.3%	11.9%	46.9%	37.8%	
Average annual change					
All collisions	13.0%	13.5%	12.4%	5.5%	10.1%
Single vehicle	19.0%	14.2%	12.7%	2.3%	10.5%
Multi-vehicle	9.4%	14.1%	12.2%	6.9%	9.8%

Notes:

Includes motorcycles and mopeds; excludes all other vehicles/units.

Cells report count of motorcycles and mopeds involved in collisions, unless noted otherwise.

Unit severity means the worst injury suffered by someone on a motorcycle or moped.

Source:

- > Citations are given to vehicles at a fairly low rate--just above 11 percent of units are cited.
- Units/vehicles other than motorcycles had a slightly larger proportion of unit citations (6.1 percent) than motorcycles (5 percent).
- Units/vehicles other than motorcycles received citations at higher rates than motorcycles in 2007 (12.7 percent compared to 9.9 percent).

Table 56. Number of units/vehicles involved in multi-vehicle collisions and citations given, 2007

	Citation	given	
	No	Yes	Total
All units	3,515	441	3,956
Motorcycles and mopeds	1,813	199	2,012
All other units/vehicles	1,652	240	1,892
Unknown	50	2	52
As percent of all units involved			
Motorcycles and mopeds	45.8%	5.0%	50.9%
All other units/vehicles	41.8%	6.1%	47.8%
Unknown	1.3%	0.1%	1.3%
Total	88.9%	11.1%	100%
As percent of unit type			
Motorcycles and mopeds	90.1%	9.9%	100%
All other units/vehicles	87.3%	12.7%	100%
Unknown	96.2%	3.8%	100%
Total	88.9%	11.1%	100%

Notes:

INDIANA TRAFFIC SAFETY FACTS

Includes all units involved in multi-vehicle motorcycle collisions; excludes single-vehicle collisions.

Citation given includes infractions, misdemeanors, or felonies.

Unknown includes unknown, null, and invalid.

Source:

- > Helmets were reportedly used by 28.7 percent of motorcyclists in all collisions (calculated from table).
- > Lowest helmet use in all collisions (22.9 percent) is for ages 40 to 49 years old (calculated from table).
- > Lowest helmet use in fatal collisions (13 percent) is for ages 30 to 39 (calculated from table).
- > Male motorcycle operators were more than twice as likely to be killed in collisions as female operators.
- > Female passengers (injured occupants) had the highest incidence of fatal and incapacitating injuries (27 percent).
- > Under one-half of all motorcycle operators in collisions are properly licensed.

		Indi	vidual injury st	atus		Prob	ability of injury	status
Characteristics	Fatal	Incapacitating	Non-incap- acitating	All other	Total	Fatal (F)	Incap- acitating (I)	F + I
Helmet use/age								
Helmet	30	114	603	269	1,016	3.0%	11.2%	14.2%
Under 16	0	4	31	1	36	0.0%	11.1%	11.1%
16-20	2	5	71	42	120	1.7%	4.2%	5.8%
21-29	4	16	121	72	213	1.9%	7.5%	9.4%
30-39	3	25	91	52	171	1.8%	14.6%	16.4%
40-49	10	17	117	45	189	5.3%	9.0%	14.3%
50-59	4	28	114	44	190	2.1%	14.7%	16.8%
60 and older	7	19	58	13	97	7.2%	19.6%	26.8%
No helmet indicated	87	421	1,434	582	2,524	3.4%	16.7%	20.1%
Under 16	1	10	66	25	102	1.0%	9.8%	10.8%
16-20	5	28	157	49	239	2.1%	11.7%	13.8%
21-29	11	82	294	118	505	2.2%	16.2%	18.4%
30-39	20	94	262	116	492	4.1%	19.1%	23.2%
40-49	25	115	358	137	635	3.9%	18.1%	22.0%
50-59	17	72	210	102	401	4.2%	18.0%	22.2%
60 and older	8	20	82	35	145	5.5%	13.8%	19.3%
Unknown	0	0	5	0	5	0	0	0
Gender								
Female	13	107	367	62	549	2.4%	19.5%	21.9%
Operator	4	41	170	56	271	1.5%	15.1%	16.6%
Injured occupant	9	66	197	6	278	3.2%	23.7%	27.0%
Male	109	461	1,807	870	3,247	3.4%	14.2%	17.6%
Operator	109	457	1,768	858	3,192	3.4%	14.3%	17.7%
Injured occupant	0	4	39	12	55	0	7.3%	7.3%
Operators' license status								
Motorcycle / endorsement	56	240	873	469	1,638	3.4%	14.7%	18.1%
Other operator license	50	213	830	358	1,451	3.4%	14.7%	18.1%
No License	6	41	191	67	305	2.0%	13.4%	15.4%
Percent with MC license	50.0%	48.6%	46.1%	52.5%	48.3%			

Table 57. Characteristics of motorcycle operators and/or passengers, 2007

Notes:

Includes motorcycle operators and passengers only (n = 3,803), unless noted otherwise; excludes all others.

n = 3,540 individuals where helmet use is known.

n = 3,796 individuals where gender is known.

n = 3,394 motorcycle operators where license status is known.

Non-incapacitating includes non-incapacitating and possible.

All other injury status includes not reported, null, refused, and unknown.

Motorcycle / endorsement license status includes Chauffeur W/MC Endorcement, Learner Motorcycle, Operators w/MC Endorsement, and PP Chauffeur w/MC Endorsement.

Source:

- > Helmet use or non-use is associated with slightly different patterns of personal injury.
- Motorcyclists without helmets have head and neck injuries 26.7 percent of the time, compared to 11.5 percent when helmets are reported.
- Motorcyclists with helmets have proportionally more injuries to the arms and torso (34 percent) than those without helmets (22.4 percent).

Table 58. Nature and location of injuries to motorcycle operators and passengers, by reported helmet use, 2007

					Percent of			
	Neck and	Entire				Not		injuries by
Nature of injury	above	body	Torso	Arms	Legs	indicated	Total	nature
		No h	elmet indicated	1				
Severed	2	2	1	1	10	0	16	0.6%
Severe bleeding	86	4	2	3	10	0	105	4.2%
Fracture/Dislocation	64	19	17	65	165	0	330	13.1%
Internal	106	26	26	1	7	1	167	6.6%
Minor bleeding	169	10	5	57	48	2	291	11.5%
Abrasion-minor burn- contusion-bruise	156	55	21	139	113	3	487	19.3%
Complaint of pain	63	48	128	87	158	2	486	19.3%
Other	21	6	3	2	11	0	43	1.7%
None visible	5	0	4	1	5	19	34	1.3%
Not indicated	1	1	3	1	3	556	565	22.4%
Subtotal, no helmet	673	171	210	357	530	583	2,524	100.0%
Percent of injuries by location	26.7%	6.8%	8.3%	14.1%	21.0%	23.1%	100%	
			Helmet					
Severed	0	0	0	0	0	0	0	na
Severe bleeding	10	1	1	2	2	0	16	1.6%
Fracture/Dislocation	10	6	14	54	56	0	140	13.8%
Internal	19	14	15	1	2	1	52	5.1%
Minor bleeding	26	5	7	22	17	0	77	7.6%
Abrasion-minor burn- contusion-bruise	18	21	15	93	57	2	206	20.3%
Complaint of pain	27	22	70	46	69	0	234	23.0%
Other	4	4	0	3	4	0	15	1.5%
None visible	0	1	0	2	1	6	10	1.0%
Not indicated	3	1	0	1	1	260	266	26.2%
Subtotal, helmet	117	75	122	224	209	269	1,016	100.0%
Percent of injuries by								
location	11.5%	7.4%	12.0%	22.0%	20.6%	26.5%	100%	

Notes:

INDIANA TRAFFIC SAFETY FACTS

Includes motorcycle operators and passengers only; excludes all others.

n = 3,540 individuals where helmet use is known.

Includes all individual injury status categories.

Location of injury is defined as follows based on ARIES categories:

Torso includes abdomen/pelvis, back, and chest.

Arms includes elbow/lower arm and shoulder/upper arm.

Neck + above includes *eye*, *face*, *head*, and *neck*.

Legs includes hip/upper leg and knee/lower leg/foot.

Not indicated includes null and invalid.

Source:

- > Unhelmeted motorcyclists account for a disproportionate share of total motorcycle fatalities (71.3 percent).
- > The nature of injuries in more than one-half of fatalities (51.7 percent) is classified as 'internal'.
- > More than 44 percent of motorcycle fatalities are characterized by injuries to the neck and head of unhelmeted riders.
- More than one-third of motorcycle fatalities involve internal injuries or severe bleeding in the neck and head of unhelmeted riders.

Table 59. Percentage of total motorcyclist fatalities by helmet use and nature and location of injuries, 2007

			Location of inju	ry		
	Neck and	Entire			Not	
Helmet use/nature of injury	above	body	Torso	Legs	indicated	Total
No helmet indicated	44.3%	18.0%	4.9%	3.3%	0.8%	71.3%
Internal	19.7%	13.1%	3.3%		0.8%	36.9%
Severe bleeding	14.8%	0.8%				15.6%
Other	4.1%	0.8%	0.8%	0.8%		6.6%
Severed	1.6%	1.6%	0.8%	1.6%		5.7%
Fracture/Dislocation	3.3%	1.6%		0.8%		5.7%
Minor bleeding	0.8%					0.8%
Helmet	12.3%	7.4%	1.6%	2.5%	0.8%	24.6%
Internal	4.9%	6.6%	0.8%			12.3%
Fracture/Dislocation	4.1%			1.6%		5.7%
Severe bleeding	0.8%	0.8%	0.8%			2.5%
Other	1.6%					1.6%
Complaint of pain				0.8%		0.8%
Not indicated					0.8%	0.8%
Abrasion-minor burn-contusion-bruise	0.8%					0.8%
Unknown helmet use	0.8%	1.6%	0.8%	0.0%	0.8%	4.1%
Internal	0.8%	0.8%	0.8%			2.5%
Not indicated					0.8%	0.8%
Fracture/Dislocation		0.8%				0.8%
Total	57.4%	27.0%	7.4%	5.7%	2.5%	100.0%

Notes:

Includes motorcycle operators and passengers only; excludes all others.

N = 122 motorcycle or moped fatalities.

Not indicated includes null and invalid.

Source:

- Lower percentages (of 'Yes') indicate collisions that were more likely to be caused by actions of the other (non-motorcycle) vehicle.
- For example, when the primary factor in the collision was *failure to yield right of way*, the motorcyclist *failed to yield* 18.2 percent of the time.
- > High percentages mean the motorcycle operator was more of a contributor to the collision primary factor.
- For example, when the primary factor was improper passing, the motorcyclist was engaged in this behavior 79.7 percent of the time.
- Motorcyclists contribute disproportionately to the *primary factor* in collisions when *unsafe speed, improper passing,* and *alcoholic beverages* are involved.
- Other vehicles/units contribute disproportionately to the *primary factor* in collisions when *unsafe backing, failure to yield,* and *improper turning* are involved.

Table 60. Percent of time motorcycle operator contributed to primary factor in multi-vehicle collisions, 2007

Collision primary factors (Driver group)	Total MC	M	otorcycle contributing circumsta matched collision primary facto	nce r
	operators	No	Yes	Percent "Yes"
Cell phone usage	5	5	0	0.0%
Unsafe backing	37	35	2	5.4%
Failure to yield right of way	648	530	118	18.2%
Improper turning	54	40	14	25.9%
Driver asleep or fatigued	5	3	2	40.0%
Driver distracted	74	36	38	51.4%
Disregard signal/Reg sign	100	48	52	52.0%
Following too closely	263	123	140	53.2%
Left of center	79	35	44	55.7%
Improper lane usage	50	22	28	56.0%
Alcoholic beverages	44	15	29	65.9%
Speed too fast for weather conditions	6	2	4	66.7%
Not a factor - driver	3	1	2	66.7%
Pedestrian action	3	1	2	66.7%
Other (Explained in narrative) - driver	197	64	133	67.5%
Improper passing	59	12	47	79.7%
Overcorrecting/oversteering	20	4	16	80.0%
Wrong way on one way	5	1	4	80.0%
Ran off road right	7	1	6	85.7%
Unsafe speed	77	8	69	89.6%
Violation of license restriction	1	0	1	100.0%
Other telematics in use	1	0	1	100.0%
Total	1,738	986	752	43.3%

Notes:

INDIANA TRAFFIC SAFETY FACTS

Includes motorcycle operators only in multi-vehicle collisions. Excludes single vehicle collisions.

Includes only collisions in which Driver behavior was identified as the primary factor in the collision.

Excludes collisions for which Environment or Vehicle factors were identified as the primary factor in the collision.

Yes/no based on an *indicator* which denotes a motor vehicle with a contributing factor (as assessed by the reporting officer) that matches the *primary factor* to the occurrence of the collision.

More than one vehicle in a collision can have a role in causing collisions if those vehicles each have the contributing factor that matches the primary factor.

Source:

- > Single-vehicle motorcycle crashes appear more likely to involve alcohol than multi-vehicle collisions.
- > Considering all single vehicle motorcycle collisions, about one out of six motorcyclists are linked to alcohol-related units.
- > Nearly one-half of single vehicle collision motorcycle fatalities are alcohol-related.
- > Single vehicle fatalities are nearly twice as likely to involve alcohol as multi-vehicle fatalities.
- In multi-vehicle collisions, motorcycle operators and riders are twice as likely to be associated with an alcohol-related motorcycle—5.6 percent of nearly 2,000 motorcyclists were linked to a motorcycle having an alcohol-related individual. Only 2.8 percent of 1,729 individuals in other vehicles were in vehicles bearing alcohol-related persons.

Table 61. Individuals and individual injury status in alcohol-related units involved in motorcycle collisions, 2007

		Individual	injury status		
Type of vehicle/alcohol status	Fatal	Incapacitating	Non-incapacitating	All other	Total
SINGLE VEHICLE COLLISION					
Motorcycle and moped	51	302	1,139	312	1,804
Alcohol-related unit	24	66	170	31	291
Percent alcohol-related	47.1%	21.9%	14.9%	9.9%	16.1%
MULTI-VEHICLE COLLISION					
Motorcycle and moped	71	266	1,037	625	1,999
Alcohol-related unit	18	26	45	22	111
Percent alcohol-related	25.4%	9.8%	4.3%	3.5%	5.6%
All other units/vehicles	3	9	119	1,598	1,729
Alcohol-related unit			7	41	48
Percent alcohol-related	0.0%	0.0%	5.9%	2.6%	2.8%
Unknown		3	21	13	37
Totals	125	580	2,316	2,548	5,569

Notes:

Cells report counts of individuals associated with units/vehicles unless noted otherwise; alcohol-related refers to unit status.

Of 37 unknowns, 26 were non-motorcyclists classified in single vehicle collisions.

Non-incapacitating includes non-incapacitating and possible.

All other injury status includes not reported, null, refused, and unknown.

Source:





PEOPLE, 2007

INDIANA TRAFFIC SAFETY FACTS

This section on people looks at individuals involved in Indiana fatal and non-fatal collisions in 2007. Tables and figures summarize individuals involved by gender, age, locality (rural/urban), type of injury (fatal, incapacitating, non-incapacitating), physical condition, as well as restraint usage.

HIGHLIGHTS

There were 898 people killed in motor vehicle collisions and an additional 52,468 with known non-fatal injuries in 2007.

Forty-nine children (age 15 and under) were killed in traffic collisions in 2007.

Males aged 45 to 54 involved in rural collisions were nearly 4 times more likely to be killed than females of the same age.

The 16 to 17 age group represents the lowest percentage of licensed drivers, and the highest rate of licensed drivers in both fatal and all collisions.

3.9 percent of drivers involved in fatal collisions had no valid license.

Pedestrian fatalities (60) in 2007 were the lowest since 2003.

Most urban pedestrian fatalities occurred during *daylight* (18) and most rural pedestrian fatalities occurred during *dark, not lighted* times (9).

Over nine times more pedalcyclists were involved in collisions in urban areas than rural areas.

Overall restraint use has increased on average 1.7 percent each year since 2003.

Older drivers and occupants are more likely to be restrained than younger drivers.

Drivers and occupants of SUVs killed had the lowest percentage of restraint usage compared to any other vehicle type driver or occupant.

89 percent of those killed and ejected were not restrained.

If involved in a collision, a driver of a vehicle was 37.5 times more likely to have been killed if unrestrained than a driver who was restrained.

- ► Males aged 15 to 19 had the highest fatality rate of all age groups (31.8 per 100,000 population).
- > Among females, those aged 75 and over were killed at the highest rate (15.6 per 100,000 population).
- > Males were killed in traffic collisions at a rate nearly three times that of females (21.0 vs. 7.6).

Table 62. Individuals killed in motor vehicle collisions, by age, 2007

		Male			Female			Total	
Age group	Fatalities	Population	Fatalities per 100K	Fatalities	Population	Fatalities per 100K	Fatalities	Population	Fatalities per 100K
Age group	Tataiities	Topulation	population	Tataiities	Topulation	population	Tataiities	Topulation	population
Less than 5	6	220,373	2.7	0	210,077	0.0	6	430,450	1.4
5 to 9	9	222,512	4.0	7	215,916	3.2	16	438,428	3.6
10 to 14	10	227,372	4.4	9	220,344	4.1	19	447,716	4.2
15 to 19	75	236,001	31.8	31	226,864	13.7	106	462,865	22.9
20 to 24	64	216,504	29.6	23	207,429	11.1	87	423,933	20.5
25 to 34	114	432,427	26.4	34	416,806	8.2	148	849,233	17.4
35 to 44	94	446,066	21.1	38	438,488	8.7	132	884,554	14.9
45 to 54	119	457,196	26.0	23	461,569	5.0	142	918,765	15.5
55 to 64	71	325,664	21.8	25	346,343	7.2	96	672,007	14.3
65 to 74	47	181,719	25.9	16	215,521	7.4	63	397,240	15.9
75 and over	43	139,327	30.9	38	244,387	15.5	81	383,714	21.1
Unknown/									
invalid age	1	na	na	0	na	na	1	na	na
TOTAL	653	3,105,161	21.0	244	3,203,744	7.6	897	6,308,905	14.2

Notes:

There were a total of 898 fatalities in 2007; one fatality in the age group 35 to 44 has an unknown gender and is not shown above.

Sources:

Population: US Census Bureau, Population Division, Interim State Population Projections; File2. Annual projections by 5 year and selected age groups by sex. Accessed at http://www.census.gov/population/www/projections/projectionsagesex.html.

Collision: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of May 4, 2008

PEOPLE

- Female children aged 5 to 9 were 3 times more likely to be killed and female children aged 10 to 15 were over twice as likely to be killed in urban areas than male children the same age.
- > As males involved in rural collisions get older, the likelihood of a fatal injury occurring increases.
- > Males aged 45 to 54 involved in rural collisions were nearly 4 times more likely to be killed than females of the same age.
- There was a high rate of females killed age 75 and over in rural collisions (86.8 per 1,000 total injuries); this is in part due to a high number of fatalities and low number of overall females injured in this age group.

Figure 14. Fatalities, per 1,000 total injuries, by locality and age group, 2007



Notes:

Total injuries includes fatal, incapacitating, non-incapacitating, and possible categories for each age group.

Source:

 \blacktriangleright Nearly 71 percent of the fatalities occurred in rural areas.

- ➤ Children (age 15 and under) fatalities totaled 49.
- ➤ Males constituted 72.7 percent (653) of the fatalities.
- ۷ Thirty individuals (aged 16 and 17) were killed in motor vehicle crashes on rural roads, compared to five individuals in the same age group on urban roads. The 30 fatalities on rural roads is down from 44 in 2006; five on urban roads is same as in 2006.
- While individuals aged 25 to 64 represent 56.7 percent (148 of 261) of the urban fatalities, they represent only 16.5 percent (148 of 897) of the total fatalities.

Table 63 Individuals killed, by locale, age, role and gender, 2007

Total	Total urhan	Unknown age	75 + over	65 - 74	55 - 64	45 - 54	35 - 44	25 - 34	21 - 24	18 - 20	16 - 17	10 - 15	5 - 9	0 - 4	Age in years			Total rural	Unknown age	75 + over	65 - 74	55 - 64	45 - 54	35 - 44	25 - 34	21 - 24	18 - 20	16 - 17	10 - 15	5 - 9	0 - 4	Age in years		
500	141	0	12	9	21	22	22	27	15	10	1	1	0	1	Male			359	0	24	30	42	75	55	67	21	32	11	1	1	0	Male		
126	99	0	4	ω	ω	4	J	6	ω	-	0	0	0	0	Female	Driver		97	0	12	ъ	11	9	18	18	10	10	ω	1	0	0	Female	Driver	
929	170	0	16	12	24	26	27	33	18	11	1	1	0	1	Total			456	0	36	35	53	84	73	85	31	42	14	2	1	0	Total		
103	77	1	0	0	0	1	0	7	2	7	ω	1	1	2	Male	Inji		78	0	ഗ	ω	1	9	9	%	ഗ	12	10	%	ഗ	ω	Male	Inji	
96	24	0	4	2	1	0	2	2	2	ω	1	ы	2	0	Female	ured occupa		72	0	14	4	8	10	9	ഗ	2	6	6	J	ω	0	Female	ured occupa	R
199	49	1	4	2	1	1	2	9	4	10	4	6	ω	2	Total	nt	RBAN	150	0	19	7	9	19	18	13	7	18	16	13	8	ω	Total	nt	URAL
40	77	0	1	ω	4	8	J	ω	2	1	0	0	0	0	Male			13	0	0	2	1	ω	2	2	1	0	0	1	1	0	Male		
20	12	0	ω	1	1	0	1	2	0	1	0	Ц	2	0	Female	Pedestrian		8	0	1	1	1	0	1	1	2	0	0	1	0	0	Female	Pedestrian	
60	39	0	4	4	J	%	6	J	2	2	0	1	2	0	Total			21	0	1	ω	2	ω	ω	ω	ω	0	0	2	1	0	Total		
10	L)	0	0	0	0	0	1	0	1	0	0	1	0	0	Male			7	0	1	0	2	1	0	0	1	0	0	1	1	0	Male		
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Female	Pedalcyclist		2	0	0	0	0	0	2	0	0	0	0	0	0	0	Female	Pedalcyclist	
12	J.S	0	0	0	0	0	1	0	1	0	0	1	0	0	Total			9	0		0	2	1	2	0		0	0	1	<u>ب</u>	0	Total		
897	261	1	24	18	30	35	36	47	25	23	J	9	ហ	ω	age groups	Total		636	0	57	45	66	107	96	101	42	60	30	18	11	ω	age groups	Total	
10000	100.0%	0.4%	9.2%	6.9%	11.5%	13.4%	13.8%	18.0%	9.6%	8.8%	1.9%	3.4%	1.9%	1.1%	fatals	wrban		100.0%	0.0%	9.0%	7.1%	10.4%	16.8%	15.1%	15.9%	6.6%	9.4%	4.7%	2.8%	1.7%	0.5%	fatals	% total	
	29.1%	0.1%	2.7%	2.0%	3.3%	3.9%	4.0%	5.2%	2.8%	2.6%	0.6%	1.0%	0.6%	0.3%	fatals	70 overall		70.9%	0.0%	6.4%	5.0%	7.4%	11.9%	10.7%	11.3%	4.7%	6.7%	3.3%	2.0%	1.2%	0.3%	fatals	% overall total	:

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of May 4, 2008 Excludes individuals with unknown gender and locality (rural/urban). There were a total of 898 fatalities in 2007. One fatality is excluded due to an unknown gender.

INDIANA TRAFFIC SAFETY FACTS

Notes:

Sixty-two percent of non-fatal injuries occurred in collisions in urban localities (32,576 of 52,281).

- Female drivers comprised 44.3 percent of the drivers involved in non-fatal rural and 54 percent of the drivers involved in non-fatal urban collisions.
- More than 86 percent of the non-fatal injured pedestrians and nearly 91 percent of the non-fatal injured pedalcyclists occurred in urban area collisions.
 - Individuals aged 25-34 in urban collisions comprised 11.3 percent of the non-fatal injured persons involved in collisions.

	;	% overall total non-	fatal injuries	0.8%	1.0%	1.7%	3.7%	4.6%	3.9%	6.3%	5.4%	4.7%	2.9%	1.5%	1.1%	0.0%	37.7%	:	% overall total non-	fatal injuries	1.3%	1.8%	2.9%	3.8%	6.1%	6.3%	11.3%	9.2%	8.7%	5.5%	3.0%	2.4%	0.1%	62.3%	
	•	% total rural non-fatal	injuries	2.1%	2.6%	4.5%	6.6%	12.3%	10.4%	16.7%	14.3%	12.5%	7.8%	3.9%	2.9%	0.1%	100.0%		% total urban non-fatal	injuries	2.1%	3.0%	4.7%	6.1%	9.7%	10.1%	18.2%	14.7%	13.9%	8.8%	4.8%	3.8%	0.2%	100.0%	
		Total for	age groups	415	503	881	1,953	2,423	2,052	3,288	2,825	2,469	1,536	771	575	14	19,705		Total for	age groups	681	962	1,516	1,977	3,164	3,288	5,923	4,804	4,535	2,879	1,550	1,247	50	32,576	52 281
			Total	0	10	25	ß	9	4	6	6	10	IJ		2	0	68			Total	11	96	261	44	75	54	78	93	95	41	12	ß	0	865	054
		Pedalcyclist	Female	0	1	4	1	2	4	7	7	2	7	0	0	0	20		Pedalcyclist	Female	2	27	52	10	16	13	21	23	20	1	0	2	0	187	207
			Male	0	6	21	4	4	ŝ	7	2	8	С	-	2	0	69			Male	6	69	209	34	59	41	57	70	75	40	12	ŝ	0	678	747
			Total	21	14	18	16	20	12	36	25	18	16	4	12	1	216			Total	76	106	164	79	102	95	178	164	165	116	64	55	2	1,366	1 582
		Pedestrian	Female	œ	6	7	8	10	5	12	11	10	9	ŝ	1	0	60		Pedestrian	Female	37	43	59	37	41	46	78	67	82	57	26	31	0	604	709
			Male	13	IJ	11	8	10	7	24	14	8	10	4	11	1	126			Male	39	63	105	42	61	49	100	97	83	59	38	24	2	762	888
>	RURAL	ant	Total	376	472	773	629	645	472	598	474	395	236	188	148	7	5,413	JRBAN	ant	Total	568	746	995	669	785	724	1,075	780	724	456	322	294	36	8,204	13 617
		jured occup	Female	189	255	459	355	325	218	325	301	272	176	140	117	1	3,133		jured occup	Female	278	399	578	429	511	440	682	514	528	351	255	231	24	5,220	8 353
.		II	Male	187	217	314	274	320	254	273	173	123	60	48	31	9	2,280		II	Male	290	347	417	270	274	284	393	266	196	105	67	63	12	2,984	5 264
•			Total	18	7	65	1,303	1,752	1,561	2,645	2,317	2,046	1,279	575	413	9	13,987			Total	26	14	96	1,155	2,202	2,415	4,592	3,767	3,551	2,266	1,152	893	12	22,141	36 128
•		Driver	Female	×	0	28	638	806	672	1,159	993	857	615	247	166	4	6,195		Driver	Female	15	8	32	662	1,172	1,337	2,494	2,001	1,873	1,263	607	493	4	11,961	18 156
			Male	10	ß	37	665	946	889	1,486	1,324	1,189	664	328	247	7	7,792			Male	11	9	64	493	1,030	1,078	2,098	1,766	1,678	1,003	545	400	∞	10,180	17 972
			Age in years	0 - 4	5 - 9	10 - 15	16 - 17	18 - 20	21 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 + over	Unknown age	Total rural			Age in years	0 - 4	5 - 9	10 - 15	16 - 17	18 - 20	21 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 + over	Unknown age	Total urban	Total

Table 64. Individuals with non-fatal injuries by locale, age, role and gender, 2007

Notes:

Excludes individuals with unknown gender and locality (rural/urban). Non-fatal injuries are those individuals with injury status of incapacitating, non-incapacitating, and possible.

- ▶ In 2007, 53,366 persons were known injured or killed in motor vehicle collisions; 898 of those were fatalities.
- Pedestrians and motorcycle/moped riders had the highest likelihood of being killed (32.5 and 32.1 per 1,000 involved respectively).
- Motorcycle/moped riders accounted for 1.2 percent of all individuals involved and 13.6 percent of all fatalities.

Table 65. Individuals involved in collisions, by person type and injury status, 2007

Person type	Fatalities	% all fatalities	Fatalities, per 1,000 total	Incap- acitating	Non-incap- acitating	Unknown injury	Not injured	Total individuals	% all individuals
Vehicle occupants									
Driver	513	57.1%	1.7	1,993	31,766	8,251	266,817	309,340	93.7%
Injured occupant	190	21.2%	13.6	800	12,615	169	207	13,981	4.2%
Motorcycle/moped riders	122	13.6%	32.1	568	2,176	55	882	3,803	1.2%
Non-occupants									
Pedestrians	60	6.7%	32.5	217	1,374	42	154	1,847	0.6%
Pedalcyclists	13	1.4%	11.1	84	875	24	174	1,170	0.4%
TOTAL	898	100.0%	2.7	3,662	48,806	8,541	268,234	330,141	100.0%

Notes:

INDIANA TRAFFIC SAFETY FACTS

Unknown injury includes injury status of Not Reported, Unknown, Refused (treatment) and invalid injury codes.

Not injured status consists primarily of drivers involved in Property Damage Only collisions.

Killed, per 1,000 total defined as the number of fatalities per 1,000 individuals in the person type class involved.

Source:

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of May 4, 2008

- The 16 to 17 age group represents the lowest percentage of licensed drivers, and the highest rate of licensed drivers in both fatal and all collisions.
- > The 18 to 20 year old age group had the highest rate of drivers killed in 2007 (2.3 per 10,000 licensed).
- Consistent with 2006, the 25 to 34 age group in 2007 had the highest total number of drivers in fatal collisions as well as in all collisions.
- Relative to their percentage of licensed drivers, several age groups are overrepresented in both fatal and all collisions including groups aged 16 to 17, 18 to 20, 21 to 24, and 25 to 34.

Table 66. Drivers in collisions, by age and rate, 2007

Age	Licensed drivers	Percent of total licensed drivers	Drivers in fatal collisions	Percent of total drivers in fatal collisions	Drivers in fatal collisions per 10,000 licensed drivers	Drivers killed	Percent of total drivers killed	Drivers killed per 10,000 licensed drivers	Drivers in all collisions	Percent of total drivers in all collisions	Drivers in all collisions per 10,000 licensed drivers
<16	0	0.0%	5	0.4%	na	5	0.8%	na	1,665	0.5%	na
16-17	79,143	1.4%	49	4.0%	6.2	15	2.4%	1.9	20,340	6.5%	2,570.0
18-20	234,352	4.3%	102	8.3%	4.4	53	8.5%	2.3	32,180	10.3%	1,373.1
21-24	345,015	6.3%	105	8.5%	3.0	49	7.8%	1.4	33,453	10.7%	969.6
25-34	980,613	17.9%	232	18.8%	2.4	118	18.8%	1.2	61,278	19.6%	624.9
35-44	982,441	18.0%	221	17.9%	2.2	100	16.0%	1.0	55,159	17.6%	561.4
45-54	995,026	18.2%	228	18.4%	2.3	110	17.6%	1.1	49,851	15.9%	501.0
55-64	772,639	14.1%	146	11.8%	1.9	77	12.3%	1.0	32,380	10.3%	419.1
65-74	491,095	9.0%	82	6.6%	1.7	47	7.5%	1.0	15,264	4.9%	310.8
75+over	590,105	10.8%	66	5.3%	1.1	52	8.3%	0.9	11,008	3.5%	186.5
Unknown age	0	0.0%	0	0.0%	na	0	0.0%	na	230	0.1%	na
Total	5,470,429	100.0%	1,236	100.0%	2.3	626	100.0%	1.1	312,808	100.00%	571.8

Notes:

NA = not applicable

Sources:

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of May 4, 2008 Indiana Bureau of Motor Vehicles, as of January 10, 2008 More than one-half of all drivers involved in fatal collisions were classified as being in a Normal apparent physical condition and more than one-fourth were classified as Unknown.

- Except for Normal, Had been drinking constituted the most common condition for fatal and all collisions (150 and 9,027 respectively).
- For drivers in apparent normal physical condition, the rate per 1,000 collisions of a fatal injury increased with age.
- Drivers aged 17 who were reported to have been drinking had a fatal injury rate of 50 per 1,000 total collisions higher than any other age group who had been drinking.

2
ы
E
9
H:
σ
Ę
8
_
g
H.
S
2
d
÷
H
E.
ğ
5
d
2
a
a
ň
Ø.
٩
ŝ
2
9
Ś
Ξ.
0
C
H
2
/e
Ľ.
5
6
a
1
ac
Ĥ

		Normal		Had t	oeen drin	ıking	Aslee	sp/Fatigue	q	-	Ulness		Drugs,	/Medicatic	uo	Hand	icapped		Unl	umoux			Total	
	Drivers	Drivers		Drivers	Drivers		Drivers	Drivers		Drivers	Drivers		Drivers	Drivers		rivers	Drivers	Ω	rivers	Drivers		Drivers	Drivers	
	in fatal	in all		in fatal	in all		in fatal	in all		in fatal	in all		in fatal	in all	.n	n fatal	in all	i.	ı fatal	in all		in fatal	in all	
Driver age	collision	s collision	s Rate	collision	s collision	is Rate	collisions	collisions	Rate	collisions	collisions	Rate	collisions	collisions	Rate co.	llisions a	dlisions R	tate col	lisions c	ollisions	Rate	ollisions	collisions	Rate
<16	2	1,207	1.7	0	29	0.0	0	7	0.0	0	3	0.0	0	3	0.0	0	2 (D.C	ю	407	7.4	5	1,658	3.0
16	16	8,431	1.9	0	50	0.0	0	80	0.0	0	7	0.0	0	7	0.0	0	1 (0.0	0	63	0.0	16	8,639	1.9
17	19	11,302	1.7	9	120	50.0	-	116	8.6	0	19	0.0	2	22	90.9	0	4 (0.0	9	123	48.8	34	11,706	2.9
18	24	11,485	2.1	5	226	22.1	0	177	0.0	0	34	0.0	0	36	0.0	0	3 (0.0	10	149	67.1	39	12,110	3.2
19	18	9,860	1.8	4	250	28.0	0	191	0.0	0	20	0.0	1	30	33.3	0	3	0.0	12	136	88.2	38	10,490	3.6
20	13	9,004	1.4	2	296	6.8	-	158	6.3	0	18	0.0	0	34	0.0	0) 7	0.0	10	116	86.2	26	9,633	2.7
21	10	8,552	1.2	8	499	16.0	0	156	0.0	0	23	0.0	0	39	0.0	0) 7	0.0	7	131	53.4	25	9,407	2.7
22	8	7,869	1.0	4	458	15.3	0	102	0.0	0	25	0.0	1	29	34.5	0	11 (0.0	8	136	58.8	24	8,630	2.8
23	13	7,039	1.8	5	403	12.4	0	109	0.0	0	21	0.0	0	33	0.0	0	8	0.0	10	126	79.4	28	7,739	3.6
24	15	7,137	2.1	6	380	23.7	0	96	0.0	0	25	0.0	1	37 2	27.0	0	14 (0.0	2	105	47.6	30	7,794	3.8
25-34	117	56,869	2.1	35	2,530	13.8	З	643	4.7	2	219	9.1	8	279 2	28.7	1	61 1(5.4	73	846	86.3	239	61,447	3.9
35-44	123	51,882	2.4	25	1,826	13.7	4	411	17.0	1	245	4.1	2	221	9.0	0	64 (0.0	99	615	107.3	224	55,264	4.1
45-54	129	47,176	2.7	30	1,332	22.5	ß	421	11.9	0	271	0.0	1	179	5.6	1	75 15	3.3	64	500	128.0	230	49,954	4.6
55-64	88	31,053	2.8	9	446	13.5	2	260	7.7	4	243	16.5	0	53	0.0	0	64 (0.0	48	290	165.5	148	32,409	4.6
65-74	48	14,661	3.3	4	136	29.4	Э	121	24.8	ю	155	19.4	0	22	0.0	0	46 (0.0	25	132	189.4	83	15,273	5.4
75 + over	40	10,399	3.8	1	37	27.0	0	106	0.0	ю	142	21.1	0	11	0.0	1	55 16	8.2	21	266	78.9	99	11,016	6.0
Unknown age	0	152	0.0	0	6	0.0	0	0	na	0	0	na	0	-	0.0	0	2 (0.0	0	36	0.0	0	200	0.0
Total	683	294,078	2.3	150	9,027	16.6	22	3,154	7.0	13	1,470	8.8	16	1,036	15.4	3	427 7	7.0	368	4,177	88.1	1,255	313,369	4.0

Notes:

Rate = drivers in fatal collisions per 1,000 drivers in all collisions for each age group and condition.

Unknown includes missing values.

A driver can be assigned more than one condition type; totals will not match actual unique individual totals.

Source:

- Had been drinking is apparent across all ages and age groups, but highest for ages 17 to 24, then dramatically declines with age.
- > 21 year olds, the legal age of drinking, have a high propensity towards drinking and driving, resulting in collisions.
- ► 16 year olds are highest risk for being fatigued or asleep.





Notes:

INDIANA TRAFFIC SAFETY FACTS

Excludes Normal and Unknown categories of Apparent physical condition. Other category consists of the apparent physical conditions of Handicapped and Illness.

Source:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Indiana Bureau of Motor Vehicles, as of January 10, 2008

- > Out-of-state drivers typically represent a small proportion of all drivers in Indiana collisions (10.7 percent).
- > June, July and August represent the highest percent per month of out-of-state drivers involved in collisions (nearly 12 percent).
- September represented the highest month for out-of-state drivers to be involved in fatal collisions (26, or 21.3 percent of total drivers for the month).
- > August had the highest number of Indiana drivers involved in fatal collisions (114).

Figure 16. In-state and out-of-state drivers in all collisions by month of collision, 2007







Notes:

Includes only those drivers where status of license state is known.

Source:

- Drivers with learner permits involved in fatal collisions comprised 1.8 percent of all drivers in fatal collisions, while totaling only 0.7 percent of drivers in all collisions.
- > 3.9 percent of drivers involved in fatal collisions and 1.4 percent of drivers in all collisions had no valid license.
- > Nearly 98 percent of drivers involved in collisions were licensed.

Table 68. License types of drivers involved in collisions, 2007

			Driver injury statu	5			
License type	Fatal	% of fatal total	Incapacitating	Non- incapacitating	Unknown or no injury	Total	% of total
Operator	442	71.4%	1,902	29,363	235,484	267,191	86.9%
Commercial driver	39	6.3%	101	826	16,992	17,958	5.8%
Motorcycle	82	13.2%	257	1,189	4,726	6,254	2.0%
No license	24	3.9%	89	757	3,507	4,377	1.4%
Probationary operator	4	0.6%	14	386	3,547	3,951	1.3%
Chauffeur	11	1.8%	34	292	3,114	3,451	1.1%
Learner Permit	11	1.8%	38	375	1,661	2,085	0.7%
Unknown license type	6	1.0%	16	213	1,885	2,120	0.7%
Total	619	100.0%	2,451	33,401	270,916	307,387	100.0%

Notes:

INDIANA TRAFFIC SAFETY FACTS

Includes only drivers of motorcycles/mopeds, passenger cars, SUVs, vans, pickup and large trucks.

Chauffeur includes chauffeur and public passenger chauffeur.

Learner permit includes learners permit, drivers education learners permit, and learner motorcycle.

Motorcycle includes motorcycle, chauffeur with motorcycle endorsement, operators with motorcycle endorsement, and public passenger chauffeur with motorcycle endorsement. Non-incapacitating includes non-incapacitating and possible injuries.

Source:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

- > After a substantial increase from 2005 to 2006, pedestrian and pedalcyclist fatalities decreased in 2007.
- > Pedestrian fatalities in 2007 were the lowest since 2003.

Figure 18. Pedestrian and pedalcyclist fatalities involved in motor vehicle collisions, 2003 - 2007



Source:

PEOPLE

- Male pedestrians aged 45 to 54 comprised the largest number of pedestrians killed in traffic collisions in 2007. This changed from 2006, where the largest age group killed was the 25 to 34 year olds.
- > There were twice as many male pedestrians killed as females in 2007.
- > Male and female pedestrians aged 25 to 54 each comprised 38 percent of those involved in non-fatal collisions.

Figure 19. Pedestrians killed in motor vehicle collisions, by age and gender, 2007



Figure 20. Pedestrians with non-fatal injuries or no injuries involved in motor vehicle collisions, by age and gender, 2007



Notes:

An additional 31 pedestrians with missing or invalid ages or gender are not shown in Figure 6.

Source:

- Consistent with 2006, On roadway and Crossing not at an intersection were the two actions that resulted in the largest number of fatalities for pedestrians in 2007.
- > The main actions of 34.7 percent of pedestrians in non-fatal collisions involved crossing a road.

Figure 21. Pedestrians killed in motor vehicle collisions, by pedestrian action, 2007







Source:

INDIANA TRAFFIC SAFETY FACTS

- > More pedestrian fatal collisions occurred in urban than rural areas.
- > More pedestrian fatalities occurred in October (9) than in any other month, with November and December following (8 each).
- Most urban pedestrian fatalities occurred during daylight (18) and most rural pedestrian fatalities occurred during dark, not lighted times (9).

Figure 23. Pedestrians killed in motor vehicle collisions by locality, month of collision and light condition, 2007



Source:

- > Over nine (9) times more pedalcyclists were involved in collisions in urban areas than rural areas (1,055 vs. 112).
- Pedalcyclists were involved in collisions most often during the 5-6pm time in rural areas. Those involved in urban areas started mainly at 2pm, peaked at 5pm and then decreased dramatically.
- Sundays had the lowest number of pedalcyclists involved in collisions in both rural and urban areas (8 and 99 respectively).
- > Monday through Friday shows an even distribution of pedalcyclists involved in urban area collisions.



Figure 24. Pedalcyclists involved in collisions, by locale, time of day, day of week, 2007

Notes:

INDIANA TRAFFIC SAFETY FACTS

Rural n = 112; Urban n = 1,055.

Includes all injury status of pedalcyclists involved in collisions; excludes those with unknown locales, time of day and day of week.

Source:
- > Overall restraint use has increased on average 1.7 percent each year since 2003.
- > Less than half of the persons killed each year (2003-2007) were restrained.
- The percent of motor vehicle occupants restrained increased steadily as the injury severity decreased, indicating a person who is restrained is less likely to be killed when involved in a collision (e.g., in 2007, 43.4 percent for fatally injured persons to 90.1 percent for non-injured persons).

Table 69. Individuals in motor vehicle collisions, by restraint use and injury status, 2003 - 2007

	2003	2004	2005	2006	2007	Average annual change
All occupants	348,715	344,460	338,630	309,580	322,940	-1.8%
% Restraint used	83.4%	84.6%	84.1%	85.6%	89.0%	1.7%
% Restraint not used	5.4%	5.4%	4.8%	4.4%	3.1%	-12.4%
% Unknown restraint	11.2%	9.9%	11.2%	10.1%	7.9%	-7.7%
Fatal injuries	687	752	748	695	698	0.6%
% Restraint used	43.7%	40.4%	40.8%	39.4%	43.4%	0.1%
% Restraint not used	44.8%	46.0%	47.1%	46.8%	43.0%	-1.0%
% Unknown restraint	11.5%	13.6%	12.2%	13.8%	13.6%	4.9%
Incapacitating injuries	3,545	3,254	3,127	3,021	2,787	-5.8%
% Restraint used	65.2%	63.4%	61.1%	63.6%	64.8%	-0.1%
% Restraint not used	24.0%	26.4%	28.6%	27.7%	25.0%	1.4%
% Unknown restraint	10.7%	10.1%	10.3%	8.6%	10.2%	-0.7%
Non-incapacitating injuries	50,827	53,871	51,777	47,475	44,344	-3.2%
% Restraint used	80.8%	81.3%	80.9%	82.0%	85.6%	1.5%
% Restraint not used	12.0%	11.9%	11.3%	10.9%	9.0%	-6.6%
% Unknown restraint	7.2%	6.8%	7.8%	7.1%	5.3%	-6.3%
Unknown injuries	24,310	29,361	34,280	21,665	8,411	-15.1%
% Restraint used	85.0%	85.6%	84.5%	84.2%	85.0%	0.0%
% Restraint not used	5.2%	4.3%	3.8%	3.5%	2.7%	-15.0%
% Unknown restraint	9.8%	10.1%	11.7%	12.3%	12.3%	6.0%
Not injured	269,346	257,222	248,698	236,724	266,700	0.0%
% Restraint used	84.0%	85.6%	85.1%	86.8%	90.1%	1.8%
% Restraint not used	3.8%	3.8%	3.1%	2.7%	1.8%	-16.6%
% Unknown restraint	12.1%	10.6%	11.8%	10.5%	8.1%	-8.7%

Notes:

Excludes unit types of bicycles, pedestrians, farm vehicles, motorcycles and mopeds.

Restraint used includes the use of one of the following: 1) Lap belt only, 2) Harness,

3) Airbag deployed and harness, 4) Child restraint, or 5) Lap and harness.

Non-incapacitating injuries include those injuries reported as non-incapacitating or possible.

Unknown injuries include Not reported, Unknown, Refused (treatment), and invalid injury codes.

Not injured includes individuals reported with blank values in the injury status code field (mainly drivers in property damage only collisions).

Source:

- > Older drivers and occupants are more likely to be restrained than younger drivers.
- > Drivers and occupants killed aged 21 to 34 were least likely to be properly restrained (29.6 and 29 percent respectively).

Injury status Age group Fatal Incapacitating Non-incapacitating Unknown injury Not injured Total Restraint use Driver Occupant Driver Driver Driver Occupant Driver Occupant Occupant Occupant Occupant Driver <21 5,971 1,504 45.808 53.686 64 83 339 343 6,304 89 77 6,896 % Restraint used 39.1% 42.2% 60.8% 55.7% 85.2% 80.2% 86.2% 88.8% 89.2% 51.9% 88.4% 78.3% % Restraint not used 45.3% 37.3% 29.8% 33.2% 9.6% 14.8% 2.7% 1.9% 3.9% 3.0% 15.7% 5.6% % Unknown restraint 15.6% 20.5% 9.4% 11.1% 5.2% 5.0% 11.2% 5.6% 8.9% 44.2% 8.6% 6.0% 21 - 34 142 31 628 190 9,885 2,618 2,478 37 80,504 93,637 2,932 56 % Restraint used 29.6% 29.0% 60.5% 46.3% 85.4% 78.7% 83.2% 70.3% 89.7% 26.8% 88.8% 75.0% % Restraint not used 58.5% 51.6% 27.2% 39.5% 9.1% 14.7% 3.3% 8.1% 2.1% 5.4% 3.1% 16.5% % Unknown restraint 12.0% 19.4% 12.3% 14.2% 5.5% 6.5% 13.5% 21.6% 8.3% 67.9% 8.2% 8.5% 35 - 54 153 36 656 150 9,997 2.108 2.717 22 89.857 41 103.380 2.357 % Restraint used 43.1% 38.9% 69.2% 65.3% 88.1% 85.8% 72.7% 90.5% 39.0% 89.9% 79.8% 82.4% % Restraint not used 44 4% 38.9% 20.6% 24 7% 64% 11.3% 21% 4.5% 17% 24% 24% 12.4% % Unknown restraint 12.4% 22.2% 10.2% 10.0% 5.5% 6.3% 12.0% 22.7% 7.8% 58.5% 7.7% 7.8% 110 58,043 1,712 55 + over 150 38 365 5,870 1,522 1,515 11 50,143 31 81.8% % Restraint used 80.8% 91.3% 90.5% 35.5% 91.0% 58.0% 65.8% 82.7% 86.3% 91.2% 88.4% 32.7% 23.7% 13.2% 13.6% 4.3% 5.4% 2.1% 18.2% 1.3% 0.0% 1.8% 6.3% % Restraint not used % Unknown restraint 9.3% 10.5% 6.0% 3.6% 4.4% 4.1% 11.6% 0.0% 7.5% 64.5% 7.3% 5.3% All ages 31.723 12,552 8.214 266.312 308.746 13.897 509 188 1.988 793 159 205 67.2% % Restraint used 43.2% 44.1% 59.0% 87.3% 81.5% 85.2% 81.8% 90.2% 40.0% 89.5% 79.1% % Restraint not used 45.0% 37.2% 22.9% 30.4% 7.5% 2.6% 6.9% 1.8% 2.6% 14.2% 13.1% 3.4% % Unknown restraint 11.8% 18.6% 10.0% 10.6% 5.2% 5.4%12.2% 11.3% 8.1%56.6% 7.9% 6.7%

Table 70. Drivers and occupants, by age, restraint use and injury severity, 2007

Notes:

INDIANA TRAFFIC SAFETY FACTS

Includes only individuals with valid age.

Excludes unit types of bicycles, pedestrians, farm vehicles, motorcycles and mopeds.

Restraint used includes the use of one of the following: 1) Lap belt only, 2) Harness, 3) Airbag deployed and harness, 4) Child restraint, or 5) Lap and harness.

Non-incapacitating injuries include those injuries reported as non-incapacitating or possible. Unknown injuries include Not reported, Unknown, Refused (treatment), and invalid injury codes.

Not injured includes individuals reported with blank values in the injury status code field (mainly drivers in property damage only collisions).

Source:

- > Pickup truck drivers and occupants continue to have the lowest restraint use percentage.
- Drivers and occupants of SUVs killed had the lowest percentage of restraint usage compared to any other vehicle type driver or occupant.
- > Generally, motor vehicle occupants were less properly restrained than drivers in all differing vehicle types.
- > Generally, females were properly restrained more than males in all vehicle types.

Table 71. Drivers and occupants injured in collisions, by restraint use, vehicle type and gender, 2007

		F	atal			Person	al injury		
	Ν	/Iale	F	emale		Male	F	emale	Total
Vehicle type	Driver	Occupant	Driver	Occupant	Driver	Occupant	Driver	Occupant	
Buses	1	0	0	0	21	89	21	114	246
% Restraint used	100.0%	na	na	na	76.2%	4.5%	95.2%	2.6%	17.9%
% Restraint not used	0.0%	na	na	na	4.8%	92.1%	0.0%	91.2%	76.0%
% Unknown restraint	0.0%	na	na	na	19.0%	3.4%	4.8%	6.1%	6.1%
Passenger cars	185	51	83	55	8,689	2,976	12,839	4,955	29,833
% Restraint used	50.8%	41.2%	57.8%	69.1%	84.8%	80.1%	92.5%	86.7%	87.6%
% Restraint not used	38.4%	41.2%	36.1%	21.8%	8.9%	13.5%	3.9%	8.6%	7.5%
% Unknown restraint	10.8%	17.6%	6.0%	9.1%	6.3%	6.4%	3.6%	4.7%	4.9%
Pickup trucks	104	16	10	9	3,584	677	914	783	6,097
% Restraint used	26.0%	12.5%	50.0%	55.6%	68.4%	56.7%	76.7%	72.4%	68.0%
% Restraint not used	63.5%	43.8%	50.0%	11.1%	22.0%	31.6%	15.4%	21.3%	22.8%
% Unknown restraint	10.6%	43.8%	0.0%	33.3%	9.5%	11.7%	7.9%	6.3%	9.2%
SUVs	51	25	13	11	1,849	781	2,706	1,281	6,717
% Restraint used	23.5%	12.0%	30.8%	27.3%	81.5%	78.0%	91.2%	84.6%	84.7%
% Restraint not used	60.8%	64.0%	61.5%	45.5%	12.5%	14.0%	4.9%	10.2%	9.9%
% Unknown restraint	15.7%	24.0%	7.7%	27.3%	6.0%	8.1%	3.9%	5.2%	5.4%
Vans	22	9	14	12	1,092	597	1,398	900	4,044
% Restraint used	54.5%	33.3%	71.4%	66.7%	86.1%	81.4%	92.5%	87.9%	87.6%
% Restraint not used	31.8%	66.7%	28.6%	16.7%	8.9%	14.7%	2.8%	9.2%	8.1%
% Unknown restraint	13.6%	0.0%	0.0%	16.7%	5.0%	3.9%	4.7%	2.9%	4.3%
Large trucks	23	0	1	0	303	36	12	11	386
% Restraint used	30.4%	na	0.0%	na	77.9%	38.9%	83.3%	54.5%	70.7%
% Restraint not used	26.1%	na	0.0%	na	10.6%	50.0%	8.3%	45.5%	16.1%
% Unknown restraint	43.5%	na	100.0%	na	11.6%	11.1%	8.3%	0.0%	13.2%
Other vehicle types	2	1	0	0	197	61	73	51	385
% Restraint used	0.0%	0.0%	na	na	46.7%	32.8%	68.5%	33.3%	46.5%
% Restraint not used	50.0%	100.0%	na	na	36.5%	47.5%	15.1%	41.2%	35.1%
% Unknown restraint	50.0%	0.0%	na	na	16.8%	19.7%	16.4%	25.5%	18.4%

Notes:

Large trucks is defined as one of the following types, as defined on the *Indiana Crash Report*, (1) truck (single 2 axle, 6 tires), (2) truck (single 3 or more axles), (3) truck/trailer (not semi), (4) tractor/one semi-trailer, (5) tractor/double trailer, (6) tractor/triple trailer, (7) tractor (cab only, no trailer), (8) pickup truck with gross vehicle weight rating greater than 10,000 pounds.

Other vehicle types consists of Unknown, Combination vehicles, and Motor Homes/RVs.

Restraint used includes the use of one of the following: 1) Lap belt only, 2) Harness, 3) Airbag deployed and harness, 4) Child restraint, or 5) Lap and harness. Personal injury includes injury statuses of incapacitating, non-incapacitating and possible.

Source:

- > Persons not restrained are more likely to be ejected and suffer a fatal injury.
- > 76 percent of those killed and ejected (ejected, partially ejected, pinned under) were known not restrained (137 of 180).
- Nearly half (47.2 percent, 137 of 290) of those killed and known not restrained were ejected (*ejected, partially ejected, pinned under*).

Figure 25. Fatalities of individuals in collisions of passenger vehicles, by ejection status and restraint use, 2007



Notes:

INDIANA TRAFFIC SAFETY FACTS

Includes vehicle types of passenger cars, pickup trucks, SUVs and vans.

Percents are individuals killed known to be restrained or not restrained as a percent of the total of individuals for each ejection status. For example, 79.4% represents 104 individuals killed, ejected and known not restrained of 131 individuals known to be ejected.

Source:

PEOPLE

- > There were 650 drivers who were killed or suffered incapacitating injures who were not properly restrained.
- If involved in a collision, a driver of a vehicle was 37.5 times more likely to have been killed if unrestrained than a driver who was restrained.
- For all seat positions, a person was more likely to be killed or seriously injured if not restrained.
- A person in the center rear seat if unrestrained is more likely to be killed than persons unrestrained in the left or right rear seats.

Figure 26. Individuals known to be unrestrained in passenger vehicles involved in collisions, by seat positions, injury status, and the unrestrained risk of injury, 2007



Unrestrained in pickup bed 1 Fatal 5 Incapacitating 17 Non-incapacitating

Notes:

Calculations include only individuals where injury status, restraint use and seat position were known.

Numbers shown represent the number of known unrestrained persons in each seat position and the relative risk of injury (in parenthesis) for that injury and seat position if unrestrained.

Relative risk of injury is defined as the ratio of persons who incurred the injury given they were unrestrained, to those who incurred the injury given they were restrained.

Includes only persons in passenger vehicles only (passenger cars, SUVs, vans, pickup trucks) and where restraint use is known. na = not applicable; there were no persons in that seat position or no persons in that seat position restrained.

Source:





ALCOHOL, 2007

INDIANA TRAFFIC SAFETY FACTS

A collision in the Indiana State Police Automated Reporting and Information Exchange System (ARIES) is identified as alcohol-related if any of the following conditions are met: (1) *Alcoholic beverages* is listed as the primary factor of the collision; (2) *Alcoholic beverages* is listed as a contributing circumstance in the collision; (3) any vehicle driver or non-motorist (pedestrian, bicyclist) involved in the collision had a blood alcohol content (BAC) test result greater than zero; (4) the collision report lists the apparent physical condition of any vehicle driver or nonmotorist involved as *had been drinking*; or (5) a vehicle driver is issued an Operating While Intoxicated citation.

In 2007, there were 9,942 alcohol-related collisions, which resulted in 253 fatalities and another 4,986 personal injuries. Of the 626 drivers killed in motor vehicle crashes in 2007, nearly 25 percent (153 drivers) had positive BAC (g/dL) results (greater than zero), and nearly 22 percent (136 drivers) were legally intoxicated with BAC results of .08 g/dL or greater. There were 110 drivers killed who were reported to have positive drug tests in 2007 (17.5 percent of driver fatalities).

HIGHLIGHTS

The majority of individuals killed or injured in alcohol-related collisions are within the vehicles classified as alcohol-related.

The proportions of total fatalities and total injuries classified as alcohol-related have declined annually on average from 2003 to 2007.

Males between the ages of 20 to 24 comprised the demographic group most likely to experience injuries in alcohol-related collisions, with a rate of 333 injuries per 100,000 population. In comparison to females, male drivers exhibited higher proportions of alcohol-related crash involvement for all age groups 15 years and above in 2007. Based on the age distribution of Indiana operator licenses in 2007, the groups with more than their proportional shares of alcohol-related collisions were (in order of disproportionality): 21 to 34 years, 18 to 20 years, and 16 to 17 years.

More than two-thirds (69.5 percent) of all drivers killed in 2007 were given alcohol, drug, or alcohol and drug tests.

Males aged 21 to 24 had the highest reported proportions of BAC above 0.08 g/dL (44.4 percent) among the basic age groupings of Indiana drivers killed. For female drivers, the highest proportion of legally intoxicated fatalities were in the age group between 25 and 34 (25 percent).

More than 30 percent of motorcycle operators killed in 2007 had positive BAC reports (g/dL = more than zero), and nearly 26 percent were legally intoxicated. About 16 percent of motorcycle operators killed had positive drug test results reported in 2007.

The largest proportions of alcohol-related fatalities and injuries occurred on county roads and local/city roads in 2007. Alcoholrelated collisions occurred primarily during darkness. Peak numbers of alcohol-related fatalities occurred between the hours of 11pm and 3am during weekends (i.e., late Friday and Saturday nights, into the early morning hours).

The top five primary factors reported for alcohol-related collisions in 2007 were *alcoholic beverages, ran off road right, unsafe speed, failure to yield right of way,* and *other driver factors.*

During 2007, the operators and occupants of motorcycle/mopeds and pickups were most likely to be involved in alcohol-related crashes, although pedestrians have had comparatively high rates of alcohol-related involvement as well from 2004 to 2007.

ALCOH

- > The preponderance of alcohol-related fatalities and personal injuries occured within alcohol-related units in 2007.
- > The numbers of alcohol-related personal injuries and fatalities declined from 2006 to 2007 (not shown in figure).

Figure 27. Fatalities and personal injuries, by alcohol involvement in collision and unit, 2007





Notes:

See glossary for definition of *alcohol-related*. Injuries includes incapacitating, nonincapacitating, and possible.

Source:

- On average from 2003 to 2007, about 30 percent of fatalities have been classified as alcohol-related (calculated from table).
- > Alcohol-related injuries average about 11 percent annually during the same period (calculated from table).
- Although alcohol-related fatalities declined (-20) from 2006 to 2007, they increased on average annually 1.7 percent between 2003 and 2007.
- Alcohol-related injuries have declined annually on average 6.3 percent from 2003 to 2007.

Table 72. Individuals killed and injured in alcohol-related collisions by year

Year	Alcohol-related fatalities	Total fatalities	Percent alcohol- related fatalities	Alcohol-related injuries	Total injuries	Percent alcohol- related injuries
2003	241	833	28.9%	6,553	58,435	11.2%
2004	284	947	30.0%	6,593	61,652	10.7%
2005	293	938	31.2%	6,627	59,250	11.2%
2006	273	899	30.4%	5,869	55,196	10.6%
2007	253	898	28.2%	4,986	52,468	9.5%
Change, 2006-07	-20	-1	-2.2%	-883	-2,728	-1.1%
Average annual % change	1.7%	2.1%	-0.5%	-6.3%	-2.5%	-3.9%

Notes:

INDIANA TRAFFIC SAFETY FACTS

See glossary for definition of *alcohol-related* collisions.

Injuries inlcudes incapacitating, nonincapacitating, and possible.

Source

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

- Males across nearly all age categories exhibit higher risk of being involved in alcohol-related collisions in 2007.
- > For both males and females, the age group at highest risk of alcohol-involved fatalities or injuries was 20 to 24 years.
- ► After the 20-24 year old peak in injuries per 1,000, the rate of involvement generally drops with age.
- Although the 20 to 34 year old age categories account for only 20.2 percent of total population, the same categories account for nearly 45 percent of total alcohol-related injuries and fatalities.

Table 73. Alcohol-related injury and fatality rates per 100,000 population for individuals in Indiana motor vehicle crashes by age and gender, 2007

		Males			Females			Total			
Age group	Fatalities and injuries	Est. 2007 population	Injuries per 100,000 population	Fatalities and injuries	Est. 2007 population	Injuries per 100,000 population	Fatalities and injuries	Est. 2007 population	Injuries per 100,000 population		
Less than 5	41	220,373	18.6	29	210,077	13.8	70	430,450	16.3		
5 to 9	59	222,512	26.5	44	215,916	20.4	103	438,428	23.5		
10 to 14	41	227,372	18.0	46	220,344	20.9	88	447,716	19.7		
15 to 19	363	236,001	153.8	267	226,864	117.7	630	462,865	136.1		
20 to 24	721	216,504	333.0	301	207,429	145.1	1,023	423,933	241.3		
25 to 34	909	432,427	210.2	404	416,806	96.9	1,315	849,233	154.8		
35 to 44	633	446,066	141.9	286	438,488	65.2	921	884,554	104.1		
45 to 54	503	457,196	110.0	190	461,569	41.2	695	918,765	75.6		
55 to 64	169	325,664	51.9	91	346,343	26.3	260	672,007	38.7		
65 to 74	49	181,719	27.0	41	215,521	19.0	90	397,240	22.7		
75 and over	16	139,327	11.5	23	244,387	9.4	39	383,714	10.2		
Unknown age	2	na	na	3	na	na	5	na	na		
TOTAL	3,506	3,105,161	112.9	1,725	3,203,744	53.8	5,239	6,308,905	83.0		

Notes:

Includes injuries and fatalities in alcohol-related collisions only.

Injuries includes incapacitating, nonincapacitating, and possible.

Eight (8) individuals with unknown gender are included in the Total columns.

Sources:

Population: US Census Bureau, Population Division, Interim State Population Projections; File2. Annual projections by 5 year and selected age groups by sex. Accessed at http://www.census.gov/population/www/projections/projectionsagesex.html.

- > Drivers in the four age groups from 16 through 34 had the highest rates of injury/fatality per 1,000 licenses.
- > These age groups, plus the 35 to 44 year old group, are over-represented in their proportions of total injuries and fatalities.
- > Rate of alcohol-related injuries and fatalities declined with age after the <u>25-34 year old category</u>.

Table 74. Driver injury and fatality rates in Indiana alcohol-related motor vehicle crashes per 1,000 operator licenses, by age, 2007

	Operator li	censes, 2007	Alcohol-relat	ted collisions	
Age group	Number	Percent of total	Injuries and fatalities	Percent of total	Rate per 1,000 licenses
16-17	79,143	1.4%	101	2.7%	1.3
18-20	234,352	4.3%	357	9.7%	1.5
21-24	345,015	6.3%	605	16.4%	1.8
25-34	980,613	17.9%	1,034	28.0%	1.1
35-44	982,441	18.0%	740	20.0%	0.8
45-54	995,026	18.2%	553	15.0%	0.6
55-64	772,639	14.1%	211	5.7%	0.3
65-74	491,095	9.0%	71	1.9%	0.1
75+over	590,105	10.8%	23	0.6%	0.0
Unknown age	na	0.0%	1	0.0%	na
TOTAL	5,470,429	100.0%	3,696	100.0%	0.7

Notes:

Includes driver injuries and fatalities in alcohol-related collisions only. *Injuries* includes *incapacitating*, *nonincapacitating*, and *possible*.

Excludes ages 15 and under.

Includes drivers only.

Sources:

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of May 4, 2008 Indiana Bureau of Motor Vehicles, as of January 10, 2008

- ۷ Alcohol and drugs were key components of driver fatalities in 2007.
- ۷ Considering all age groups, males were reported with BACs of 0.08 g/dL or greater at 2.4 times the rate of females in 2007.
- ۷ Younger age groups (under 25 years) generally show much higher proportions of driver fatalities with reported BACs of 0.08 g/dL or more.
- ۷ Age groups 25 years and younger generally reported higher proportions of positive drug tests.
- ۷ Considering only the test results as of May 4, 2008, nearly 30 percent of male driver fatalities and 26 percent of female driver fatalities tested positive for drugs (cal-culated from table).

Total	75 and older	65-74	55-64	45-54	35-44	25-34	24	23	22	21	21-24	20	19	18	17	16	16-20	15 and under		Driver age		
351	9	24	47	71	59	73	4	8	9	6	27	8	14	9	ഗ	ω	39	2	Male	Drivers		
84	6	ഗ	8	8	16	21	6	1	1	2	10	2	ω	ω	2	0	10	0	Female	tested		
171	9	19	29	34	28	25	0	4	4	2	10	ω	J	ω	ω	2	16	1	Male	Z		
58	6	ω	7	8	15	11	1	0	0	1	2	1	1	2	2	0	6	0	Female	ero		
14	0	0	2	2	ഗ	2	0	0	1	0	1	0	0	-		0	2	0	Male	> 0 to		
3	0	0	0	0	0	0	1	0	0	1	2	0	0	1	0	0	1	0	Female	< 0.08		B∕
27	0	-	ω	ω	6	თ	1	0		2	4		ω	-	0	0	ы	0	Male	0.08 to		AC test re
2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	Female	< 0.15		sults (g/d
96	0	2	4	23	18	30	ယ	4	ယ	2	12	ယ	ω	1	0	0	7	0	Male	0.15 or		Ľ
11	0	<u>ب</u>	0	0	0	ഗ	2	0		0	ω	0	2	0	0	0	2	0	Female	greater		
43	0	2	9	9	2	11	0	0	0	0	0		ω	ω		-	9	1	Male	Not re	Missing	
10	0	<u> </u>		0	1	4	2	1	0	0	ω	0	0	0	0	0	0	0	Female	ported	results/	
500	36	39	63	97	77	94	6	10	12	8	36	10	15	17	7	ഗ	54	4	Male	fata	Total	
126	16	8	14	13	23	24	6	ω	1	ω	13	ယ	ω	ഗ	ယ	0	14	1	Female	lities	driver	
24.6%	0.0%	7.7%	11.1%	26.8%	31.2%	37.2%	66.7%	40.0%	33.3%	50.0%	44.4%	40.0%	40.0%	11.8%	0.0%	0.0%	22.2%	0.0%	Male	0.08 BAG	Per driver	
10.3%	0.0%	12.5%	0.0%	0.0%	0.0%	25.0%	33.3%	0.0%	100.0%	0.0%	23.1%	33.3%	66.7%	0.0%	0.0%	na	21.4%	0.0%	Female	C or more	cent fatalities	
91	0	0	ഗ	18	21	29	1	1	4	0	9	1	6	2	2	1	12	0	Male	Pos		
19	0	0	0	2	4	7	4	1	0	0	ы		0	0	0	na	1	na	Female	itive		Drug tes
18.2%	0.0%	0.0%	7.9%	18.6%	27.3%	30.9%	16.7%	10.0%	33.3%	0.0%	16.7%	10.0%	40.0%	11.8%	28.6%	20.0%	22.2%	0.0%	Male	fatalitie	Percer	st results
15.1%	0.0%	0.0%	0.0%	15.4%	17.4%	29.2%	66.7%	33.3%	0.0%	0.0%	38.5%	33.3%	0.0%	0.0%	0.0%	na	7.1%	na	Female	s positive	ıt driver	

Table 75 Driver fatalities by reported blood alcohol content (BAC) and drug test results, age, and gender, 2007

Notes:

g/dL = grams per deciliter

Source:

- Motorcycle operators have generally had the highest rates of alcohol-involvement in Indiana crashes during the 2003-2007 period (see Table 10).
- Considering only the test results returned as of May 4, 2008, one-half of motorcycle operator fatalities had positive BAC tests (calculated from table). Nearly 43 percent were legally intoxicated (or more).
- In 2007, looking only at tests results reported (80 12, or 68), more than one-fourth of motorcycle operator fatalities (18) had positive drug tests.

Table 76. Motorcycle operator fatalities by reported BAC (g/dL) and drug test results, 2003-2007

			BAC	(g/dL) resul	ts					Drug tes	t results
Year	Operators tested	Zero	> 0.00 to < 0.08	0.08 to < 0.15	0.15 and greater	Missing results/Not reported	Total operator fatalities	Percent positive BAC	Percent fatalities 0.08 BAC or greater	Positive	Percent fatalities positive
2003	41	11	2	7	8	13	68	25.0%	22.1%	0	0%
2004	71	43	5	4	9	10	95	18.9%	13.7%	1	1.1%
2005	80	40	7	9	17	7	110	30.0%	23.6%	10	9.1%
2006	57	21	5	7	16	8	97	28.9%	23.7%	14	14.4%
2007	80	34	5	10	19	12	113	30.1%	25.7%	18	15.9%

Notes:

Includes *motorcycles* and *mopeds*.

g/dL = grams per deciliter.

Source:

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of May 4, 2008

- Nearly 70 percent of driver fatalties had alcohol, alcohol/drug, or drug tests in 2007.
- The rate of testing declines as drive ages increase, from nearly 80 percent of 25-34 year old drivers to about 62 percent for drivers aged 65-74.
- As of May 4, 2008, alcohol test results were reported for 88 percent of drivers tested (382/435). Of these 382 with results, 40 percent tested positive for alcohol (153) (calculated from Table 4).
- Of the 363 driver drug test results reported in ARIES, just over 30 percent (110) tested positive for drugs in 2007 (calculated from Table 4).

Table 77. Driver fatalities, drivers tested, and alcohol or drug results reported, 2007

		Driver tests given (all test types) BAC			ts reported	Drug test res	ults reported
Drivers by age	Total driver fatalities	Total	Percent of fatalities	Total	Percent of fatalities	Total	Percent of fatalities
<16	5	2	40.0%	1	20.0%	1	20.0%
16-17	15	10	66.7%	8	53.3%	9	60.0%
18-20	53	39	73.6%	32	60.4%	29	54.7%
21-24	49	37	75.5%	34	69.4%	34	69.4%
25-34	118	94	79.7%	79	66.9%	78	66.1%
35-44	100	75	75.0%	72	72.0%	69	69.0%
45-54	110	79	71.8%	70	63.6%	58	52.7%
55-64	77	55	71.4%	45	58.4%	47	61.0%
65-74	47	29	61.7%	26	55.3%	23	48.9%
75 and older	52	15	28.8%	15	28.8%	15	28.8%
Grand Total	626	435	69.5%	382	61.0%	363	58.0%

Notes:

Driver tests given includes Alcohol, Alcohol and drug, and Drug test categories.

Includes drivers only. Excludes four (4) drug test results reported as pending.

Source:

- > Local/city roads hosted the highest volume of non-fatal personal injuries in alcohol-related collisions in 2007.
- County roads reflected the highest volume of fatal injuries (95) in alcohol-related collisions in 2007, followed by local/city roads (58) and state roads (52).



Figure 28. Alcohol-related fatalities and personal injuries by roadway class, 2007

Notes:

INDIANA TRAFFIC SAFETY FACTS

X-axis is measured on a log 10 scale. Because each gridmark is 10 times the previous, lengths of bars are therefore not proportional to actual counts. Includes alcohol-related collisions only (Fatalities = 253; nonfatal injuries = 4,986). *Injuries* includes *incapacitating*, *nonincapacitating*, and *possible*.

Source:

- > Nearly 5,000 persons were injured and 253 persons killed in collisions classified as alcohol-related.
- > Alcoholic beverages continues to be the most frequent primary factor in alcohol-related collisions.
- Various kinds of reckless driving (running off the road, speeding, failure to yield) are primary factors in a fourth of alcohol-related collisions.
- > The single largest number of alcohol-related fatalities occurred when vehicles ran off road right.

Table 78. Alcohol-related collisions, fatalities, and injuries, by primary factor to collision occurrence, 2007

	Alcohol-related collisions					
Primary factor to collision	Number of collisions	Percent of total	Fatalities	Personal injuries		
Alcoholic beverages	3,887	39.10%	49	1,675		
Ran off road right	1,454	14.62%	71	699		
Unsafe speed	582	5.85%	30	403		
Failure to yield right of way	527	5.30%	10	387		
Other (explained in narrative) - driver	471	4.74%	16	195		
Following too closely	414	4.16%	0	231		
Left of center	314	3.16%	23	285		
Disregard signal/reg sign	298	3.00%	13	259		
Improper lane usage	263	2.65%	0	106		
Unsafe backing	231	2.32%	1	13		
Overcorrecting/Oversteering	175	1.76%	10	100		
Speed too fast for weather conditions	167	1.68%	5	82		
Improper turning	132	1.33%	0	41		
Animal on roadway	120	1.21%	5	65		
Driver distracted (explained in narrative)	117	1.18%	0	49		
Illegal drugs	95	0.96%	0	55		
Driver asleep or fatigued	93	0.94%	0	41		
Pedestrian action	89	0.90%	8	76		
Improper passing	79	0.79%	2	34		
Prescription drugs	62	0.62%	0	16		
Ran off road left	60	0.60%	2	25		
Unknown	58	0.58%	0	14		
Roadway surface condition	51	0.51%	2	27		
Cell phone usage	50	0.50%	0	25		
Wrong way on one way	35	0.35%	4	32		
Passenger distraction	14	0.14%	0	10		
Driver illness	13	0.13%	0	7		
Other (explained in narrative) - environment	13	0.13%	0	6		
Other (explained in narrative) - vehicle	13	0.13%	2	3		
Brake failure or defective	12	0.12%	0	4		
Tire failure or defective	11	0.11%	0	3		
Steering failure	9	0.09%	0	1		
Headlight defective or not on	5	0.05%	0	3		
View obstructed	5	0.05%	0	2		
Not a factor - driver	4	0.04%	0	1		
Engine failure or defective	3	0.03%	0	2		
Glare	3	0.03%	0	3		
Other telematics in use	3	0.03%	0	0		
Accelerator failure or defective	2	0.02%	0	3		
Other lights defective	2	0.02%	0	2		
Oversize/Overweight load	2	0.02%	0	0		
Jackknifing	1	0.01%	0	0		
Severe crosswinds	1	0.01%	0	0		
Traffic control problem	1	0.01%	0	1		
Violation of license restriction	1	0.01%	0	0		
Total	9,942	100%	253	4,986		

Notes:

See glossary for definition of *alcohol-related* collisions.

Unknown includes multiple codes, Blank, or Null

Includes all alcohol-related collisions (fatal, injury, property damage).

Injuries includes incapacitating, nonincapacitating, and possible.

Source:

- In 2007, persons killed monthly in alcohol-related collisions generally declined from a high of 28 in August to 12 in December.
- > Monthly alcohol-related fatalities exhibited sudden spikes from February to March and from July to August .
- > Alcohol-related fatalities as a proportion of all fatalities were highest in March (33.8) and April (35.5) (not shown in figure).
- > Alcohol-related injuries are generally lowest in the winter months, but began to climb from February through June .







Notes:

INDIANA TRAFFIC SAFETY FACTS

Injuries includes incapacitating, nonincapacitating, and possible.

Source:

- > Overall, alcohol-related collisions occur in evenings and at night.
- ➤ Generally, the daily volume of alcohol-related collisions increases from Monday to Sunday.
- > Alcohol-related collisions occurred disproportionately in 2007 from midnight to 4 am on Saturdays and Sundays.

Low < < > > High

Table 79. Alcohol-related collisions and individual injuries, by time of day and day of week, 2007

	Alcohol-related collisions									
Collision time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	Fatalities	Non-fatal injuries
12am -	107	69	72	76	88	184	220	816	19	353
1am -	60	58	61	85	87	192	218	761	17	357
2am -	32	48	54	67	89	198	247	735	23	309
3am -	26	40	61	81	96	258	262	824	20	365
4am -	13	19	28	40	48	136	146	430	20	170
5am -	8	16	10	14	31	60	68	207	8	112
6am -	3	13	17	14	15	47	53	162	8	82
7am -	9	11	19	7	18	35	35	134	4	61
8am -	11	12	10	11	14	21	21	100	1	48
9am -	5	11	12	11	8	16	15	78	3	38
10am -	5	11	13	5	16	27	21	98	3	59
11am -	14	8	6	13	20	22	16	99	2	28
12pm -	11	25	14	14	16	29	18	127	2	66
1pm -	18	14	13	15	19	33	25	137	1	75
2pm -	19	32	28	26	28	51	21	205	8	128
3pm -	38	34	28	30	62	59	44	295	7	197
4pm -	44	42	31	47	68	59	51	342	7	165
5pm -	56	45	53	60	78	86	49	427	9	229
6pm -	80	56	50	69	71	116	100	542	13	301
7pm -	76	61	56	65	91	97	83	529	12	290
8pm -	103	59	68	76	94	120	86	606	9	346
9pm -	85	71	83	108	126	148	90	711	17	383
10pm -	63	79	94	96	193	153	83	761	15	385
11pm -	64	74	94	111	165	217	78	803	25	433
Unknown	0	1	2	0	4	4	2	13	0	6
TOTAL	950	909	977	1,141	1,545	2,368	2,052	9,942	253	4,986

Source:

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of May 4, 2008

Alcohol involvement occurs more frequently in crashes involving single vehicles or other units (e.g., pedestrians, pedalcyclists).

> Considering all collisions, proportions that are alcohol-related have generally declined in the 2003-2007 period.

Table 80. Alcohol-related single and multiple vehicle collisions, 2003-2007

Collisions	2003	2004	2005	2006	2007	
Single vehicle	65,541	64,466	66,898	62,102	65,765	
Alcohol-related	6,029	5,585	5,625	5,715	5,256	
Percent alcohol-related	9.2%	8.7%	8.4%	9.2%	8.0%	
Multiple vehicle	146,190	144,216	141,461	130,619	139,240	
Alcohol-related	8,086	7,850	8,059	6,136	4,686	
Percent alcohol-related	5.5%	5.4%	5.7%	4.7%	3.4%	
Total	211,731	208,682	208,359	192,721	205,005	
Alcohol-related	14,115	13,435	13,684	11,851	9,942	
Percent alcohol-related	6.7%	6.4%	6.6%	6.1%	4.8%	

Notes:

Includes all unit types.

Source:

- Alcohol-related fatal collisions as a proportion of all alcohol-related collisions per road class was highest on county roads (4.3 percent), followed by interstates (4 percent).
- > The largest number of alcohol-related collisions occurred on local/city roads.
- Considering alcohol-related collisions on state roads, nearly half resulted in some type of personal injury (45.7 percent) or fatality (3.7 percent).
- > About one-third of alcohol-related collisions on local/city streets produced personal injuries or fatalities.

Figure 30. Alcohol-related fatal and personal injury collisions by roadway class, 2007



Notes:

INDIANA TRAFFIC SAFETY FACTS

X-axis is measured on a log 10 scale. Because each gridmark is 10 times the previous, lengths of bars are therefore not proportional to actual counts. Includes alcohol-related collisions only (Fatal = 232; Personal injury = 3,557; Property damage = 6,153).

Source:

- Overall, less than 3 percent of vehicles/units were classified as alcohol-related in 2007, although there was much variation among vehicle/unit types.
- Motorcycles and mopeds have high alcohol involvement--a five-year average of 10.3 percent of motorcycles involved in collisions are alcohol-related.
- > The next highest risk of alcohol involvment was among pedestrians (4.9 percent) and pickup trucks (4.7 percent).
- > Commercial and other large vehicles had the lowest levels of alcohol involvement.
- > On average during the five year period, passenger cars and SUVs had similar proportions of alcohol-related units.

Table 81. Percent of unit type classified as alcohol-related in collisions, 2003-2007

						Average
Unit type	2003	2004	2005	2006	2007	2003-07
Motorcycle and moped	10.9%	11.0%	9.7%	10.0%	10.1%	10.3%
Pedestrian	0.0%	5.5%	4.4%	7.8%	6.7%	4.9%
Pickup truck	5.3%	4.8%	4.9%	4.8%	3.8%	4.7%
Passenger car	4.1%	4.3%	4.5%	3.8%	2.8%	3.9%
Sport utility vehicle	4.0%	4.0%	3.9%	3.8%	2.7%	3.7%
Van	3.1%	3.2%	3.4%	2.6%	1.8%	2.8%
Bicycle	0.0%	2.0%	2.4%	3.7%	3.4%	2.3%
Unknown	2.9%	2.6%	2.6%	1.9%	0.9%	2.2%
Other vehicle type	2.5%	2.0%	2.2%	1.0%	1.1%	1.8%
Bus	1.4%	1.9%	2.2%	1.4%	0.2%	1.4%
Large truck	1.6%	1.2%	1.1%	0.8%	0.3%	1.0%
Total	4.1%	4.1%	4.2%	3.8%	2.8%	3.8%
N (total units)	371,357	367,077	363,538	336,585	359,401	
N (alcohol-related units)	15,205	15,024	15,408	12,661	10,055	

Notes:

Unknown includes unknown, blank, and invalid codes.

Large truck includes Tractor (Cab Only, No Trailer), Tractor/Double Trailer, Tractor/One Semi Trailer, Tractor/Triple Trailer, Truck (Single 2 Axle, 6 Tires), Truck (Single 3 or more Axles), Truck/Trailer (not semi).

See glossary for definition of alcohol-related units.

Other vehicle type includes Combination vehicle, farm vehicle, and Motorhome/Recreational Vehicle.

Bus includes Bus/Seats 15+ Persons with Driver, Bus/Seats 9-15 Persons with Driver, and School Bus.

Source:

- In 2007, pickup truck drivers had the highest reported BAC test results--nearly five percent of individuals in pickup truck injury crashes were legally intoxicated.
- ► Motorcycle operators had the next highest rate of legal intoxication.

Table 82. Unit/vehicle operator/driver fatalities and injuries by reported BAC (g/dL) results, 2007

		I	BAC (g/dL) resul					
Drivers/operators in unit type	Zero	> 0 to < 0.08	0.08 to < 0.15	0.15 and greater	No test or Not reported	Total fatalities and injuries	Percent positive BAC	Percent 0.08 BAC or more
Pickup truck	166	45	61	151	4,211	4,634	5.5%	4.6%
Motorcycle and moped	60	16	33	55	2,385	2,549	4.1%	3.5%
Unknown	5	5	3	6	245	264	5.3%	3.4%
Sport utility vehicle	102	43	48	71	4,389	4,653	3.5%	2.6%
Passenger car	402	130	178	306	20,888	21,904	2.8%	2.2%
Van	45	5	18	25	2,449	2,542	1.9%	1.7%
Other vehicle type	5	0	1	0	55	61	1.6%	1.6%
Pedestrian	17	1	6	8	1,507	1,539	1.0%	0.9%
Large truck	44	1	1	1	295	342	0.9%	0.6%
Bicycle	3	3	0	1	905	912	0.4%	0.1%
Bus	5	1	0	0	38	44	2.3%	0.0%
Total	854	250	349	624	37,367	39,444	3.1%	2.5%

Notes:

Includes drivers, pedestrians, and pedalcyclists only.

Injuries includes incapacitating, nonincapacitating, and possible.

Excludes non-injury crashes.

Unknown includes unknown, blank, and invalid codes.

Large truck includes Tractor (Cab Only, No Trailer), Tractor/Double Trailer, Tractor/One Semi Trailer, Tractor/Triple Trailer, Truck (Single 2 Axle, 6 Tires), Truck (Single 3 or more Axles), Truck/Trailer (not semi).

Other vehicle type includes Combination vehicle, farm vehicle, and Motorhome/Recreational Vehicle.

Bus includes Bus/Seats 15+ Persons with Driver, Bus/Seats 9-15 Persons with Driver, and School Bus.

Source:





SPEED, 2007

Based on the Indiana ARIES database, a collision is defined as speed-related if any one of the following conditions is met: (1) *Unsafe speed or Speed too fast for weather conditions* is listed as the primary or a contributing factor of the collision; or (2) a vehicle driver is issued a speeding citation.

There were 18,491 speed-related collisions in Indiana in 2007 representing nine percent of all collisions. These collisions involved 18,565 speeding motor vehicles (5.2 percent of all motor vehicles in collisions) and 28,414 known drivers, injured occupants, pedestrians or pedalcyclists (8.6 percent of all individuals in collisions).

HIGHLIGHTS

Speed-related collisions were more than two times as likely to be fatal in 2007 compared to non-speed-related collisions (0.9 percent versus 0.4 percent). In addition in 2007, one in five fatal collisions (165/804), about one in seven (459/3,076) incapacitat-ing collisions, and one in nine (3,917/34,343) non-incapacitat-ing collisions were speed-related.

The proportion of collisions in each severity category that are speed-related has decreased on average since 2003; 0.5 percent for fatal, 2.8 percent for incapacitating, and 3.2 percent for non-incapacitating.

In 2007, collisions involving speed occurred most frequently during morning (7 – 9am; 13.4 percent) and evening (3 – 6pm; 18.5 percent) rush hours, and were especially prominent during the morning rush hour period on Wednesdays.

2007 was the first year since 2003 that more individuals were involved in speed-related collisions in *urban* (53.4 percent) rather than *rural* (46.6 percent) localities—a five year period exhibiting a 2.5 percent average annual increase in the number of individuals involved in *rural* speed-related collisions.

Since 2003, male drivers of all ages have continually had higher percentages of drivers who were speeding in collisions compared to their female counterparts.

16 - 20 year old males have the highest proportion of drivers speeding in collisions—generally four percentage points higher than female drivers 16 - 20 years old and nearly three percentage points higher than the next highest male group (21 -24). Male drivers of all age groups who are speeding are more likely to be killed as a result of the collision.

The percent of speed-related collisions involving alcohol decreased from 10.1 percent (1,478/14,570) in 2006 to 7.0 percent (1,296/18,491) in 2007, and has decreased on average 5.9 percent since 2003.

- > One of every 11 collisions in 2007 was speed-related.
- > One of every five fatal collisions in 2007 was speed-related.
- Fatal, incapacitating, and non-incapacitating speed-related collisions have decreased on average each year from 2003 to 2007.

	2003	2004	2005	2006	2007	Average annual change
All collisions	211,731	208,682	208,359	192,721	205,005	-0.7%
Speed-related collisions	18,680	18,812	20,010	14,570	18,491	1.7%
Percent speed-related	8.8%	9.0%	9.6%	7.6%	9.0%	1.7%
By injury severity						
Fatal	753	857	855	817	804	1.9%
Speed-related	175	177	203	159	165	-0.5%
Percent speed-related	23.2%	20.7%	23.7%	19.5%	20.5%	-2.2%
Incapacitating	3,339	3,295	3,141	3,190	3,076	-2.0%
Speed-related	518	464	486	473	459	-2.8%
Percent speed-related	15.5%	14.1%	15.5%	14.8%	14.9%	-0.7%
Non-incapacitating	37,641	40,008	38,620	35,659	34,343	-2.1%
Speed-related	4,538	4,748	4,621	3,844	3,917	-3.2%
Percent speed-related	12.1%	11.9%	12.0%	10.8%	11.4%	-1.2%
Property damage only	169,998	164,522	165,743	153,055	166,782	-0.3%
Speed-related	13,449	13,423	14,700	10,094	13,950	4.0%
Percent speed-related	7.9%	8.2%	8.9%	6.6%	8.4%	3.3%

Table 83. Indiana speed-related collisions, by severity, 2003-2007

Notes:

Non-incapacitating includes non-incapacitating and possible injury severity.

Source:

> In 2007, motorcycles involved in collisions were 1.7 times (9.9 percent versus 5.7 percent) more likely than sport utility vehicles and pickup trucks to have been speeding.



Figure 31. Percent of vehicles speeding in Indiana collisions, by vehicle type, 2007

Notes

Percent is percent of total vehicles for a given vehicle type. Excludes vehicle types of *farm vehicle, combination vehicle, pedestrian, bicycle,* and *unknown type.* Buses includes vehicle types of *bus/seats* 9-15 *persons with driver, bus/seats* 15+ *persons with driver,* and *school bus.* Motorcycles includes mopeds.

Source:

- > Approximately one of every four (23.2 percent) individuals involved in speed-related collisions in 2007 were injured.
- Individuals involved in speed-related collisions in 2007 were nearly three times as likely as individuals involved in non-speed-related collisions to suffer a fatal injury.
- ► In 2007, 20.8 percent of all fatalities were speed-related (187 of 898).

Table 84. Individuals involved in Indiana collisions, by speed status and injury type, 2003-2007

	2003	2004	2005	2006	2007	% 2007 total	Average annual change
Individuals involved in:	354,418	350,527	344,609	315,894	330,141	100.0%	-1.7%
Speed-related collisions	30,171	30,501	31,605	23,444	28,414	100.0%	0.0%
Fatal	197	207	229	174	187	0.7%	-0.2%
Incapacitating	675	563	617	607	559	2.0%	-4.1%
Non-incapacitating	6,786	7,108	6,871	5,733	5,839	20.5%	-3.3%
Not injured	20,380	20,030	20,984	15,372	21,125	74.3%	3.4%
Unknown injury	2,133	2,593	2,904	1,558	704	2.5%	-16.9%
Non speed-related collisions	324,247	320,026	313,004	292,450	301,727	100.0%	-1.7%
Fatal	636	740	709	725	711	0.2%	3.1%
Incapacitating	3,517	3,398	3,206	3,200	3,103	1.0%	-3.1%
Non-incapacitating	47,457	50,583	48,556	45,656	42,967	14.2%	-2.3%
Not injured	250,203	238,252	228,843	222,611	247,109	81.9%	-0.1%
Unknown injury	22,434	27,053	31,690	20,258	7,837	2.6%	-14.9%
Relative risk (speed-related to non-speed-related)							
Fatal	3.3	2.9	3.2	3.0	2.8		
Incapacitating	2.1	1.8	2.1	2.0	1.9		
Non-incapacitating	1.5	1.5	1.5	1.3	1.5		

Notes:

INDIANA TRAFFIC SAFETY FACTS

Relative risk equals the percent of given injury type in speed-related collisions divided by the percent of same injury type in non-speed-related collisions. *Non-incapacitating* includes *non-incapacitating* and *possible* injuries.

Unknown injury includes refused, unknown, not reported and invalid codes.

Not injured are mainly drivers of vehicles involved in property damage only collisions.

Source:

<u>SPEED</u>

- The youngest males continue to have the highest proportion of drivers who were speeding in collisions. For example, in 2007, 12 percent of 16-20 year old male drivers involved in collisions were speeding.
- In 2007, males (all ages) were 1.5 times (6.5 percent versus 4.5 percent) more likely than females to have been speeding in collisions.
- In 2007, male drivers (all ages) who were speeding were 3.7 times (0.91 percent versus 0.25 percent) more likely than female drivers who were speeding to have been killed.
- In 2007, 1.58 percent of 45-49 year old male drivers who were speeding were killed -- more than any other male (or female) age group.

Table 85. Proportion of drivers who were speeding in Indiana collisions, by age group and gender, 2003-2007

	low			high								
	20	003	20	2004		2005		2006		2007		
Age group	Male	Female										
16 - 20	11.4	7.0	11.8	7.3	11.8	7.9	10.9	6.3	12.0	7.3		
21 - 24	8.5	5.4	9.3	5.6	9.5	6.5	8.3	4.9	9.4	6.0		
25 - 29	7.0	4.8	7.2	4.9	8.5	5.8	6.4	4.0	7.8	5.2		
30 - 34	5.6	3.9	6.0	4.4	6.3	4.8	5.1	3.4	6.7	4.5		
35 - 39	4.9	3.7	5.1	3.7	5.6	4.6	4.3	3.1	5.6	4.0		
40 - 44	4.5	3.4	4.6	3.3	4.8	4.0	3.7	2.8	4.8	3.9		
45 - 49	3.9	2.8	4.1	3.0	4.4	3.3	3.6	2.4	4.1	3.6		
50 - 54	3.2	2.8	3.7	2.7	4.1	3.0	3.1	2.2	3.8	2.9		
55 - 59	3.3	2.7	2.9	2.3	3.6	3.1	2.4	1.6	3.2	2.6		
60 - 64	3.1	2.1	2.9	2.4	3.2	2.6	2.1	1.9	2.9	2.3		
65 - 69	2.5	1.7	2.7	1.7	2.5	2.3	2.3	1.3	2.6	1.8		
70 - 74	2.1	1.2	2.0	1.7	2.1	2.1	1.7	1.5	2.4	1.6		
75+	2.3	1.8	2.4	1.4	2.7	1.7	1.9	1.2	2.2	1.1		
All ages	6.1	4.2	6.4	4.3	6.7	4.9	5.5	3.6	6.5	4.5		

Table 86. Proportion of speeding drivers killed in Indiana collisions, by age group and gender, 2003-2007

	20	003	20	2004		2005		06	2007	
Age group	Male	Female								
16 - 20	0.48	0.42	0.67	0.58	0.56	0.29	0.53	0.34	0.67	0.17
21 - 24	1.10	0.22	0.68	0.33	1.23	0.29	1.37	0.29	0.92	0.34
25 - 29	0.53	0.42	1.07	0.55	1.04	0.24	1.35	0.56	1.15	0.26
30 - 34	0.91	0.18	1.03	0.00	0.38	0.32	1.43	0.00	1.04	0.19
35 - 39	0.98	0.21	1.18	0.00	1.52	0.52	2.04	0.85	1.01	0.42
40 - 44	1.36	0.22	0.76	0.23	1.50	0.78	1.11	0.93	1.08	0.44
45 - 49	1.53	0.00	0.93	0.00	1.02	0.27	0.59	0.00	1.58	0.25
50 - 54	0.49	1.15	0.82	0.39	1.82	0.00	1.04	0.51	1.15	0.00
55 - 59	0.31	1.05	1.00	0.00	2.09	0.85	1.20	0.81	0.29	0.00
60 - 64	0.95	1.89	0.94	0.00	0.41	0.79	1.31	1.10	0.44	0.79
65 - 69	2.48	0.00	1.52	0.00	1.57	0.00	0.91	0.00	1.46	0.00
70 - 74	0.00	0.00	0.00	0.00	0.00	0.00	1.61	0.00	0.00	0.00
75 +	2.84	1.05	1.35	1.33	1.24	0.00	0.00	0.00	0.00	0.00
All ages	0.83	0.40	0.84	0.35	0.99	0.35	1.04	0.41	0.91	0.25

Notes:

Includes only drivers where gender and age is known.

Numbers represent percentage of total drivers in each age/gender group.

Source:

- In 2007, speed-related collisions occured most frequently Wednesdays 6am to 10am, Tuesdays 12pm to 6pm and Saturdays 3pm to 8pm.
- ► In 2007, 7.1 percent of speed related collisions occurred during the 7am to 7:59am hour.
- > 17.4 percent of speed-related collisions in 2007 occurred on Saturday.

Table 87. Indiana speed-related collisions, by time of day and day of week, 2007

	low						high		
[
Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total collisions	% of total collisions, all hours
12am -	123	55	47	63	53	69	85	495	2.7%
1am -	108	37	53	50	46	44	89	427	2.3%
2am -	87	31	33	42	34	42	69	338	1.8%
3am -	97	31	25	49	37	39	68	346	1.9%
4am -	58	40	42	65	37	44	51	337	1.8%
5am -	50	69	62	129	62	58	58	488	2.6%
6am -	53	130	108	221	117	105	70	804	4.4%
7am -	68	217	210	318	200	179	127	1,319	7.1%
8am -	97	158	177	281	149	123	179	1,164	6.3%
9am -	117	87	120	186	114	91	140	855	4.6%
10am -	127	78	115	126	83	121	123	773	4.2%
11am -	103	75	141	116	77	164	110	786	4.3%
12pm -	119	82	186	103	92	120	110	812	4.4%
1pm -	141	68	222	94	64	107	139	835	4.5%
2pm -	140	96	206	113	96	122	154	927	5.0%
3pm -	138	159	207	174	144	177	183	1,182	6.4%
4pm -	136	136	189	133	126	158	208	1,086	5.9%
5pm -	110	165	177	144	110	201	242	1,149	6.2%
6pm -	111	147	138	119	96	136	246	993	5.4%
7pm -	102	113	100	91	67	120	190	783	4.2%
8pm -	86	102	96	80	74	85	163	686	3.7%
9pm -	79	87	99	68	72	97	138	640	3.5%
10pm -	76	68	105	77	73	110	136	645	3.5%
11pm -	64	86	85	67	53	120	133	608	3.3%
Total	2,390	2,317	2,943	2,909	2,076	2,632	3,211	18,478	100.0%
% of total collisions, all days	12.9%	12.5%	15.9%	15.7%	11.2%	14.2%	17.4%	100.0%	

Notes:

INDIANA TRAFFIC SAFETY FACTS

Includes only collisions where time was indicated.

Source:

- > One-third of fatalities in speed-related collisions in 2007 occurred on roadways where the posted speed limit was 55 mph.
- Fatalities in speed-related collisions on roadways with a posted speed limit of 35 have increased on average 26 percent from 2003 to 2007 while decreasing on average 30 percent on roadways where the posted speed limit was 65.
- Non-incapacitating injuries in speed-related collisions on roadways with a posted speed limit of 60 have increased on average 27 percent from 2003 to 2007 while decreasing on average 23 percent on roadways where the posted speed limit was 65.

Table 88. Individuals injured in Indiana speed-related collisions, by injury type and posted speed limit, 2003-2007

Injury type/posted							
speed limit (mph)	2003	2004	2005	2006	2007	% 2007 total	Average annual change
Known injuries	7,658	7,878	7,717	6,514	6,585	100.0%	-3.4%
Fatal	197	207	229	174	187	100.0%	-0.2%
< 35	31	37	41	34	24	12.8%	-4.1%
35	15	16	27	16	27	14.4%	25.9%
40	22	16	26	18	10	5.3%	-10.0%
45	19	23	38	28	29	15.5%	15.9%
50	10	12	11	8	9	4.8%	-0.8%
55	70	84	69	52	59	31.6%	-2.3%
60	0	0	4	2	4	2.1%	N/A
65	21	13	10	6	5	2.7%	-29.5%
70 +	0	0	3	6	16	8.6%	N/A
Unknown speed limit	9	6	0	4	4	2.1%	N/A
Incapacitating	675	563	617	607	559	100.0%	-4.1%
< 35	158	119	138	135	113	20.2%	-6.8%
35	80	58	65	83	65	11.6%	-2.4%
40	81	64	63	63	61	10.9%	-6.4%
45	79	68	73	77	72	12.9%	-1.9%
50	34	26	33	35	22	3.9%	-6.9%
55	176	156	177	133	154	27.5%	-1.7%
60	4	2	8	6	15	2.7%	93.8%
65	32	32	22	11	8	1.4%	-27.1%
70 +	0	0	12	31	30	5.4%	N/A
Unknown speed limit	31	38	26	33	19	3.4%	-6.1%
Non-incapacitating	6,786	7,108	6,871	5,733	5,839	100.0%	-3.3%
< 35	1,490	1,730	1,551	1,323	1,404	24.0%	-0.7%
35	936	1,004	913	950	822	14.1%	-2.8%
40	758	750	712	640	599	10.3%	-5.7%
45	819	843	839	683	742	12.7%	-1.9%
50	384	339	384	264	250	4.3%	-8.7%
55	1,659	1,798	1,737	1,316	1,424	24.4%	-2.8%
60	29	29	52	58	67	1.1%	26.6%
65	385	318	289	138	121	2.1%	-22.8%
70 +	0	0	93	169	254	4.4%	N/A
Unknown speed limit	326	297	301	192	156	2.7%	-15.6%

Notes:

Non-incapacitating includes non-incapacitating and possible injuries.

Includes only individuals with injury status of *fatal*, *incapacitating* and *non-incapacitating*.

Speed limit categories other than < 35 and 70 + include speeds up to the next category (e.g. 35 includes 35 - 39).

N/A average annual change cannot be calculated due to zeros in first years.

Source:

Among speeding drivers tested for alcohol, the proportion with a BAC between 0.00 and 0.08 has increased on average 3.8 percent while speeding drivers with higher BAC levels have decreased on average.

|--|

	2003	2004	2005	2006	2007	Percent 2007 total	Average annual change
Speed-related collisions	18,680	18,812	20,010	14,570	18,491	100.0%	1.7%
Alcohol-related	1,815	1,692	1,653	1,478	1,296	7.0%	-8.0%
Percent alcohol-related	9.7%	9.0%	8.3%	10.1%	7.0%		-5.9%
Speeding drivers' BAC results	1,063	955	1,058	986	915	100.0%	-3.3%
g/dL = 0.00	253	253	251	257	280	30.6%	2.6%
Percent	23.8%	26.5%	23.7%	26.1%	30.6%		7.0%
g/dL > 0/00 < 0.08	174	154	185	163	172	18.8%	0.6%
Percent	16.4%	16.1%	17.5%	16.5%	18.8%		3.8%
g/dL >= 0.08 < 0.15	246	209	217	247	197	21.5%	-4.4%
Percent	23.1%	21.9%	20.5%	25.1%	21.5%		-0.9%
g/dL > 0.15	390	339	405	319	266	29.1%	-7.9%
Percent	36.7%	35.5%	38.3%	32.4%	29.1%		-5.3%

Notes:

INDIANA TRAFFIC SAFETY FACTS

See glosary for definition of *alcohol-related* and *speed-related*. BAC is measured in grams per deciliter (g/dL).

Source:

- > In 2007, ten percent of fatal speed-related collisions in urban areas occurred at 9pm and ten percent at 2am, while the largest percentage of fatal speed-related collisions in rural areas occurred at 2pm (6.1 percent).
- > In 2007, 10.9 percent of incapacitating speed-related collisions in rural areas occurred at 4pm. The largest proportion for these collisions in urban areas occurred at 7am (7.2 percent).
- In 2007, non-incapacitating speed-related collisions in rural areas were most common at 7am (7.2 percent) and in urban ≻ areas at 5pm (7.3 percent).

Figure 32. Percent of total rural/urban speed-related collisions, by collision severity and time of day, 2007





Notes:

Includes only records where time and locality are known.

- Non-incapacitating includes non-incapacitating and possible injuries.
- N = Fatal Rural=115, Urban=50

N = Incapacitating – Rural=265, Urban=194 N= Non-incapacitating – Rural=1,976, Urban=1,934

Source:

- In 2007, running off the road was the most common manner of collision for fatal speed-related collisions on county roads (68.2 percent) local/city roads (40 percent) and state roads (32.1 percent).
- The greatest proportion of fatal speed-related collisions on Interstates (45 percent) and US routes (33.3 percent) in 2007 resulted from rear end collisions.



Notes:

INDIANA TRAFFIC SAFETY FACTS

Includes only records where roadclass and manner of collision are known.

Source:



COUNTIES, 2007

Introduction

INDIANA TRAFFIC SAFETY FACTS

Understanding the spatial distribution of traffic collisions and injuries can assist officials in developing policies and targeting resources to address the varying issues related to those crashes. A variety of factors may influence when and where traffic collisions occur including the size and makeup of the population and the number of registered vehicles, licensed drivers, and vehicle miles travelled (VMT). The following *choropleth* and *density grid* maps show which counties had the highest rates as well as where various types of traffic collisions and injuries were concentrated in Indiana in 2007. Some maps are normalized in an attempt to account for the disparate volumes of the aforementioned factors.

Notes: All density grid maps were created using a ten mile search radius.

Choropleth maps use themes, such as color or shading, to depict spatial feature values for a given attribute of the features. Themes are typically based on different categories of the mapped attribute

- > In 2007, 205,005 traffic collisions occurred in Indiana counties, 804 of which were fatal collisions.
- > The mean number of total collisions per county was 2,228, while the mean number of fatal collisions per county was nine.
- > Benton (26.3) and Warren (20.0) counties had the highest rates of fatal collisions per 1,000 of all collisions in 2007.

		Fatal	Incar	pacitating	Non-inc	anacitating	Property of	lamage only		
County	Count	% total county collisions	Count	% total county collisions	Count	% total county collisions	Count	% total county collisions	Total	Fatal collisions per 1,000 total collisions
ndiana	804	0.4%	3,076	1.5%	34,343	16.8%	166,782	81.4%	205,005	3.9
Mean	9	n/a	33	n/a	373	n/a	1,813	n/a	2,228	n/a
Minimum	0	n/a	2	n/a	22	n/a	115	n/a	152	n/a
Maximum	72	n/a	411	n/a	5,264	n/a	22,218	n/a	27,965	n/a
Adams	3	0.4%	20	2.6%	88	11.2%	673	85.8%	784	3.8
Allen	21	0.2%	144	1.2%	2,058	16.8%	10,038	81.9%	12,261	1.7
Bartholomew	18	0.8%	73	3.1%	539	23.0%	1,716	73.1%	2,346	7.7
Benton	4	2.6%	2	1.3%	31	20.4%	115	75.7%	152	26.3
Blackford	2	0.5%	7	1.8%	43	11.3%	328	86.3%	380	5.3
Boone	10	0.5%	17	0.9%	246	13.1%	1,601	85.4%	1,874	5.3
Brown	4	0.7%	25	4.5%	107	19.3%	419	75.5%	555	7.2
Carroll	0	0.0%	9	1.2%	111	15.4%	603	83.4%	723	0.0
Cass	6	0.4%	24	1.6%	206	13.7%	1,271	84.3%	1,507	4.0
Clark	7	0.2%	53	1.2%	744	17.0%	3,576	81.6%	4,380	1.6
Clay	8	1.0%	19	2.5%	114	14.8%	630	81.7%	771	10.4
Clinton	3	0.3%	17	1.7%	174	17.7%	787	80.2%	981	3.1
Crawford	5	1.3%	9	2.4%	48	12.8%	313	83.5%	375	13.3
Daviess	5	1.0%	15	2.9%	124	24.4%	365	71.7%	509	9.8
Dearborn	8	0.4%	39	2.0%	240	12.1%	1,692	85.5%	1,979	4.0
Decatur	5	0.7%	10	1.3%	96	12.6%	650	85.4%	761	6.6
DeKalb	5	0.3%	22	1.5%	203	13.7%	1,249	84.4%	1,479	3.4
Delaware	21	0.4%	46	1.0%	710	15.2%	3,904	83.4%	4,681	4.5
Dubois	8	0.8%	16	1.6%	197	19.8%	775	77.8%	996	8.0
Elkhart	37	0.5%	100	1.3%	1,089	14.1%	6,500	84.1%	7,726	4.8
Fayette	2	0.3%	7	1.1%	109	17.0%	523	81.6%	641	3.1
Floyd	10	0.4%	34	1.3%	515	19.7%	2,049	78.6%	2,608	3.8
Fountain	3	0.7%	7	1.6%	64	14.5%	366	83.2%	440	6.8
Franklin	7	1.2%	19	3.3%	97	16.9%	452	78.6%	575	12.2
Fulton	2	0.3%	16	2.6%	74	12.2%	515	84.8%	607	3.3
Gibson	8	0.7%	22	2.0%	136	12.4%	934	84.9%	1,100	7.3
Grant	14	0.6%	32	1.3%	368	15.5%	1,958	82.5%	2,372	5.9
Greene	15	1.6%	13	1.4%	144	15.7%	747	81.3%	919	16.3
Hamilton	18	0.3%	78	1.2%	996	14.7%	5,689	83.9%	6,781	2.7
Hancock	10	0.6%	28	1.8%	309	20.0%	1,196	77.5%	1,543	6.5
Harrison	9	0.7%	29	2.3%	178	13.9%	1,067	83.2%	1,283	7.0
Hendricks	16	0.4%	38	1.0%	596	16.1%	3,046	82.4%	3,696	4.3
Henry	9	0.7%	28	2.2%	240	18.7%	1,007	78.4%	1,284	7.0
Howard	9	0.4%	59	2.3%	451	17.7%	2,029	79.6%	2,548	3.5
Huntington	4	0.3%	18	1.4%	188	14.9%	1,055	83.4%	1,265	3.2
ackson	6	0.4%	30	2.0%	237	15.4%	1 264	82.2%	1 537	3.9

Table 90. Indiana collisions by severity and county, 2007

Table 90. (continued)

										-
		Fatal	Incaj	pacitating	Non-inc	apacitating	Property of	lamage only		
County	Count	% total county collisions	Count	% total county collisions	Count	% total county collisions	Count	% total county collisions	Total	Fatal collisions per 1,000 total collisions
Jasper	8	0.6%	26	2.0%	211	16.6%	1,029	80.8%	1,274	6.3
Jay	2	0.3%	10	1.5%	99	14.8%	558	83.4%	669	3.0
Jefferson	7	0.7%	25	2.3%	166	15.5%	874	81.5%	1,072	6.5
Jennings	5	0.6%	28	3.3%	142	17.0%	661	79.1%	836	6.0
Johnson	14	0.5%	46	1.5%	593	19.9%	2,326	78.1%	2,979	4.7
Knox	7	0.8%	18	2.0%	206	22.6%	681	74.7%	912	7.7
Kosciusko	8	0.3%	36	1.2%	381	12.7%	2,586	85.9%	3,011	2.7
LaGrange	2	0.2%	10	1.0%	109	10.4%	923	88.4%	1,044	1.9
Lake	46	0.2%	208	1.1%	2,898	15.6%	15,436	83.0%	18,588	2.5
LaPorte	26	0.7%	59	1.7%	662	18.5%	2,827	79.1%	3,574	7.3
Lawrence	9	0.7%	21	1.7%	266	21.1%	962	76.5%	1,258	7.2
Madison	16	0.4%	51	1.2%	809	18.6%	3,485	79.9%	4,361	3.7
Marion	72	0.3%	411	1.5%	5,264	18.8%	22,218	79.4%	27,965	2.6
Marshall	5	0.3%	19	1.1%	265	14.9%	1,484	83.7%	1,773	2.8
Martin	2	0.7%	7	2.6%	35	12.8%	229	83.9%	273	7.3
Miami	7	0.6%	12	1.1%	151	13.8%	924	84.5%	1,094	6.4
Monroe	3	0.1%	65	1.6%	837	20.6%	3,151	77.7%	4,056	0.7
Montgomery	4	0.4%	21	1.9%	182	16.2%	918	81.6%	1,125	3.6
Morgan	10	0.6%	36	2.2%	322	20.0%	1,246	77.2%	1,614	6.2
Newton	5	1.2%	6	1.4%	52	12.0%	371	85.5%	434	11.5
Noble	2	0.1%	31	2.0%	174	11.4%	1,323	86.5%	1,530	1.3
Ohio	2	0.8%	2	0.8%	22	8.3%	239	90.2%	265	7.5
Orange	2	0.3%	13	2.1%	106	16.9%	506	80.7%	627	3.2
Owen	4	0.7%	17	2.9%	110	18.5%	464	78.0%	595	6.7
Parke	1	0.2%	16	2.6%	69	11.2%	531	86.1%	617	1.6
Perry	2	0.4%	14	2.7%	90	17.6%	404	79.2%	510	3.9
Pike	3	1.6%	2	1.1%	38	20.7%	141	76.6%	184	16.3
Porter	22	0.4%	104	2.0%	960	18.9%	3,999	78.6%	5,085	4.3
Posey	2	0.4%	5	1.1%	76	16.3%	382	82.2%	465	4.3
Pulaski	4	0.7%	9	1.6%	72	12.7%	483	85.0%	568	7.0
Putnam	10	1.3%	12	1.6%	130	16.9%	619	80.3%	771	13.0
Randolph	6	1.0%	4	0.7%	87	14.1%	518	84.2%	615	9.8
Ripley	5	0.6%	23	3.0%	128	16.5%	622	79.9%	778	6.4
Rush	3	0.7%	13	3.1%	97	23.4%	301	72.7%	414	7.2
St. Joseph	14	0.2%	117	1.4%	1,585	19.2%	6,548	79.2%	8,264	1.7
Scott	4	0.7%	13	2.2%	161	27.4%	410	69.7%	588	6.8
Shelby	9	0.7%	27	2.1%	243	19.2%	988	78.0%	1,267	7.1
Spencer	4	0.6%	7	1.1%	92	14.2%	546	84.1%	649	6.2
Starke	6	0.8%	12	1.5%	118	15.1%	646	82.6%	782	7.7
Steuben	7	0.4%	16	1.0%	156	9.3%	1,504	89.4%	1,683	4.2
Sullivan	4	1.4%	16	5.5%	42	14.5%	228	78.6%	290	13.8
Switzerland	1	0.4%	5	2.0%	44	17.8%	197	79.8%	247	4.0
Tippecanoe	20	0.3%	61	0.8%	1,018	13.6%	6,375	85.3%	7,474	2.7
Tipton	3	0.8%	6	1.5%	86	21.6%	303	76.1%	398	7.5
Union	2	1.1%	2	1.1%	37	20.0%	144	77.8%	185	10.8
Vanderburgh	14	0.2%	85	1.5%	1,031	18.2%	4,537	80.1%	5,667	2.5
Vermillion	4	1.0%	12	2.9%	85	20.5%	314	75.7%	415	9.6
Vigo	13	0.4%	67	1.8%	704	19.2%	2,878	78.6%	3,662	3.5
Wabash	2	0.2%	14	1.3%	175	16.1%	897	82.4%	1,088	1.8
Warren	5	2.0%	5	2.0%	37	14.8%	203	81.2%	250	20.0
Warrick	4	0.3%	24	1.7%	167	11.6%	1,241	86.4%	1,436	2.8
Washington	9	1.2%	12	1.6%	116	15.1%	629	82.1%	766	11.7
Wayne	6	0.3%	29	1.5%	404	20.8%	1,502	77.4%	1,941	3.1
Wells	10	1.4%	15	2.1%	116	16.0%	583	80.5%	724	13.8
White	5	0.5%	11	1.1%	128	13.0%	843	85.4%	987	5.1
Whitley	10	1.1%	15	1.7%	119	13.5%	735	83.6%	879	11.4
Unknown	0	0.0%	0	0.0%	0	0.0%	8	100.0%	8	0.0

Notes: n/a = Percent calculations not applicable to these categories. *Non-incapacitating* collisions include collisions with *non-incapacitating* and *possible* injuries.

- The highest collision rate, normalized by vehicle miles travelled, occurred in Tippecanoe county (4.7), while the lowest rate occurred in Pike and Benton counties (0.9).
- A number of counties in the northern and southeastern regions of the state had proportionally higher collision rates per vehicle miles travelled.

Map 1. Traffic collisions per 1 million vehicle miles travelled by county, 2007



3.2 - 4.7

INDIANA TRAFFIC SAFETY FACTS

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Rates per one million VMT were calculated using 2006 Indiana Department of Transportation Vehicle Miles Travelled data

Source:

COUNTIES

> When normalized per 100 million county vehicle miles travelled, (VMT), the greatest concentrations of collisions were in Tippecanoe, central Allen, northern St. Joseph, and central Monroe counties.





Notes:

Sources:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Indiana Department of Transportation, 2007 Vehicle Miles Travelled (VMT)

> When normalized per 100 million county vehicle miles travelled (VMT), the most intense concentrations of fatal collisions were in western Greene, central Washington, eastern Randolph, and northwestern Brown counties.



Map 3. Indiana fatal collision concentrations per 100 million county vehicle miles travelled, 2007

Notes:

Density grid is based on points with valid coordinates (803/804).

Sources:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Indiana Department of Transportation, 2007 Vehicle Miles Travelled (VMT)
The mean number of total speed-related collisions per county was 201, while the mean number of fatal speed-related collisions per county was two.

	Fa	tal	Person	al injury	Property da	amage only		All collisio	ns
	Speed- related collisions	Speed- related as % total fatal injury collisions	Speed- related collisions	Speed- related as % total personal injury collisions	Speed- related collisions	Speed- related as % total property damage collisions	Speed- related collisions	Total collisions	Speed- related collisions per 1,000 total collisions
Indiana	165	20.5%	4,376	11.7%	13,950	8.4%	18,491	205,005	90.2
Mean	2	n/a	48	n/a	152	n/a	201	2,228	n/a
Minimum	0	n/a	1	n/a	9	n/a	10	152	n/a
Maximum	19	n/a	667	n/a	1,841	n/a	2,527	27,965	n/a
Adams	0	0.0%	10	9.3%	37	5.5%	47	784	59.9
Allen	3	14.3%	248	11.3%	787	7.8%	1,038	12,261	84.7
Bartholomew	3	16.7%	36	5.9%	76	4.4%	115	2,346	49.0
Benton	2	50.0%	4	12.1%	15	13.0%	21	152	138.2
Blackford	1	50.0%	4	8.0%	14	4.3%	19	380	50.0
Boone	1	10.0%	36	13.7%	171	10.7%	208	1,874	111.0
Brown	2	50.0%	26	19.7%	38	9.1%	66	555	118.9
Carroll	0	0.0%	23	19.2%	50	8.3%	73	723	101.0
Cass	0	0.0%	21	9.1%	80	6.3%	101	1,507	67.0
Clark	0	0.0%	80	10.0%	182	5.1%	262	4,380	59.8
Clay	1	12.5%	10	7.5%	19	3.0%	30	771	38.9
Clinton	0	0.0%	22	11.5%	70	8.9%	92	981	93.8
Crawford	2	40.0%	13	22.8%	31	9.9%	46	375	122.7
Daviess	1	20.0%	15	10.8%	14	3.8%	30	509	58.9
Dearborn	1	12.5%	50	17.9%	130	7.7%	181	1,979	91.5
Decatur	2	40.0%	9	8.5%	69	10.6%	80	761	105.1
DeKalb	3	60.0%	29	12.9%	133	10.6%	165	1,479	111.6
Delaware	3	14.3%	99	13.1%	320	8.2%	422	4,681	90.2
Dubois	2	25.0%	43	20.2%	73	9.4%	118	996	118.5
Elkhart	15	40.5%	191	16.1%	928	14.3%	1,134	7,726	146.8
Fayette	0	0.0%	11	9.5%	18	3.4%	29	641	45.2
Floyd	2	20.0%	44	8.0%	81	4.0%	127	2,608	48.7
Fountain	0	0.0%	6	8.5%	31	8.5%	37	440	84.1
Franklin	0	0.0%	21	18.1%	56	12.4%	77	575	133.9
Fulton	0	0.0%	16	17.8%	80	15.5%	96	607	158.2
Gibson	0	0.0%	35	22.2%	64	6.9%	99	1,100	90.0
Grant	3	21.4%	50	12.5%	195	10.0%	248	2,372	104.6
Greene	2	13.3%	17	10.8%	42	5.6%	61	919	66.4
Hamilton	5	27.8%	76	7.1%	251	4.4%	332	6,781	49.0
Hancock	1	10.0%	38	11.3%	84	7.0%	123	1,543	79.7
Harrison	3	33.3%	27	13.0%	60	5.6%	90	1,283	70.1
Hendricks	4	25.0%	54	8.5%	212	7.0%	270	3,696	73.1
Henry	0	0.0%	42	15.7%	118	11.7%	160	1,284	124.6
Howard	4	44.4%	36	7.1%	94	4.6%	134	2,548	52.6
Huntington	1	25.0%	19	9.2%	74	7.0%	94	1,265	74.3
Jackson	1	16.7%	27	10.1%	57	4.5%	85	1,537	55.3
Jasper	4	50.0%	45	19.0%	115	11.2%	164	1,274	128.7
Jay	0	0.0%	5	4.6%	17	3.0%	22	669	32.9
Jefferson	0	0.0%	29	15.2%	53	6.1%	82	1,072	76.5
Jennings	1	20.0%	14	8.2%	34	5.1%	49	836	58.6
Johnson	3	21.4%	54	8.5%	161	6.9%	218	2,979	73.2

Table 91. Indiana speed-related collisions by severity and county, 2007

continued on next page

Table 91. (continued)

	Fa	tal	Persona	lly injury	Property da	amage only		All collision	ns
	Speed- related collisions	Speed- related as % total fatal injury collisions	Speed- related collisions	Speed- related as % total personal injury collisions	Speed- related collisions	Speed- related as % total property damage collisions	Speed- related collisions	Total collisions	Speed- related collisions per 1,000 total collisions
Knox	1	14.3%	27	12.1%	45	6.6%	73	912	80.0
Kosciusko	3	37.5%	49	11.8%	193	7.5%	245	3,011	81.4
LaGrange	0	0.0%	61	51.3%	242	26.2%	303	1,044	290.2
Lake	12	26.1%	487	15.7%	1,830	11.9%	2,329	18,588	125.3
LaPorte	4	15.4%	82	11.4%	281	9.9%	367	3,574	102.7
Lawrence	0	0.0%	19	6.6%	50	5.2%	69	1,258	54.8
Madison	3	18.8%	64	7.4%	215	6.2%	282	4,361	64.7
Marion	19	26.4%	667	11.8%	1,841	8.3%	2,527	27,965	90.4
Marshall	0	0.0%	29	10.2%	116	7.8%	145	1,773	81.8
Martin	0	0.0%	16	38.1% 17.2%	24	0.1%	40	2/3	146.5
Monroo	2	20.0%	67	7 407	194	5.170	251	1,094	61.0
Montgomery	0	0.0%	22	10.8%	53	5.8%	75	1 125	66.7
Morgan	2	20.0%	34	9.5%	78	63%	114	1,125	70.6
Newton	2	40.0%	14	24.1%	44	11.9%	60	434	138.2
Noble	1	50.0%	43	21.0%	174	13.2%	218	1.530	142.5
Ohio	0	0.0%	1	4.2%	9	3.8%	10	265	37.7
Orange	0	0.0%	14	11.8%	20	4.0%	34	627	54.2
Owen	0	0.0%	10	7.9%	36	7.8%	46	595	77.3
Parke	0	0.0%	23	27.1%	43	8.1%	66	617	107.0
Perry	1	50.0%	12	11.5%	26	6.4%	39	510	76.5
Pike	0	0.0%	7	17.5%	10	7.1%	17	184	92.4
Porter	4	18.2%	110	10.3%	418	10.5%	532	5,085	104.6
Posey	0	0.0%	17	21.0%	35	9.2%	52	465	111.8
Pulaski	1	25.0%	10	12.3%	41	8.5%	52	568	91.5
Putnam	2	20.0%	13	9.2%	50	8.1%	65	771	84.3
Randolph	1	16.7%	5	5.5%	21	4.1%	27	615	43.9
Ripley	1	20.0%	18	11.9%	37	5.9%	56	778	72.0
Rush	0	0.0%	10	9.1%	22	7.3%	32	414	77.3
St. Joseph	0	0.0%	164	9.6%	624	9.5%	788	8,264	95.4
Scott	0	0.0%	12	6.9%	102	4.4%	30	588	51.0
Sneldy	1	11.1%	10	10.7%	102	10.3% 8.1%	132	640	104.2
Starko	0	0.0%	17	19.2 /0	21	0.1 /0 1 807	48	782	97.1 61.4
Steuben	0	0.0%	41	23.8%	201	13.4%	242	1 683	143.8
Sullivan	1	25.0%	6	10.3%	11	4.8%	18	290	62.1
Switzerland	1	100.0%	7	14.3%	20	10.2%	28	247	113.4
Tippecanoe	6	30.0%	155	14.4%	597	9.4%	758	7,474	101.4
Tipton	1	33.3%	13	14.1%	32	10.6%	46	398	115.6
Union	0	0.0%	2	5.1%	10	6.9%	12	185	64.9
Vanderburgh	5	35.7%	76	6.8%	213	4.7%	294	5,667	51.9
Vermillion	1	25.0%	14	14.4%	17	5.4%	32	415	77.1
Vigo	5	38.5%	48	6.2%	141	4.9%	194	3,662	53.0
Wabash	1	50.0%	29	15.3%	96	10.7%	126	1,088	115.8
Warren	1	20.0%	12	28.6%	18	8.9%	31	250	124.0
Warrick	1	25.0%	24	12.6%	76	6.1%	101	1,436	70.3
Washington	2	22.2%	12	9.4%	15	2.4%	29	766	37.9
Wayne	1	16.7%	38	8.8%	115	7.7%	154	1,941	79.3
Wells	1	10.0%	16	12.2%	32	5.5%	49	724	67.7
White	0	0.0%	23	16.5%	83	9.8%	106	987	107.4
vvnitley	2	20.0%	25	18.7%	98	13.3%	125	879	142.2

Notes: n/a = Percent calculations not applicable to these categories. Percent calculations represent the percent of total county collisions (presented in table 90) in each injury category that are speed-related. *Personal injury* collisions include collisions with *incapacitating, non-incapacitating,* and *possible* injuries.

Source:

- The highest proportions of Indiana speed-related collisions were clustered in the northwestern (Benton, Jasper, Lake, Newton, and Warren) and northeastern (Elkhart, LaGrange, Noble, Steuben, and Whitley) counties of the state.
- LaGrange (29.0) and Fulton (15.8) counties represented the highest percentage of speed-related collisions, while Jay (3.3), Ohio (3.8), and Washington (3.8) counties represented the lowest percentage.

Map 4. Percentage of county collisions that were speed-related, 2007



Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008

Source:

> In 2007, the highest concentrations of fatal speed-related collisions were in Marion and northern Lake counties.



Map 5. Indiana fatal speed-related collision concentrations, 2007

Notes: Density grid is based on 165 fatal speed-related collisions. Source:

> The mean number of total alcohol-related collisions per county was 108, while the mean number of fatal alcohol-related collisions per county was three.

	Fa	tal	Person	al injury	Property d	amage only		All collisio	ns
	Alcohol- related collisions	Alcohol- related as % total fatal injury collisions	Alcohol - related collisions	Alcohol - related as % total personal injury collisions	Alcohol - related collisions	Alcohol - related as % total property damage collisions	Alcohol - related collisions	Total collisions	Alcohol - related collisions per 1,000 total collisions
Indiana	232	28.9%	3,557	9.5%	6,153	3.7%	9,942	205,005	48.5
Mean	3	n/a	39	n/a	67	n/a	108	2,228	n/a
Minimum	0	n/a	5	n/a	3	n/a	10	152	n/a
Maximum	19	n/a	370	n/a	701	n/a	1,087	27,965	n/a
Adams	0	0.0%	12	11.1%	21	3.1%	33	784	42.1
Allen	5	23.8%	189	8.6%	380	3.8%	574	12,261	46.8
Bartholomew	7	38.9%	55	9.0%	58	3.4%	120	2,346	51.2
Benton	2	50.0%	9	27.3%	6	5.2%	17	152	111.8
Blackford	1	50.0%	7	14.0%	10	3.0%	18	380	47.4
Boone	3	30.0%	23	8.7%	37	2.3%	63	1,874	33.6
Brown	1	25.0%	13	9.8%	23	5.5%	37	555	66.7
Carroll	0	0.0%	9	7.5%	33	5.5%	42	723	58.1
Cass	1	16.7%	11	4.8%	51	4.0%	63	1,507	41.8
Clark	2	28.6%	70	8.8%	131	3.7%	203	4,380	46.3
Clay	0	0.0%	9	6.8%	20	3.2%	29	771	37.6
Clinton	0	0.0%	21	11.0%	39	5.0%	60	981	61.2
Crawford	2	40.0%	7	12.3%	15	4.8%	24	375	64.0
Daviess	2	40.0%	18	12.9%	26	7.1%	46	509	90.4
Dearborn	2	25.0%	41	14.7%	68	4.0%	111	1,979	56.1
Decatur	3	60.0%	21	19.8%	23	3.5%	47	761	61.8
DeKalb	1	20.0%	32	14.2%	40	3.2%	73	1,479	49.4
Delaware	5	23.8%	72	9.5%	153	3.9%	230	4,681	49.1
Dubois	3	37.5%	34	16.0%	35	4.5%	72	996	72.3
Elkhart	10	27.0%	88	7.4%	189	2.9%	287	7,726	37.1
Fayette	2	100.0%	18	15.5%	27	5.2%	47	641	73.3
Floyd	5	50.0%	62	11.3%	109	5.3%	176	2,608	67.5
Fountain	2	66.7%	9	12.7%	10	2.7%	21	440	47.7
Franklin	2	28.6%	23	19.8%	11	2.4%	36	575	62.6
Fulton	0	0.0%	11	12.2%	15	2.9%	26	607	42.8
Gibson	1	12.5%	15	9.5%	34	3.6%	50	1,100	45.5
Grant	3	21.4%	34	8.5%	66	3.4%	103	2,372	43.4
Greene	3	20.0%	28	17.8%	30	4.0%	61	919	66.4
Hamilton	3	16.7%	79	7.4%	163	2.9%	245	6,781	36.1
Hancock	2	20.0%	29	8.6%	48	4.0%	79	1,543	51.2
Harrison	3	33.3%	23	11.1%	47	4.4%	73	1,283	56.9
Hendricks	5	31.3%	46	7.3%	78	2.6%	129	3,696	34.9
Henry	0	0.0%	12	4.5%	29	2.9%	41	1,284	31.9
Howard	2	22.2%	38	7.5%	78	3.8%	118	2,548	46.3
Huntington	1	25.0%	12	5.8%	30	2.8%	43	1,265	34.0
Jackson	2	33.3%	32	12.0%	56	4.4%	90	1,537	58.6
Jasper	1	12.5%	30	12.7%	27	2.6%	58	1,274	45.5
Jay	0	0.0%	8	7.3%	11	2.0%	19	669	28.4
Jefferson	0	0.0%	15	7.9%	48	5.5%	63	1,072	58.8
Jennings	3	60.0%	23	13.5%	14	2.1%	40	836	47.8
Johnson	5	35.7%	43	6.7%	88	3.8%	136	2,979	45.7

Table 92. Indiana alcohol-related collisions by severity and county, 2007

continued on next page

Table 92. (continued)

	Fat	tal	Person	al injury	Property da	amage only		All collision	ns
	Alcohol- related collisions	Alcohol- related as % total fatal injury collisions	Alcohol - related collisions	Alcohol - related as % total personal injury collisions	Alcohol - related collisions	Alcohol - related as % total property damage collisions	Alcohol - related collisions	Total collisions	Alcohol - related collisions per 1,000 total collisions
Knox	4	57.1%	26	11.6%	35	5.1%	65	912	71.3
Kosciusko	3	37.5%	44	10.6%	69	2.7%	116	3,011	38.5
LaGrange	1	50.0%	28	23.5%	30	3.3%	59	1,044	56.5
Lake	19	41.3%	370	11.9%	601	3.9%	990	18,588	53.3
LaPorte	10	38.5%	85	11.8%	140	5.0%	235	3,574	65.8
Lawrence	2	22.2%	26	9.1%	34	3.5%	62	1,258	49.3
Madison	5	31.3%	66	7.7%	137	3.9%	208	4,361	47.7
Marion	19	26.4%	367	6.5%	701	3.2%	1,087	27,965	38.9
Marshall	1	20.0%	24	8.5%	35	2.4%	60	1,773	33.8
Martin	0	0.0%	15	0.2%	12	3.2% 2.5%	17	2/3	62.3
Monroo	2	20.0%	70	9.2%	121	3.5%	210	1,094	44.0 51.9
Montgomery	2	50.0%	23	0.0 % 11 3%	34	4.2 %	59	4,000	52.4
Mongan	2	20.0%	39	10.9%	45	3.6%	86	1,125	53.3
Newton	1	20.0%	6	10.3%	9	2.4%	16	434	36.9
Noble	0	0.0%	30	14.6%	44	3.3%	74	1.530	48.4
Ohio	0	0.0%	4	16.7%	9	3.8%	13	265	49.1
Orange	0	0.0%	18	15.1%	20	4.0%	38	627	60.6
Owen	1	25.0%	12	9.4%	14	3.0%	27	595	45.4
Parke	1	100.0%	17	20.0%	24	4.5%	42	617	68.1
Perry	0	0.0%	15	14.4%	13	3.2%	28	510	54.9
Pike	0	0.0%	9	22.5%	10	7.1%	19	184	103.3
Porter	4	18.2%	107	10.1%	153	3.8%	264	5,085	51.9
Posey	0	0.0%	6	7.4%	22	5.8%	28	465	60.2
Pulaski	2	50.0%	7	8.6%	15	3.1%	24	568	42.3
Putnam	1	10.0%	7	4.9%	24	3.9%	32	771	41.5
Randolph	1	16.7%	13	14.3%	14	2.7%	28	615	45.5
Ripley	2	40.0%	19	12.6%	20	3.2%	41	778	52.7
Rush	2	66.7%	14	12.7%	21	7.0%	37	414	89.4
St. Joseph	5	35.7%	140	8.2%	271	4.1%	416	8,264	50.3
Scott	2	50.0%	8	4.6%	5	1.2%	15	588	25.5
Snelby	2	22.2%	24	8.9% 0.1%	22	5.6%	81	1,267	63.9 40.2
Starko	1	23.0%	21	9.1%	22	4.0%	52	782	49.5
Stouben	2	0.0%	21	16.2%	49	4.0%	77	1 683	45.8
Sullivan	1	25.0%	12	20.7%	12	5.3%	25	290	86.2
Switzerland	0	0.0%	7	14.3%	13	6.6%	20	247	81.0
Tippecanoe	7	35.0%	108	10.0%	222	3.5%	337	7,474	45.1
Tipton	0	0.0%	9	9.8%	7	2.3%	16	398	40.2
Union	1	50.0%	6	15.4%	3	2.1%	10	185	54.1
Vanderburgh	5	35.7%	110	9.9%	246	5.4%	361	5,667	63.7
Vermillion	1	25.0%	22	22.7%	15	4.8%	38	415	91.6
Vigo	7	53.8%	77	10.0%	133	4.6%	217	3,662	59.3
Wabash	1	50.0%	9	4.8%	17	1.9%	27	1,088	24.8
Warren	2	40.0%	8	19.0%	5	2.5%	15	250	60.0
Warrick	1	25.0%	31	16.2%	45	3.6%	77	1,436	53.6
Washington	3	33.3%	22	17.2%	15	2.4%	40	766	52.2
Wayne	2	33.3%	48	11.1%	74	4.9%	124	1,941	63.9
Wells	5	50.0%	13	9.9%	17	2.9%	35	724	48.3
White	1	20.0%	17	12.2%	45	5.3%	63	987	63.8
vvnitley	3	30.0%	16	11.9%	26	3.5%	45	879	51.2

Notes: n/a = Percent calculations not applicable to these categories. Percent calculations represent the percent of total county collisions (presented in table 90) in each injury category that are alcohol-related. *Non-incapacitating* collisions include collisions with *non-incapacitating* and *possible* injuries.

Source:

- The highest proportions of Indiana alcohol-related collisions were clustered in the western (Benton, Daviess, Dubois, Pike, Sullivan, and Vermillion) counties of the state.
- Benton (11.2) and Pike (10.3) counties represented the highest percentage of alcohol-related collisions, while Wabash (2.5) and Scott (2.6) counties represented the lowest percentage.

Map 6. Percentage of county collisions that were alcohol-related, 2007



In 2007, fatal alcohol-related collisions were concentrated in northern Lake and Marion counties. Less intense concentrations were evident in northern Elkhart, central Vigo, Floyd, and central LaPorte counties.



Map 7. Indiana fatal alcohol-related collision concentrations, 2007

Notes: Density grid is based on 232 fatal alcohol-related collisions.

- In 2007, 17,280 traffic collisions involving deer occurred in Indiana counties, with a mean number of deer-involved collisions per county of 188.
- > Statewide, over 97 percent of deer-involved collisions were property damage only.
- The highest proportions of Indiana deer-involved collisions were clustered in the northern (Fulton, Marshall, Newton, Noble, Pulaski, Starke, and Steuben), western (Fountain, Greene, Parke, Sullivan, and Warren), and southern (Crawford, Orange, Spencer, and Washington) counties of the state.
- Ohio (46.0) and Pulaski (40.8) counties represented the highest percentage of deer-involved collisions, while Marion (0.4) and Lake (1.8) counties represented the lowest percentage.

Map 8. Percentage of county collisions that involved a deer, 2007



- In 2007, statewide, the percentage of county *fatal* injuries in which the victim was not wearing the proper restraint was 47.4 percent, compared to the percentage of *non-incapacitating* injuries that were not properly restrained of 11.7 percent.
- In seven Indiana counties (Benton, Clark, Noble, Perry, Pulaski, Spencer, and Switzerland), 100 percent of all fatalities were unrestrained.

Table 93. Vehicle occupants injured in Indiana traffic collisions by injury status, restraint use, and county, 2007

		Fatal			Incapacitating		N	lon-incapacitatir	ıg
			%			%			%
	Total	Unrestrained	unrestrained	Total	Unrestrained	unrestrained	Total	Unrestrained	unrestrained
Indiana	825	391	47.4%	3,361	1,121	33.4%	46,557	5,462	11.7%
Mean	9	4	n/a	37	12	n/a	506	59	n/a
Minimum	0	0	n/a	2	0	n/a	29	4	n/a
Maximum	67	39	n/a	423	104	n/a	7,056	683	n/a
Adams	3	2	66.7%	25	10	40.0%	119	23	19.3%
Allen	17	9	52.9%	161	52	32.3%	2,665	226	8.5%
Bartholomew	19	12	63.2%	74	22	29.7%	807	113	14.0%
Benton	4	4	100.0%	4	4	100.0%	41	4	9.8%
Blackford	2	0	0.0%	8	3	37.5%	61	10	16.4%
Boone	12	5	41.7%	20	6	30.0%	333	46	13.8%
Brown	4	2	50.0%	30	15	50.0%	153	43	28.1%
Carroll	0	0	0.0%	10	8	80.0%	134	29	21.6%
Cass	7	2	28.6%	24	7	29.2%	262	34	13.0%
Clark	4	4	100.0%	56	16	28.6%	993	95	9.6%
Clay	8	3	37.5%	32	8	25.0%	152	24	15.8%
Clinton	5	2	40.0%	16	6	37.5%	252	40	15.9%
Crawford	5	3	60.0%	10	5	50.0%	88	21	23.9%
Daviess	7	4	57.1%	18	6	33.3%	191	39	20.4%
Dearborn	9	6	66.7%	46	11	23.9%	359	50	13.9%
Decatur	6	4	66.7%	12	6	50.0%	138	33	23.9%
DeKalb	5	1	20.0%	24	10	41.7%	259	34	13.1%
Delaware	25	9	36.0%	61	14	23.0%	952	119	12.5%
Dubois	8	2	25.0%	19	7	36.8%	270	39	14.4%
Elkhart	40	16	40.0%	104	32	30.8%	1,447	151	10.4%
Fayette	2	1	50.0%	8	2	25.0%	151	26	17.2%
Floyd	10	5	50.0%	44	12	27.3%	689	65	9.4%
Fountain	4	3	75.0%	6	4	66.7%	85	11	12.9%
Franklin	9	4	44.4%	25	8	32.0%	129	23	17.8%
Fulton	2	1	50.0%	16	7	43.8%	105	17	16.2%
Gibson	9	3	33.3%	25	11	44.0%	189	29	15.3%
Grant	13	5	38.5%	30	16	53.3%	479	64	13.4%
Greene	15	9	60.0%	16	9	56.3%	197	39	19.8%
Hamilton	19	4	21.1%	80	18	22.5%	1.403	100	7.1%
Hancock	12	3	25.0%	33	9	27.3%	450	54	12.0%
Harrison	9	1	11.1%	33	9	27.3%	257	37	14.4%
Hendricks	16	9	56.3%	38	10	26.3%	779	74	9.5%
Henry	10	2	20.0%	41	14	34.1%	348	65	18.7%
Howard	11	7	63.6%	64	18	28.1%	650	72	11.1%
Huntington	4	2	50.0%	20	9	45.0%	249	44	17.7%
Jackson	6	3	50.0%	33	11	33.3%	309	38	12.3%
lasper	6	4	66.7%	29	14	48.3%	288	47	16.3%
Jav	2	0	0.0%	17	10	58.8%	148	14	9.5%
Tefferson	- 8	2	25.0%	29	7	24.1%	222	29	131%
Jennings	4	- 1	25.0%	30	10	33.3%	206	44	21.4%
Johnson	15	3	20.0%	54	16	29.6%	813	84	10.3%
Knox	8	7	87.5%	20	7	35.0%	256	39	15.2%
Kosciusko	10	5	50.0%	46	15	32.6%	532	88	16.5%

continued on next page

INDIANA TRAFFIC SAFETY FACTS

Table 93. (continued)

		Fatal			Incapacitating	5	1	Non-incapacitatiı	ıg
	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained
LaGrange	1	0	0.0%	11	1	9.1%	167	36	21.6%
Lake	48	31	64.6%	212	67	31.6%	3,887	353	9.1%
LaPorte	23	12	52.2%	73	27	37.0%	866	77	8.9%
Lawrence	11	6	54.5%	24	10	41.7%	391	49	12.5%
Madison	17	9	52.9%	50	18	36.0%	1,155	137	11.9%
Marion	67	39	58.2%	423	104	24.6%	7,056	683	9.7%
Marshall	4	0	0.0%	21	10	47.6%	365	40	11.0%
Martin	3	1	33.3%	9	5	55.6%	41	10	24.4%
Miami	10	7	70.0%	15	7	46.7%	215	25	11.6%
Monroe	4	1	25.0%	59	20	33.9%	1,039	115	11.1%
Montgomery	3	1	33.3%	24	10	41.7%	263	34	12.9%
Morgan	10	4	40.0%	40	13	32.5%	459	63	13.7%
Newton	4	2	50.0%	5	2	40.0%	73	10	13.7%
Noble	2	2	100.0%	40	17	42.5%	210	22	10.5%
Ohio	2	1	50.0%	2	1	50.0%	29	4	13.8%
Orange	2	0	0.0%	17	7	41.2%	154	31	20.1%
Owen	4	3	75.0%	21	9	42.9%	145	35	24.1%
Parke	1	0	0.0%	18	7	38.9%	102	29	28.4%
Perrv	2	2	100.0%	15	8	53.3%	128	22	17.2%
Pike	2	0	0.0%	2	1	50.0%	51	14	27.5%
Porter	19	6	31.6%	107	43	40.2%	1,352	147	10.9%
Posev	3	1	33.3%	6	0	0.0%	119	18	151%
Pulaski	4	4	100.0%	10	3	30.0%	100	26	26.0%
Putnam	10	2	20.0%	15	4	26.7%	191	21	11.0%
Randolph	6	2	33.3%	3	0	0.0%	118	16	13.6%
Riplev	7	5	71.4%	26	10	38.5%	199	45	22.6%
Rush	3	2	66.7%	15	5	33.3%	133	21	15.8%
St. Joseph	12	6	50.0%	117	35	29.9%	2.040	141	6.9%
Scott	6	0	0.0%	14	5	35.7%	263	30	11.4%
Shelby	8	5	62.5%	30	11	36.7%	327	40	12.2%
Spencer	4	4	100.0%	8	3	37.5%	140	24	171%
Starke	7	3	42.9%	12	5	41.7%	184	32	17.4%
Steuben	6	3	50.0%	17	6	35.3%	206	46	22.3%
Sullivan	5	3	60.0%	19	7	36.8%	85	22	25.9%
Switzerland	1	1	100.0%	8	5	62.5%	59	16	27.1%
Tippecanoe	17	6	35.3%	66	28	42.4%	1.272	175	13.8%
Tipton	3	1	33.3%	10	3	30.0%	108	15	13.9%
Union	3	- 1	33.3%	2	0	0.0%	53	10	18.9%
Vanderburgh	15	6	40.0%	89	25	28.1%	1,399	132	9.4%
Vermillion	5	1	20.0%	16	5	31.3%	118	18	15.3%
Vigo	13	9	69.2%	65	27	41.5%	935	100	10.7%
Wabash	2	1	50.0%	14	4	28.6%	240	26	10.8%
Warren	6	3	50.0%	7	3	42.9%	69	17	24.6%
Warrick	4	2	50.0%	26	7	26.9%	252	43	17.1%
Washington	9	- 7	77.8%	13	7	53.8%	167	34	20.4%
Wavne	6	, 1	16.7%	32	12	37.5%	526	87	16.5%
Wells	12	4	33.3%	18	8	44 4%	151	26	17.2%
White	5	0	0.0%	10	7	58.3%	193	33	17.1%
Whitley	10	7	70.0%	12	5	41.7%	152	36	23.7%

Notes: Non-incapacitating injuries include those injuries reported as non-incapacitating and possible. n/a = Percent calculations not applicable to these categories.

Adams (52.2) and Greene (49.2) counties represented the highest percentage of unrestrained injuries, while Hamilton (8.3), Allen (13.0), and St. Joseph (13.0) counties represented the lowest percentage.



Map 9. Percentage of individual injuries by county where victim was not properly restrained, 2007

Notes:

Includes only vehicle occupants (drivers and passengers). Pedestrians and pedalcyclists are excluded.

Injuries depicted include those reported as *fatal*, *incapacitating*, *non-incapacitating*, *possible*, *not reported*, *unknown*, *refused* (treatment), and invalid status codes. Null values are excluded.

Source:

Normalized per 10,000 county population, non-fatal injuries from collisions where the victim was not properly restrained showed the most intense clustering in central White, northeastern Jasper, central Bartholomew, and central Brown counties.

Map 10. Concentrations of non-fatal injuries in Indiana collisions where victim was unrestrained per 10,000 county population, 2007



Sources:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Stats Indiana, Population Counts, Estimates and Projections, Indiana counties, Annual estimates Fatal injuries from collisions where the person killed was unrestrained were intensely concentrated in Marion and northern Lake counties in 2007.



Map 11. Concentrations of fatal injuries in Indiana collisions where victim was unrestrained, 2007

Notes: Density grid is based on points with valid coordinates (390/391).

Source:

- ► Less than half (41) of Indiana counties experienced a young driver fatality in 2007.
- ► In 2007 on average, 1 of every 5.5 fatal injuries, 1 of every 6.8 incapacitating injuries, and 1 of every 1.6 non-incapacitating injuries was a young driver (based on counties with non-zero counts).
- > Elkhart County had the highest number (5) of young drivers in fatal collisions.

Table 94. Young drivers (ages 16-20) involved in collisions by injury severity, Indiana 2007

		Fatal	Inc	apacitating	Non-i	ncapacitating	Unkno	wn injury	Not	injured	
County	Count	% of county fatal injuries	Count	% of county incapacitating injuries	Count	% of county non- incapacitating injuries	Count	% of county unknown injuries	Count	% of county not injured	Total
All counties	68	n/a	361	n/a	6,059	n/a	1,481	n/a	44,551	n/a	52,520
Mean	0.7	n/a	3.9	n/a	65.2	n/a	15.9	n/a	479.0	n/a	565
Minimum	0	n/a	0	n/a	0	n/a	0	n/a	2	n/a	2
Maximum	5	n/a	41	n/a	684	n/a	259	n/a	5,308	n/a	6,093
Adams	1	33.3%	8	30.8%	9	7.0%	1	8.3%	204	21.0%	223
Allen	2	9.5%	12	6.9%	346	12.3%	134	17.4%	2,853	17.7%	3,347
Bartholomew	1	5.3%	10	12.5%	117	14.0%	11	28.2%	554	17.6%	693
Benton	0	0.0%	0	0.0%	7	17.9%	3	15.0%	12	9.0%	22
Blackford	0	0.0%	2	25.0%	13	20.6%	1	20.0%	95	22.2%	111
Boone	2	16.7%	4	19.0%	58	17.1%	2	20.0%	400	16.4%	466
Brown	1	25.0%	4	13.3%	27	17.4%	3	27.3%	93	17.3%	128
Carroll	0	0.0%	3	25.0%	36	25.7%	0	0.0%	133	17.2%	172
Cass	0	0.0%	2	7.7%	38	13.6%	3	15.0%	313	17.5%	356
Clark	0	0.0%	3	4.9%	107	10.4%	19	24.4%	924	15.2%	1,053
Clay	1	12.5%	6	18.8%	28	18.2%	8	21.6%	200	22.1%	243
Clinton	0	0.0%	0	0.0%	54	21.1%	5	15.2%	204	18.1%	263
Crawford	1	20.0%	0	0.0%	17	19.1%	1	7.7%	60	15.9%	79
Daviess	1	14.3%	3	15.0%	27	13.8%	5	41.7%	138	22.0%	174
De Kalb	0	0.0%	2	7.7%	50	18.8%	2	10.0%	344	18.3%	398
Dearborn	0	0.0%	3	6.4%	49	13.4%	3	8.1%	450	17.7%	505
Decatur	0	0.0%	0	0.0%	18	12.4%	0	0.0%	207	20.9%	225
Delaware	2	7.4%	7	10.8%	122	12.1%	98	19.6%	1,062	18.3%	1,291
Dubois	2	25.0%	2	10.5%	51	18.4%	4	26.7%	272	21.7%	331
Elkhart	5	10.6%	11	9.6%	174	11.2%	16	13.3%	1,669	16.2%	1,875
Fayette	0	0.0%	2	25.0%	15	10.1%	15	22.4%	141	17.6%	173
Floyd	1	10.0%	6	12.8%	103	14.4%	42	23.7%	646	19.4%	798
Fountain	1	25.0%	1	12.5%	15	16.3%	2	50.0%	88	18.0%	107
Franklin	0	0.0%	1	3.8%	26	19.7%	2	40.0%	157	24.6%	186
Fulton	0	0.0%	1	5.9%	11	10.0%	7	17.1%	112	17.2%	131
Gibson	1	11.1%	5	19.2%	28	13.9%	6	15.8%	240	17.7%	280
Grant	2	14.3%	1	2.9%	73	14.5%	6	14.3%	524	17.1%	606
Greene	1	6.7%	2	12.5%	37	18.3%	3	21.4%	187	18.5%	230
Hamilton	1	4.5%	13	15.3%	159	11.0%	259	15.9%	1,470	16.6%	1,902
Hancock	3	23.1%	4	11.8%	87	18.7%	16	26.2%	350	17.4%	460
Harrison	0	0.0%	5	14.7%	55	21.2%	3	17.6%	345	23.0%	408
Hendricks	0	0.0%	1	2.2%	109	13.4%	8	14.8%	947	17.7%	1,065
Henry	0	0.0%	6	14.6%	47	13.4%	61	15.3%	186	16.2%	300
Howard	3	27.3%	9	12.9%	110	16.2%	21	25.0%	665	17.7%	808
Huntington	0	0.0%	2	9.1%	29	11.0%	7	46.7%	291	19.8%	329
Jackson	2	33.3%	2	5.7%	52	16.1%	3	20.0%	279	15.4%	338
Jasper	0	0.0%	3	10.3%	51	17.5%	40	17.2%	189	16.1%	283
Jay	0	0.0%	3	16.7%	27	17.9%	2	28.6%	139	18.3%	171
Jefferson	0	0.0%	4	13.3%	35	15.0%	5	25.0%	235	17.1%	279
Jennings	1	20.0%	9	30.0%	30	14.3%	4	26.7%	231	21.2%	275
Johnson	1	6.7%	5	8.9%	111	13.5%	96	21.0%	806	20.6%	1,019

continued on next page

Table 94. (continued)

		Fatal	Inc	anacitating	Non-i	ncanacitating	Unkno	wn iniurv	Not	injured	
		1 44441		% of		% of	Cindio	% of	1101	injuicu	
County	Count	% of county fatal injuries	Count	county incapacitating injuries	Count	county non- incapacitating injuries	Count	county unknown injuries	Count	% of county not injured	Total
Knox	2	25.0%	4	18.2%	42	15.3%	4	21.1%	231	21.3%	283
Kosciusko	0	0.0%	0	0.0%	82	15.0%	5	33.3%	648	17.0%	735
La Porte	1	3.8%	7	9.0%	104	11.4%	12	16.7%	672	15.2%	796
Lagrange	0	0.0%	2	16.7%	22	12.8%	0	0.0%	208	17.5%	232
Lake	1	1.9%	15	6.3%	358	8.7%	52	13.2%	3,483	13.3%	3,909
Lawrence	1	9.1%	4	16.7%	61	15.3%	5	16.7%	344	23.1%	415
Madison	0	0.0%	3	5.1%	144	12.0%	91	17.5%	861	16.3%	1,099
Marion	4	5.1%	41	8.5%	684	9.2%	56	13.3%	5,308	13.0%	6,093
Marshall	2	33.3%	4	17.4%	57	15.1%	7	13.2%	322	16.6%	392
Martin	0	0.0%	0	0.0%	6	14.6%	1	14.3%	51	17.0%	58
Miami	0	0.0%	3	20.0%	29	12.9%	4	23.5%	212	16.7%	248
Monroe	0	0.0%	3	4.2%	141	12.5%	32	21.9%	1,198	22.1%	1,374
Montgomery	0	0.0%	3	11.5%	46	16.7%	14	17.9%	229	18.0%	292
Morgan	1	10.0%	4	9.3%	81	17.2%	5	17.9%	430	20.2%	521
Newton	1	20.0%	1	16.7%	9	12.2%	3	15.8%	61	13.5%	75
Noble	1	50.0%	2	4.9%	33	14.8%	2	25.0%	297	16.4%	335
Ohio	0	0.0%	0	0.0%	4	13.3%	0	0.0%	56	19.2%	60
Orange	0	0.0%	4	23.5%	26	16.8%	5	14.7%	130	20.2%	165
Owen	0	0.0%	1	4.8%	24	16.2%	0	0.0%	138	20.4%	163
Parke	0	0.0%	2	10.5%	16	15.4%	0	0.0%	108	16.5%	126
Perry	0	0.0%	4	26.7%	24	18.6%	2	40.0%	116	19.0%	146
Pike	0	0.0%	0	0.0%	12	23.1%	2	25.0%	42	23.3%	56
Porter	3	12.5%	11	9.5%	154	10.9%	28	21.1%	1,034	16.3%	1,230
Posey	0	0.0%	2	33.3%	19	15.8%	1	7.1%	140	26.4%	162
Pulaski	0	0.0%	3	30.0%	14	13.7%	2	25.0%	106	18.2%	125
Putnam	0	0.0%	3	18.8%	24	12.2%	3	17.6%	135	15.5%	165
Randolph	1	16.7%	0	0.0%	17	13.8%	1	14.3%	124	18.2%	143
Ripley	0	0.0%	1	3.8%	30	14.9%	2	14.3%	137	16.4%	170
Rush	1	33.3%	0	0.0%	26	19.3%	2	28.6%	75	17.2%	104
Scott	0	0.0%	3	20.0%	46	17.6%	13	28.3%	126	16.6%	188
Shelby	0	0.0%	2	6.3%	61	18.0%	4	17.4%	289	19.0%	356
Spencer	1	25.0%	3	33.3%	22	15.4%	6	17.1%	134	19.3%	166
St Joseph	0	0.0%	9	6.8%	185	8.5%	36	11.6%	1,792	16.1%	2,022
Starke	0	0.0%	1	8.3%	31	16.4%	9	16.4%	116	14.1%	157
Steuben	0	0.0%	0	0.0%	29	13.7%	2	15.4%	303	15.2%	334
Sullivan	0	0.0%	2	10.0%	14	16.5%	1	11.1%	56	19.0%	73
Switzerland	0	0.0%	0	0.0%	5	8.2%	4	26.7%	43	18.0%	52
Tippecanoe	0	0.0%	12	16.2%	181	13.2%	22	22.2%	2,031	19.6%	2,246
lipton	1	33.3%	2	18.2%	19	16.7%	1	11.1%	91	20.0%	114
Union	0	0.0%		100.0%	14	25.9%	10	0.0%	3/	23.0%	53
Vanderburgh	2	12.5%	6	5.9%	168	11.5%	19	20.9%	1,4/1	16.7%	1,666
Vermillion	0	0.0%		12.5%	19	16.0%	4	7.8%	75	18.6%	100
Vigo	4	28.6%	5	6.8%	12/	12.8%	62	18.6%	797	17.2%	995
wabash	0	0.0%	1	0.7% 14.2%	10	20.4%	1	23.3%	259	20.7%	517
Warrick	0	0.0%		14.3% 12.207	10	14.5%	1 7	10.7%	49	19.2%	01
Washington	2	0.0%	4	15.3% 15.407	40	15.3%	1	41.2%	100	20.0% 18.70	180
Waymo	2	22.2%	2	13.4%	20	13.3%	1	0.7% 7707	158	10.7%	109
Walls	0	0.0%	3	0.0%	73	13.1%	2	7.7%	104	13.0% 22.1%	430
White	1	20.0%	4	0.007	23	14.4%	5	27.5%	210	18 107	224
Whitley	2	20.0%	2	18.8%	36	23.1%	1	25.0%	219	10.1 /0 22 30/	200
* * ILLUCY	4	20.070		10.0 /0	1 30	40.1/0	4	20.1 /0	440	44.0 10	4/1

Notes: Excludes records where county is unknown. Non-incapacitating injuries includes non-incapacitating and possible injuries. Unknown injuries includes refused (treatment), unknown, not reported, and invalid codes. Not injured is primarily drivers who were not injured.

- Young driver collision rates (per 1,000 licensed drivers) vary by county ranging from 38.8 in Benton county to 334.2 in Tippecanoe county.
- Tippecanoe (334.2), Monroe (293.0), and Delaware (266.5) counties represented the highest young driver collision rates, all of which are locations of large public universities.

Map 12. Young drivers (ages 16 to 20) involved in collisions per 1,000 licensed drivers, 2007



Sources:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Rates per 1,000 were calculated using 2007 Indiana Bureau of Motor Vehicles Licensed Driver data



> When normalized per 1,000 county licensed young drivers (ages 16-20), the highest densities of young driver injuries were in central Vigo, Delaware, Allen, Monroe, Bartholomew, Henry and southern Madison counties.

Map 13. Concentrations of young driver (ages 16-20) injuries in Indiana collisions per 1,000 county licensed young drivers, 2007



Density grid is based on points with valid coordinates (6,490/7,969).

Sources:

Notes:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Indiana Bureau of Motor Vehicles, 2007 licensed driver data

- > There were 54 counties that experienced fatal collisions and 80 counties with incapacitating collisions involving motorcycles.
- In 2007 on average, 1 of every 4.4 fatal collisions and 1 of every 5.1 incapacitating collisions involved a motorcycle (based on counties with non-zero counts).
- ▶ 48 percent of Brown county's and 42.9 percent of Martin county's incapacitating collisions involved a motorcycle.

Table 95. Indiana collisions involving motorcycles by severity and county, 2007

County	Fatal	% of county fatal collisions	Incapacitating	% of county incapacitating collisions	Non- incapacitating	% of county non- incapacitating collisions	Property damage only	%of county property damage only collisions	Total
All counties	117	n/a	525	n/a	1,969	n/a	945	n/a	3,556
Mean	1	n/a	6	n/a	21	n/a	10	n/a	39
Minimum	0	n/a	0	n/a	1	n/a	0	n/a	1
Maximum	14	n/a	40	n/a	192	n/a	99	n/a	345
Adams	0	0.0%	3	15.0%	7	8.0%	3	0.4%	13
Allen	2	9.5%	28	19.4%	118	5.7%	52	0.5%	200
Bartholomew	5	27.8%	14	19.2%	31	5.8%	3	0.2%	53
Benton	0	0.0%	1	50.0%	1	3.2%	0	0.0%	2
Blackford	0	0.0%	1	14.3%	2	4.7%	0	0.0%	3
Boone	1	10.0%	3	17.6%	14	5.7%	9	0.6%	27
Brown	1	25.0%	12	48.0%	32	29.9%	4	1.0%	49
Carroll	0	0.0%	3	33.3%	6	5.4%	5	0.8%	14
Cass	2	33.3%	3	12.5%	15	7.3%	5	0.4%	25
Clark	1	14.3%	6	11.3%	38	5.1%	25	0.7%	70
Clay	0	0.0%	4	21.1%	13	11.4%	7	1.1%	24
Clinton	1	33.3%	1	5.9%	11	6.3%	4	0.5%	17
Crawford	0	0.0%	0	0.0%	6	12.5%	1	0.3%	7
Daviess	1	20.0%	0	0.0%	11	8.9%	2	0.5%	14
De Kalb	1	20.0%	7	31.8%	23	11.3%	12	1.0%	43
Dearborn	2	25.0%	7	17.9%	11	4.6%	6	0.4%	26
Decatur	0	0.0%	1	10.0%	9	9.4%	4	0.6%	14
Delaware	2	9.5%	10	21.7%	33	4.6%	35	0.9%	80
Dubois	1	12.5%	4	25.0%	15	7.6%	8	1.0%	28
Elkhart	6	16.2%	16	16.0%	70	6.4%	36	0.6%	128
Fayette	1	50.0%	0	0.0%	9	8.3%	1	0.2%	11
Floyd	4	40.0%	7	20.6%	22	4.3%	13	0.6%	46
Fountain	0	0.0%	0	0.0%	1	1.6%	0	0.0%	1
Franklin	0	0.0%	1	5.3%	10	10.3%	1	0.2%	12
Fulton	0	0.0%	2	12.5%	4	5.4%	1	0.2%	7
Gibson	1	12.5%	3	13.6%	4	2.9%	7	0.7%	15
Grant	3	21.4%	9	28.1%	32	8.7%	20	1.0%	64
Greene	2	13.3%	3	23.1%	4	2.8%	5	0.7%	14
Hamilton	1	5.6%	18	23.1%	49	4.9%	27	0.5%	95
Hancock	0	0.0%	4	14.3%	14	4.5%	6	0.5%	24
Harrison	2	22.2%	4	13.8%	12	6.7%	5	0.5%	23
Hendricks	3	18.8%	3	7.9%	21	3.5%	21	0.7%	48
Henry	1	11.1%	5	17.9%	14	5.8%	2	0.2%	22
Howard	1	11.1%	11	18.6%	32	7.1%	18	0.9%	62
Huntington	1	25.0%	3	16.7%	14	7.4%	10	0.9%	28
Jackson	1	16.7%	4	13.3%	19	8.0%	12	0.9%	36
Jasper	2	25.0%	6	23.1%	11	5.2%	4	0.4%	23
Jay	0	0.0%	2	20.0%	8	8.1%	3	0.5%	13
Jefferson	0	0.0%	3	12.0%	21	12.7%	11	1.3%	35
Jennings	0	0.0%	2	7.1%	9	6.3%	6	0.9%	17
Johnson	3	21.4%	10	21.7%	30	5.1%	12	0.5%	55
Knox	0	0.0%	5	27.8%	14	6.8%	6	0.9%	25
Kosciusko	1	12.5%	4	11.1%	39	10.2%	17	0.7%	61

continued on next page

Table 95. (continued)

County	Fatal	% of county fatal collisions	Incapacitating	% of county incapacitating collisions	Non- incapacitating	% of county non- incapacitating collisions	Property damage only	% of county property damage only collisions	Total
La Porte	4	15.4%	10	16.9%	39	5.9%	16	0.6%	69
Lagrange	0	0.0%	3	30.0%	10	9.2%	6	0.7%	19
Lake	8	17.4%	29	13.9%	117	4.0%	84	0.5%	238
Lawrence	2	22.2%	4	19.0%	18	6.8%	5	0.5%	29
Madison	3	18.8%	11	21.6%	52	6.4%	31	0.9%	97
Marion	14	19.4%	40	9.7%	192	3.6%	99	0.4%	345
Marshall	0	0.0%	5	26.3%	19	7.2%	4	0.3%	28
Martin	1	50.0%	3	42.9%	5	14.3%	4	1.7%	13
Miami	2	28.6%	3	25.0%	11	7.3%	4	0.4%	20
Monroe	1	33.3%	12	18.5%	46	5.5%	12	0.4%	71
Montgomery	1	25.0%	6	28.6%	14	7.7%	3	0.3%	24
Morgan	2	20.0%	12	33.3%	17	5.3%	11	0.9%	42
Newton	2	40.0%	1	16.7%	3	5.8%	1	0.3%	7
Noble	0	0.0%	7	22.6%	15	8.6%	6	0.5%	28
Ohio	1	50.0%	0	0.0%	2	9.1%	4	1.7%	7
Orange	0	0.0%	4	30.8%	2	1.9%	3	0.6%	9
Owen	1	25.0%	4	23.5%	7	6.4%	2	0.4%	14
Parke	0	0.0%	2	12.5%	6	8.7%	3	0.6%	11
Perry	0	0.0%	5	35.7%	12	13.3%	2	0.5%	19
Pike	1	33.3%	0	0.0%	4	10.5%	0	0.0%	5
Porter	1	4.5%	21	20.2%	56	5.8%	14	0.4%	92
Posey	0	0.0%	0	0.0%	7	9.2%	1	0.3%	8
Pulaski	0	0.0%	1	11.1%	4	5.6%	2	0.4%	7
Putnam	2	20.0%	1	8.3%	8	6.2%	3	0.5%	14
Randolph	0	0.0%	0	0.0%	5	5.7%	2	0.4%	7
Ripley	1	20.0%	1	4.3%	11	8.6%	5	0.8%	18
Rush	0	0.0%	3	23.1%	10	10.3%	1	0.3%	14
Scott	0	0.0%	4	30.8%	8	5.0%	2	0.5%	14
Shelby	2	22.2%	5	18.5%	12	4.9%	7	0.7%	26
Spencer	0	0.0%	0	0.0%	10	10.9%	4	0.7%	14
St Joseph	2	14.3%	21	17.9%	79	5.0%	26	0.4%	128
Starke	0	0.0%	2	16.7%	6	5.1%	4	0.6%	12
Steuben	0	0.0%	1	6.3%	21	13.5%	7	0.5%	29
Sullivan	0	0.0%	0	0.0%	1	2.4%	2	0.9%	3
Switzerland	0	0.0%	1	20.0%	9	20.5%	3	1.5%	13
Tippecanoe	2	10.0%	17	27.9%	81	8.0%	39	0.6%	139
Tipton	0	0.0%	1	16.7%	4	4.7%	1	0.3%	6
Union	1	50.0%	0	0.0%	5	13.5%	3	2.1%	9
Vanderburgh	2	14.3%	15	17.6%	45	4.4%	32	0.7%	94
Vermillion	0	0.0%	2	16.7%	5	5.9%	2	0.6%	9
Vigo	0	0.0%	14	20.9%	36	5.1%	16	0.6%	66
Wabash	0	0.0%	4	28.6%	8	4.6%	4	0.4%	16
Warren	0	0.0%	1	20.0%	1	2.7%	0	0.0%	2
Warrick	0	0.0%	7	29.2%	12	7.2%	8	0.6%	27
Washington	2	22.2%	1	8.3%	16	13.8%	4	0.6%	23
Wayne	2	33.3%	6	20.7%	32	7.9%	10	0.7%	50
Wells	1	10.0%	1	6.7%	15	12.9%	3	0.5%	20
White	0	0.0%	1	9.1%	7	5.5%	3	0.4%	11
Whitley	3	30.0%	0	0.0%	5	4.2%	8	1.1%	16

Notes: Includes collisions where at least one motorcycle or moped was involved. *Non-incapaciating* includes *non-incapacitating* and *possible* injury collisions. In a small number of collisions, severity is not attributed based on the motorcycle but some other unit.

Source:

> The greatest densities were evident when normalized per 1,000 registered motorcycles in central Tippecanoe, Monroe, and central Allen counties.



Map 14. Concentrations of motorcycle collisions with injuries in Indiana per 1,000 county registered motorcycles, 2007

Notes:

Density grid is based on points with valid coordinates (2,063/2,569).

Sources:

Indiana State Police Automated Reporting Information Exchange System, as of May 4, 2008 Indiana Bureau of Motor Vehicles, 2007 registered vehicles





INDIANA OFFICER'S STANDARD CRASH REPORT

INDIANA OFFICER'S STANDARD CRASH REPOR State Form: 23558 (Revised 5/03) Stock 302 Mail to: Indiana State Police, Crash Records Section 100 North Senate Avenue, Indianapolis, IN 46204	RT	Report Original Supplemental Page I	
Date of Crash Day of Week Actual Local Time County Month Day Year O AM	Township	# Motor # Injured # Dead # Commercial # D Vehicles)eer
Road Crash Occurred On Nearest/Intersecting Road/Mile Marker/Inter	rchange If not at number	an intersection, Direction Road Olinterstate Ocounty Road US Road Local/City Road Oliverstate Ocounty Road Oliverstate Oc	ad
Inside Corporate Limits? City/Town or Nearest City/Town Property? Ves No OPrivate	O D N R O Other	Crash Latitude Crash Longitude	-
Driver #1 Driver #2	Driver #3	Driver #4	1
Fill in only one Primary Cause for the crash			-
Fill in up to two ovals Fill in one oval per vehicle	e for	Area Information: Fill in one oval per category	
per vehicle for Driver Vehicle and Environment Contributing Circumstances Contributing Circumstances	es	Hit and Run Light Condition Type of Median	
C Cause		No Dark (Lighted) Dark (Not Lighted) None	
Primary Vehicle Vehicle Vehicle Vehicle Vehicle Vehicle		Unknown Unknown Unknown Unknown Unknown	,
Driver Contributing Circumstance Vehicle Contributing Circu	or Defective	Rural Clear Junction Coudy No Junction Involves	d
Illegal Drugs Illegal Drugs Prescription Drugs Illegal Accelerator or Figure 1	ailure or Defective r Defective	Rain Four-Way Intersection Snow Cleat/Ital	n
O O O Driver Asleep or Fatigued O O O Tire Failure or O O O Driver Illness O O Headlights(s) Definition	Defective efective or Not On	School /Freezing Rain Oricle/Roundabout	
O O O Unsafe Speed O O O Failure to Yield Right of Way	efective e	Yes Severe Cross Wind Interchange No Blowing Sand/Soil/Snow Barn	
O O Disregard Signal/Regulatory Sign O O Window/Winds O O O Left of Center O O Oversize/Ov	hield Defective veight Load	Bumble Surface Condition Boad Character	
O O O O Improper Passing O O O O Insecure/Leaky O O O O Improper Turning O O O Tow Hitch Failu	Load	Strips Dry Straight/Level	
C C C Improper Lane Usage C C C C Uner (Explain	in Narrative)	No Muddy Straight/Hillcrest	
Contributing Coversorecting/Oversteering	Circumstance	Construction lce Curve/Grade	
O O O Nail Oli Noau O O O Noadway Surfa O O O Roadway Surfa O O O Roadway Surfa O O Holes/Ruts in S	ice Condition Surface	No (Gravel etc.) Non-Roadway Crash Back-up O Water	۰. ا
Comparison of License Restriction Comparison of License Restriction Comparison of License Restriction	ctive Instruction	(Standing or Moving) Roadway Surface	•
Contraction of the second contraction of the	inds It Marked	Construction Type	1
C C C C Dther Telematics in Use C C C C C Dther Telematics in Use C C C C C Dther Telematics in Use	Obscured d	○ Lane Closure ○ Other ○ X-Over/Lane Shift	
Speed Too Fast for Weather Conditions Weather Conditions	in Roadway Inoperative/ Obscured	 ○ Work on Shoulder ○ Intermittent or Moving Work Was this crash a result of ○ Yes aggressive driving? ○ No 	
O O Other (Explain in Narrative)	in Narrative)	Traffic Control Devices	
		 Officer/Crossing Guard/Flagman Stop Sign * R Crossing Gate/Flagman Yield Sign 	
Total Estimate of all damage in the Crash:		* RR Crossing Flashing Signal O Lane Control	
Under \$1000 \$2501-\$5000 \$10,001-\$25,000 \$50,001-\$1	00,000	* Traffic Control Šignal Other (Explain * Flashing Signal in Narrative)	
Other Property Damage (Include Care	,000		
Name of Object State Yes Owner's Name and Address	0)	* Traffic Control Device Operational? Yes No	
(1) Property O No	·		
(2) State Yes Owner's Name and Address Property No			
Witness/Other Participant	Non-Moto	(Last Name, First Name, MI)	
Witness # (Last Name, First Name, MI) Other Participant	Non-Motoris	t Apparent Physical Non-Motorist Action	ne
Address etc.	O Pedalcyclist	Normal Had Been Drinking On shoulder	10
Phone # Location at Time of Crash	Cited? Yes	Handicapped On roadway	_
Witness # (Last Name, First Name, MI)	Direction	Asleep/Fatigued Drugs/Medication Crossing at intersection	
Other Participant	Street/Highway	Unknown Orossing not at intersection	-
Address etc. Phone # Location at Time of Crash	Traffic Control?	If yes, was traffic control Yes Standing Getting in or out of a vehicle	
	⊖ Yes ⊖ No	operational?	

		-		•			C			063											Pag	ie		of
Type of Crash	 Rear End Head On Rear to Re 	ear O	Same D Opposit Ran off)irectio te Dire Road	n Sides	swipe ideswi	ipe	((⊃ Riç ⊃ Le ○ Ri	ght Ai ft Tur ght Ti	ngle n urn	000	Backi Othei Non-	ing Cr r Collis	ash				Left	介へ /Right	t Turn			
Diagram:	: (Indicate N	orth by A	rrow)			allocation at	the way manufacture	-																
														a Anno you a source a										
										-														
													[1.00.00.076.00					
			and the second se																					
																			-					
					•																			
]										-/		
																		-						
						-					1													
																-								
									10 10 10 10 10 10 10 10 10 10 10 10 10 1															
																			-					
												· · ·												
	ANG T' A '	ved O AM	Other !	Locatio	on of Ir	nvesti	gatio	n																
Fime Notified C	> PM			ID) No.		Age	ncy									nves `omr	tigati	on (⊃ Ye	Pho Tak	otos	1	
Fime Notified C	> AM Time Arri) No.		Age Age	ncy				 					omp Date	tigati blete? of Re	on (c	⊃ Ye ⊃ No	Phc Tak	otos en?		

UNIT INFORMATIO	ON				1 58 1 55 1 1	Baist Báthi		 			Page	of
Local ID												
Dette Driver's N	lama /l aat	First A	A1)				0010					
Urr# Uriver's Name (Last, First, MI)					Salety Equipi		Safety Equipme Effective?	nt Electio	Fiected or			
Address (Street, C	City, State,	Zip)						○ Lap Belt Only	Helmet	⊖ Yes	Part	Trappe
Date Marth David View 14					Harness (Only)	(No Restraint)	O No	O Ejec	ted			
of Age					Child Bestraint	Belt Restraint	Applicable		ned Under			
Driver's License # Lic Type CDL Class Lic State					EMS No.	Nature of Mos	st Severe Injury	Location of Mo	st Severe Inju			
Apparent Physical Status Restrictions						O Severed		O Chest				
Normal Outside Rearview Mirror O State-Owned Vehicles Only					Driver Injury Status	O Minor Burn Severe Burr	n ·	O Eye O Face				
Had Been Drinking Handicapped Automatic Transmission					O PP Chauffeurs-Taxi Only n O Power Steering Special Bestrictions			Non-Fatal Injury	Minor Bleed	ding ding (Arterial)	O Back	er/Unner Arm
Asleep/Fatigued Drugs/Medication			yment Only	Special Restrictions Probation DWI Probation HTV			UNS .	O Non	O Fracture/Dis Contusion/E	location Bruise	O Elbow/L O Abdom	ower Arm en/Pelvis
	Tect Gi		m Employm	nent O	None	culte	Drug		Complaint of None Visibl	of Pain e	Hip/Upp Knee/Lo	per Leg wer Leg/Foo
	O None	ren	O Blood	PE	ST •		Positive	O Refused	O Uther (Explain N	ain larrative)	O Entire E	lody
⊖ Female	O Drug	+Drug	O Breath	Certifie Te	ed st •		Negative		IC Code		,	
	 Refused 	d l	O PBT	Pend	ing 🔿	0	Pending	 Misdemeanor Felony 	IC Code			
Veh# Color	Vehicle Y	/ear Ma	ke	Mode	l Name	ł	Style	Initial Impact Area		Areas Damag	ed (Multiples	
# Occupants	Lic Year	Lice	ense #		Lice	nse Sta	fe	O Trailer	000		tage	
# Axles Sneed Lim	it Insured	Bv			Phor	ne Num	her				E C	<u> </u>
		-,						Vehicle Use) Fire*		*Emergeno Run?
Registered Owner	r's Name (Last, Fir	st, MI)	⊖ Same	as Drive	r		Commercial (Buses, Taxis, Military Common and Contract Carriers) Histoway Department				
Address (Street, C	City, State,	Zip)						C Rental, not leased Other Government (Postal, etc) School Public Utilities (Gas. Electric, etc) Yes				
								O Police*	Č	Other (Explain in I	Varrative)	O No
								Passenger Car/Sta	tion Wagon	Tractor (Cab On Mater Hama/Ba	ly-No Trailer)	a i a la
Towed? O Yes	Towed To			Towed E	y			Van Motorcycle Sport Utility Vehicle Bus/Seats 9-15 Persons including the driver				
No Itic State	Lic Year	Registe	red Owner's	Name (Las	st, First, I	MI) O	Same as	Truck (Single Unit	2 axle, 6 tires) 3 or more axles)	Bus/Seats 15+ F School Bus	ersons includ	ing the drive
License #		Addres	s (Street, C	city, State,	Zip)		Driver	Tractor/One Semi	semi) Trailer ailers	Combination Vehicle Combination Ve	hicle	1
Veh Year Make					•			Tractor/Triple Trail Pre-Crash Vehicle Ac	tion Turning	Moped	Clowing or Cto	noned in Treffi
Trl# Lic State I	Lic Year	Registe	red Owner's	Name (La	t Firet 1		Same as	Going Straight	O Making	U Turn	Unattended M	loving Vehicle
License #		Addres	Street (ity State	Zin		Driver	Changing Lanes	Starting	in Traffic O	Entering Traff	ic Lane c Lane
Voh Voar Make		Addies			2107			Turning Right	O Crossing	the Median 🔘	Parked	
				/ N1				Direction of Travel	○ North ○○ South ○	East O Northea	ist ○ Sour est ○ Sour	theast thwest
Ven#	Comme	rcial Vel	nicle: Carrie	er's Name	and Add	dress		Type of Primary/Seco One Way Traffic	ondary Roadway Two Way Tr	affic		
								O One Lane Two Lanes	O Two Lan O Multi-La	nes ne Divided (3 or mo	ire) O F	Private Drive
				○ Multi-Lanes (3 or n	nore) () Multi-Lar () Multi-La	ne Undivided 2 way ne Undivided (3 or	left turn O A more)	Alley				
HAZMAT Proper Shipping Name:					It a Collision Crash	Fill in only one	oval in this catego Deer	ry	way Vehicle			
US DOT# ICC# ISta			State	State DOT#			Pedestrian Bicycle Impact Attractory	Crook Cuchier	Animal Other than Animal Drawn Veh	Deer O Fen icle Mai	ce Ibox	
Vehicle Identification # CMV Inspection? If C				f []1	Bridge Overhead S Bridge Pier or Abu	Structure	Light Support		e b h			
Gross Vehicle Weight Cargo Rody Type					O Bridge Parapet En Bridge Rail	d OO	Culvert Embankment	0.000				
Rating (GVWR) Gravel, Coal Van/Enclosed Box Auto Transport					Guardrail Face Guardrail End	Ő	Other Post/Pole/or Wall/Building/Tunr	Support el, etc				
Less than 10,000# Flatbed Cargo Tank Pole 0,001-26,000# Dump Garbage/Refuse Other (Explain in					 Median Barrier Highway Traffic Si 	ign Post	Work Zone Mainte Other (Explain in N	nance Equip. Iarrative)				
26,001# or more Bus Concrete Mixer Narrative) HAZMAT Vas HAZMAT Vas HAZMAT 4-Digit ID # Hazard Class #					Or if a Non-Collision	n Crash Fill in o Jackknife	only one oval in th e	is category	from vehicle			
Placard O No	Releas Cargo	e of O	No					O Fire/Explosion	O Cargo/Eo	quipment Shift or Lo iway	oss	

INDIANA TRAFFIC SAFETY FACTS

NON-DRIVER INJURED INFORMATION	Page of
Local ID	
	Safety Equipment Used Safety Ejection/Trapped
Injured Pre-crash Location: Ven# O Pedalcyclist O Pedestrian O Other (Explain in Narrative)	O No restraint Equipment
Name (Last, First, MI) Address, etc.	C Lap Belt Only
	O Harness (Only) O Harness O Partially Ejected
	○ Child Restraint ○ N/A ○ Trapped In
	O Helmet O Pinned Under
	(No Restraint) O Unknown
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury	Location of Most Severe Injury Test Given Type Given
Birth Severed Minor Burn	O Head O Face O None O Blood
Gender O Male O Female O Unknown Incapacitating O Abrasion	O Eye O Neck O Drug O Breath
Position in or on Vehicle ONon OMinor Bleeding	O Chest O Back O Alcohol+Drug O SFST
O Possible Injury O Fracture/Dislocation	O Elbow/Lower Arm
Befused Complaint of Pain	O Abdomen/Pelvis Alconol PBT - O Positive
EMS No.	O Knee/Lower Leg/Foot Certified O Negative
O Uther (Explain in Narrative)	O Entire Body Pending O Pending
	Safety Equipment Used Safety Ejection/Trapped
injured Fre-crash Location: Veri# O Pedalcyclist O Pedestrian O Other (Explain in Narrative)	O No restraint Equipment
Name (Last, First, MI) Address, etc.	C Lap Belt Only
· · · · · · · · · · · · · · · · · · ·	C Lap + Harness No Eiected
	O Child Restraint
· · · · · · · · · · · · · · · · · · ·	O Pinned Under O Airbag O Airbag + Belt O Unknown
	(No Restraint) O Unknown
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury	Location of Most Severe Injury Test Given Type Given
Birth O Fatal Injury O Severed O Minor Burn	Head Face None Blood
Gender O Male O Female O Unknown O Incapacitating O Abrasion	O Eye O Neck O Drug O Breath
Incapacitating Severe Bleeding (Arterial)	O Shoulder/Upper Arm
O Possible Injury O Fracture/Dislocation	C Elbow/Lower Arm
	Abdomen/Pelvis Activition Incounting Ding
	\bigcirc Hin/Upper Leg PBT • — — \bigcirc Positive
EMS No.	○ Hip/Upper Leg ○ Knee/Lower Leg/Foot Certified □ Set a ○ Negative
EMS No. Compaint of Pain O None Visible O Other (Explain in Narrative)	Hip/Upper Leg PBI • — OPositive Knee/Lower Leg/Foot Test • _ Pending Entire Body Pending
Emission Pedalcyclist Pedalcyclist Pedalcyclist Other (Explain in Narrative)	Hip/Upper Leg PBI • — Orsitive Knee/Lower Leg/Foot Certified Negative Entire Body Pending Pending Safety Equipment Used Safety [Ejection/Trapped]
Injured Pre-crash Location: Veh# O Refused O Complaint of Pain Nome Other (Explain in Narrative) Pedalcyclist Pedestrian Other (Explain in Narrative)	Hip/Upper Leg PBI • Orsitive Knee/Lower Leg/Foot Certified Negative Entire Body Pending Pending Safety Equipment Used Safety Ejection/Trapped No restraint Equipment Equipment
Injured Pre-crash Location: Veh# O Pedalcyclist O Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. O Pedalcyclist O Pedestrian Other (Explain in Narrative)	Hip/Upper Leg PBI • Orsitive Knee/Lower Leg/Foot Certified Negative Entire Body Pending Pending Safety Equipment Used Safety Eguipment No restraint Equipment Effective? Lap Belt Only Yes Partially Eiected
Injured Pre-crash Location: Veh# O Pedalcyclist O Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc.	Hip/Upper Leg PBI • Certified Positive Knee/Lower Leg/Foot Test • Negative Entire Body Pending Pending Safety Equipment Used Safety Eguipment Lap Belt Only Yes Partially Ejected Harness (Only) No Siget Period
Injured Pre-crash Location: Veh# O rerused O complaint of Pain No. Other (Explain in Narrative) Injured Pre-crash Location: Veh# O Pedalcyclist O Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. Other (Last, First, MI) Other (Explain in Narrative)	Hip/Upper Leg PBI • Orstive Knee/Lower Leg/Foot Certified Negative Entire Body Fertified Pending Pending Safety Equipment Used Safety Equipment Pending Pending No restraint Equipment Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Cripped In Child Restraint N/A Trapped In Pinned Under
Injured Pre-crash Location: Veh# Orerused Orerused Ocomplaint of Pain None (Visible Ofther (Explain in Narrative) Name (Last, First, MI) Address, etc.	Hip/Upper Leg Knee/Lower Leg/Foot PBI • Certified Test • Pending O Positive Safety Equipment Used Safety Equipment Eguipment Equipment Pending No restraint Equipment Lap Belt Only Safety Perding Not Ejected or Trapped Harness (Only) Yes No Not Ejected Trapped In Ejected Child Restraint N/A Trapped In O Pinned Under Hemet O Pinned Under O Not end
Injured Pre-crash Location: Veh# O Pedalcyclist O Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc.	Hip/Upper Leg Knee/Lower Leg/Foot PBI • Certified Test • Pending O Positive Safety Equipment Used Safety Equipment Egetting Negative No restraint Equipment Lap Belt Only Safety Pending Pending Pending Harness (Only) Yes Not Ejected or Trapped Not Ejected Trapped In Child Restraint N/A Ejected Trapped In Hemet Airbag Airbag + Belt Unknown No Restraint Unknown Unknown Onder
Injured Pre-crash Location: Veh# O Pedalcyclist Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury] Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury]	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Certified Negative Entire Body Pending Pending Safety Equipment Used Safety Election/Trapped No restraint Equipment Effective? Harness (Only) Yes Partially Ejected Child Restraint N/A Trapped In Helmet N/A Pinned Under Airbag Airbag + Belt Unknown Location of Most Severe Injury Test Given Type Given
Injured Pre-crash Location: Veh# Orerused Orerused Orerused Orerused None Visible Injured Pre-crash Location: Veh# Orerused Pedalcyclist Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. Other (Explain in Narrative) Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Of Orerused Off Orerused Off Off Birth Orerused Off Off Off Off Orerused Male Female Unknown Non-Fatal Injury Off	Hip/Upper Leg PBI • Orestrive Knee/Lower Leg/Foot Certified Negative Entire Body Pending Orestraint Safety Equipment Used Safety Equipment Lap Belt Only Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Child Restraint N/A Trapped In Helmet N/A Pinned Under Airbag Airbag + Belt Unknown Location of Most Severe Injury Test Given Type Given Head Face None Blood Head Face Alcohol Urine
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Severed Minor Burn Date Month Day Year Age Victim Injury Severe Injury Of Birth Of Fatal Injury Severed Minor Burn Internal Severe Burn One Beeding Abrasion Minor Burn	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Certified Negative Entire Body Pending Pending Safety Equipment Used Safety Equipment Lap Belt Only Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Child Restraint N/A Trapped In Helmet N/A Trapped In Helmet Onknown Unknown Location of Most Severe Injury Test Given Blood Head Face Alcohol Drine Chest Back One Stert
Date Month Day Year Age Victim Injury Status Name (Last, First, MI) Address, etc. Date Month Day Year Age Victim Injury Severe Injury Birth Or Male Female Unknown Or Fatal Injury Or Severe Beering Or Burn Position in or on Vehicle On None Incapacitating Or Severe Bleeding (Arterial)	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Certified Negative Entire Body Pending Pending Safety Equipment Used Safety Election/Trapped No restraint Equipment Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Lap Harness N/A Trapped In Helmet N/A Trapped In Helmet Airbag + Belt Unknown Location of Most Severe Injury Test Given Blood Head Face Alcohol Urine Chest © Back Alcohol+Drug SFST Shoulder/Upper Arm Refused PBT
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury On-Fatal Injury On-Fatal Injury On-Fatal Injury On-Fatal Injury On-Fatal Injury Position in or on Vehicle Non Incapacitating Onor Bleeding Onro Bleeding Vinknown On-Fatal Injury On-Fatal Injury On-Fatal Injury Onro Bleeding Vincture/Dislocation On-Fatal Injury On-Fatal Injury On-Fatal Injury Onro Bleeding Onro Unknown On-Fatal Injury On-Fatal Injury On Incapacitating Onon Onro Unknown One One Onro Bleeding Onn On Non One One One One One One One One One One One One One One One One One One One One	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Certified Negative Entire Body Pending Pending Safety Equipment Used Safety Equipment Equipment Lap Belt Only Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Child Restraint N/A Trapped In Helmet Airbag + Belt Unknown Lozetion of Most Severe Injury Test Given Blood Head Face Alcohol Drug Shoulder/Upper Arm Elbow/Lower Arm SFST Alcohol Refused PBT
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Birth Or Male Female Unknown Severe Bleeding Orternal None Bleeding Position in or on Vehicle Incapacitating Non Severe Bleeding (Arterial) Victure/Disible Injury Orternal None Bleeding Severe Bleeding (Arterial) Victure/Disible Injury Orternal None Bleeding Severe Bleeding (Arterial) Victure/Disible Injury Orternal None Bleeding Orternal None Bleeding Month Date Non Refused Orage (Complaint of Pain)	Hip/Upper Leg PBI • - Certified Positive Knee/Lower Leg/Foot Certified Negative Entire Body Safety Equipment Used Safety Equipment Pending No restraint Equipment Effective? Not Ejected or Trapped Lap Belt Only Yes Partially Ejected Lap Harness (Only) Yes Partially Ejected Child Restraint N/A Trapped In Helmet Pinned Under ViA Airbag Airbag + Belt Unknown Location of Most Severe Injury Test Given Blood Head Face Alcohol Urine Shoulder/Upper Arm Elbow/Lower Arm Refused PFST Alcohol PBT • - Positive
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Birth Orbition in or on Vehicle Orbition in or on Vehicle Non Internal Severe Bleeding Viction Sible Non Refused EMS No. Complaint of Pain Ems No. Complaint of Pain None Visible None Visible Optimic Complaint of Pain None Visible Optimic Optimic Complaint of Pain None Visible Optimic Optimic Complaint of Pain None Visible Optimic Optin Coptimic C	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Certified Negative Entire Body Safety Equipment Used Safety Equipment Pending No restraint Equipment Effective? Not Ejected or Trapped Lap Belt Only Yes Partially Ejected Lap Harness (Only) Yes Partially Ejected Lap Harness No Ejected Trapped In Helmet N/A Trapped In Pinned Under Airbag Airbag + Belt Unknown Unknown Location of Most Severe Injury Test Given Blood Head Face Alcohol Drug Breath Shoulder/Upper Arm Elbow/Lower Arm Refused PBT PBT Alcohol Results Drug PBT • Positive Hip/Upper Leg Knee/Lower Leg/Foot Test • Positive
Date Month Day Year Age Victim Injury Status Name (Last, First, MI) Address, etc. Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Birth Orbition in or on Vehicle Orbition in or on Vehicle One Bleeding One Bleeding Victim Injury Severe Bleeding Adtression One Bleeding Victim Injury One Bleeding One Bleeding One Bleeding Victin Refused EMS No. Complaint of Pain	Hip/Upper Leg PBI • - Certified Positive Knee/Lower Leg/Foot Certified Negative Entire Body Safety Equipment Used Safety Equipment Pending No restraint Equipment Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Child Restraint N/A Trapped In Helmet Airbag Airbag + Belt Unknown Location of Most Severe Injury Test Given Blood Alcohol Durine Blood Alcohol Drug SFST Cheft Gewer Leg/Foot Refused PBT • Alcohol PBT • Positive Chest Back Alcohol+Drug SFST Alcohol PBT • Positive PBT • Positive Pertified Alcohol Brug SFST Refused PBT • Positive Chest Back Alcohol PBT • Alcohol Curine SFST Pending PBT • Positive Pending <
Date Month Day Year Age Date Month Day Year Age Date Month Day Year Age Birth Gender Male Female Unknown Position in or on Vehicle Incapacitating Severe Bleeding Month Position in or on Vehicle Incapacitating Severe Bleeding (Arterial) Position Gender Male Female Unknown EMS No. Complaint of Pain Severe Bleeding (Arterial) Operation Severe Bleeding (Arterial) Severe Bleeding (Arterial) Operation Severe Bleeding (Arterial) Complaint of Pain Month Day Year Age Operation Severe Bleeding Severe Bleeding Incapacitating Non Severe Bleeding (Arterial) Operation Severe Bleeding Complaint of Pain Operation Severe Bleeding Complaint of Pain Operation Severe Bleeding Complaint of Pain Operation Severe Bleeding Severe Bleeding Operation <	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Certified Negative Entire Body Safety Equipment Used Safety Pending Nor restraint Equipment Effective? Not Ejected or Trapped Lap Belt Only Yes Partially Ejected Lap Harness (Only) Yes Partially Ejected Lap Harness No Ejected Trapped In Helmet N/A Trapped In Pinned Under Airbag Airbag + Belt Unknown Unknown Location of Most Severe Injury Test Given Blood Head Face Alcohol Drug Breath Shoulder/Upper Arm Elbow/Lower Arm Alcohol Breath SFST Alcohol Refused PBT • Positive Pestive Knee/Lower Leg/Foot Entire Body Safety Pending Pending Stafety Equipment Used Safety Ejection/Trapped Negative Pending Pending Pending Pending
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Birth Gender Male Female Unknown Severed Minor Burn Position in or on Vehicle Incapacitating Non Severe Bleeding Severe Bleeding Month Severe Bleeding Unknown Refused Complaint of Pain None Visible Victim Injury Status Mature of Most Severe Injury Severe Injury Severe Bleeding Ninor Burn Non Incapacitating Non Severe Bleeding (Arterial) Severe Bleeding Vinknown Refused EMS No. Complaint of Pain None Visible Unknown Severe Bleeding Complaint of Pain None Visible Complaint of Pain Month Day Year Pedalcyclist Pedestrian Other (Explain in Narrative)	Hip/Upper Leg PBI • — Certified Positive Knee/Lower Leg/Foot Certified Negative Safety Equipment Used Safety Equipment Pending Pending No restraint Equipment Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Pinned Under Lap Harness (Only) Yes Partially Ejected Trapped In Helmet NA Trapped In Pinned Under Airbag Airbag + Belt Unknown Unknown Location of Most Severe Injury Test Given Blood Head Face Alcohol Drug Shoulder/Upper Arm Blood Urine SFST Alcohol Breath SFST PBT • — Pending Pestive Alcohol Breath SFST PBT • — Positive PBT • — Positive Knee/Lower Leg/Foot Entire Body Safety Pending Pending No restraint Equipment Safety Pending Pending No restraint Equipment Equipment Pending Pending N
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Birth Gender Male Female Unknown Severed Minor Burn Position in or on Vehicle Incapacitating None-Fatal Injury Minor Bleeding Abrasion Virenze Position in or on Vehicle Incapacitating Severe Bleeding (Arterial) Severe Bleeding (Arterial) Virenze Pedalcyclist Pedalcyclist Pedestrian Other (Explain in Narrative) Incapacitating Non Refused Complaint of Pain Severe Bleeding (Arterial) Virenze Virenze Pedalcyclist Pedestrian Other (Explain in Narrative) Injured Pre-crash Location: Veh# Pedalcyclist Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. Pedalcyclist Pedestrian Other (Explain in Narrative)	Hip/Upper Leg PBI • — Certified Pending Safety Equipment Used Safety Equipment Used Pending No restraint Effective? Not Ejected or Trapped Lap Belt Only Yes Partially Ejected Child Restraint N/A Trapped In Helmet Ohno Restraint Pinned Under Airbag Airbag + Belt Ohnown Location of Most Severe Injury Test Given Type Given Head Face Alcohol Urine Shoulder/Upper Arm Blood Urine Breath Alcohol-Ibrug SFST Refused PBT • — Positive Knee/Lower Leg/Foot Esterter Nor Estraint None Blood Wine Alcohol-Ibrug SFST Refused PBT • — Positive Knee/Lower Leg/Foot Entire Body Safety Pending Pending Pending Setty Equipment Lap Ett Only Yes Not Ejected or Trapped Negative No restraint Eupment Eguipment Pending Pertially Ejected Nor setraint Lap Ett
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Birth Gender Male Female Unknown Severed Minor Burn Dotter Incapacitating None-Fatal Injury Minor Burn Minor Burn Position in or on Vehicle Incapacitating Minor Bleeding Severee Bleeding (Arterial) Virking Position in or on Vehicle Unknown Complaint of Pain None Visible Victim Injury Status None Minor Burn None Visible None Visible Victim Injury Status Nature of Most Severe Injury Severed Minor Burn None Visible Victim Injury Status None Incapacitating Ninor Bleeding Severe Bleeding (Arterial) Victim Injury Complaint of Pain Severe Bleeding (Arterial) Complaint of Pain None Visible Other (Explain in Narrative) Minor Burn Severe Bleeding (Arterial) None Visible Other (Explain in Narrative) Pedalcyclist Pedestrian Other (Explain in Nar	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Certified Negative Safety Equipment Used Safety Equipment Equipment No restraint Equipment Effective? Not Ejected or Trapped Lap + Harness NA Partially Ejected Child Restraint NA Trapped In Helmet NA Prinned Under Airbag Airbag + Belt Unknown Location of Most Severe Injury Test Given Type Given Hadomen/Pelvis Shoulder/Upper Arm Blood Shoulder/Upper Arm Alcohol Brath Alcohol Results Drug PBT • Positive Perdially Ejected NA Trapped In Blood Unknown Unknown Blood Location of Most Severe Injury Test Given Blood Knee/Lower Leg/Foot Refused PBT Knee/Lower Leg/Foot Test • Positive Knee/Lower Leg/Foot Safety Pending No restraint Equipment Pereding Nor estraint </td
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Name (Last, First, MI) Address, etc. O Fatal Injury O Severed O Minor Burn Date Month Day Year Age Off Fatal Injury O Fatal Injury O Severed O Minor Burn Date Male Female Unknown Position in or on Vehicle Incapacitating Minor Bleeding Severe Bleeding (Arterial) Severe Bleeding (Arterial) O O O O Trenused O Complaint of Pain Minor Bleeding Severe Bleeding (Arterial) Severe Bleeding (Arterial) O O O O Trenused O Complaint of Pain Minor Bleeding Complaint of Pain None Visible O O O O Trenused O Complaint of Pain None Refused O Complaint of Pain None None Visible O Complaint of Pain None Pedalcyclist Pedestrian O Hore (Explain in Narrative) In Narrative) Name (Last, First, MI) Address, etc. O Pedalcyclist Pedestrian	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Certified Pending Safety Equipment Used Safety Equipment Equipment No restraint Equipment Effective? Not Ejected or Trapped Lap Harness (Only) Yes Partially Ejected Pinned Under Airbag Airbag + Belt Onknown Pinned Under Location of Most Severe Injury Test Given Type Given Haenes Back Alcohol Breath Shoulder/Upper Arm Alcohol Breath Breath Knee/Lower Leg/Foot Feffective? Not Ejected or Trapped In Blood WA Trapped In Blood Urknown Location of Most Severe Injury Test Given Blood Urine Shoulder/Upper Arm Back PBT PBT PBT Alcohol Results Drug PBT • Positive Knee/Lower Leg/Foot Entified PBT • Positive Knee/Lower Leg/Foot Equipment Ejected or Trapped Negative No restraint Equipment Ejected
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Name (Last, First, MI) Address, etc. O Fatal Injury O Severed O Minor Burn Date Month Day Year Age Off Fatal Injury O Fatal Injury O Severed O Minor Burn Date Male Female Unknown Position in or on Vehicle Incapacitating Minor Bleeding Severe Bleeding (Arterial) Severe Bleeding (Arterial) O O O O Trefused O Complaint of Pain Minor Bleeding Severe Bleeding (Arterial) Severe Bleeding (Arterial) O O O O Trefused O None Visible O Complaint of Pain Minor Bleeding Severe Bleeding (Arterial) Severe Bleeding (Arterial) None Trefused O Complaint of Pain O Complaint of Pain O O O Trefused O None Visible O Complaint of Pain None Visible O O O O O O O O O O O O O O O Testal Injury O None Visible O O O O O O O O O O Testal Injury O Complaint of	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Cartified Pending Safety Equipment Used Safety Equipment Equipment No restraint Equipment Effective? Not Ejected or Trapped Lap + Harness Only Yes Partially Ejected Aribag Airbag + Belt Onknown Pinned Under Airbag Airbag + Belt Unknown Blood Location of Most Severe Injury Test Given Type Given Head Face None Blood Shoulder/Upper Arm Alcohol Breath Blood Knee/Lower Leg/Foot Feffective? Positive Perfied No restraint Use Safety PBT • Positive Machomen/Pelvis Back Alcohol Breath Negative No restraint Equipment Equipment PBT • Positive No restraint Equipment Equipment PBT • Positive No restraint Safety PBT • Positive Negative No restraint Safety
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Birth O Fatal Injury Severed Minor Burn Incapacitating Incapacitating Incapacitating Ninor Bleeding Severe Bleeding (Arterial) Fracture/Dislocation Vinknown O Pedalcyclist Pedalcyclist Pedestrian Other (Explain in Narrative) Injured Pre-crash Location: Ve# O Pedalcyclist Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. O Pedalcyclist Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. O Pedalcyclist Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. Victim Injury Status Nature of Most Severe Injury </td <td>Hip/Upper Leg Knee/Lower Leg/Foot PBI • Certified Test • Pending Positive Safety Equipment Used Safety Equipment Effective? Not Ejected or Trapped No restraint Equipment Effective? Not Ejected or Trapped Lap Harness (Only) Yes Partially Ejected Airbag Airbag + Belt Onknown Location of Most Severe Injury Test Given Blood Head Face None Blood Shoulder/Upper Arm Alcohol Blood Urine Elbow/Lower Arm Alcohol Breath PBT Abdomen/Pelvis Safety Equipment PBT Positive Safety Equipment Used Safety Equipment Safety Pending PBT No restraint Safety Pending Not Ejected or Trapped None Blood Urine Breath None Blood Urine PBT No restraint Safety Pending Perding No restraint Safety Not Ejected or Trapped No restraint No Perding Perding No restraint No <t< td=""></t<></td>	Hip/Upper Leg Knee/Lower Leg/Foot PBI • Certified Test • Pending Positive Safety Equipment Used Safety Equipment Effective? Not Ejected or Trapped No restraint Equipment Effective? Not Ejected or Trapped Lap Harness (Only) Yes Partially Ejected Airbag Airbag + Belt Onknown Location of Most Severe Injury Test Given Blood Head Face None Blood Shoulder/Upper Arm Alcohol Blood Urine Elbow/Lower Arm Alcohol Breath PBT Abdomen/Pelvis Safety Equipment PBT Positive Safety Equipment Used Safety Equipment Safety Pending PBT No restraint Safety Pending Not Ejected or Trapped None Blood Urine Breath None Blood Urine PBT No restraint Safety Pending Perding No restraint Safety Not Ejected or Trapped No restraint No Perding Perding No restraint No <t< td=""></t<>
Injured Pre-crash Location: Veh# Orerused Orerused Orerused Orerused None Visible Injured Pre-crash Location: Veh# Orerused Pedalcyclist Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. Orerused Nature of Most Severe Injury Opto Opto Fatal Injury Opto Severe Injury Gender Male Female Unknown Incapacitating Opto Minor Burn Position in or on Vehicle Opto	Hip/Upper Leg Knee/Lower Leg/Foot PBI • Certified Test • Pending O Positive Safety Equipment Used Safety Equipment Effective? Not Ejected or Trapped No restraint Fquipment Effective? Not Ejected or Trapped Lap Harness (Only) Yes Partially Ejected Child Restraint N/A Trapped In Helmet O None Pinned Under Airbag Airbag + Belt Unknown Location of Most Severe Injury Test Given PBT • Head Face None Blood Shoulder/Upper Arm Alcohol Blood Urine Elbow/Lower Arm Alcohol PBT • Positive Abdomen/Pelvis PBT • Positive Pertaily Ejected No restraint Use Safety Peruse Negative Knee/Lower Leg/Foot Equipment Not Ejected or Trapped Negative No restraint Safety Equipment Negative Pending No restraint Safety Perused Negative Pending No restraint No Safety Perused <t< td=""></t<>
One O	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Entire Body Pending Pending Safety Equipment Used Safety Equipment Equipment Effective? Not Ejected or Trapped No restraint Effective? Not Ejected or Trapped In Prinel Under Not Ejected Child Restraint N/A Trapped In Pinned Under Airbag Airbag + Belt None Blood Chest Back None Sfst Shoulder/Upper Arm Alcohol+Drug Sfst Orationg Abdomen/Pelvis Partially Ejected Oration Oration Shoulder/Upper Arm Alcohol-Prug Sfst Oration Abdomen/Pelvis PBT Ponting PBT Marness (Only) Yes Pending Pending Safety Equipment Used Safety Ejected or Trapped Negative Cartified Partially Ejected Negative Pending Knee/Lower Leg/Foot Effective? Not Ejected or Trapped Pending Knee/Lower Leg/Foot Ejection/Trapped Pending Pending <
Construint Construint <td>Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Entire Body Pending Pending Safety Equipment Used Safety Equipment Pending No restraint Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Child Restraint N/A Trapped In Helmet N/A Trapped In Helmet N/A Trapped In Helmet N/A Trapped In Helmet N/A Blood Alcohol+Drug SFST Blood Chest Back Alcohol+Drug SFST Shoulder/Upper Leg Partially Ejected Negative Chest Back Prug None Blood Alcohol+Drug SFST Pending SFST Certified Partially Ejected Negative Shoulder/Upper Leg Refused PBT Positive Knee/Lower Arm Alcohol+Drug SFST Negative Knee/Lower Leg/Foot Ejected Not Ejected or Trapped Partially Ejected</td>	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Entire Body Pending Pending Safety Equipment Used Safety Equipment Pending No restraint Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Child Restraint N/A Trapped In Helmet N/A Trapped In Helmet N/A Trapped In Helmet N/A Trapped In Helmet N/A Blood Alcohol+Drug SFST Blood Chest Back Alcohol+Drug SFST Shoulder/Upper Leg Partially Ejected Negative Chest Back Prug None Blood Alcohol+Drug SFST Pending SFST Certified Partially Ejected Negative Shoulder/Upper Leg Refused PBT Positive Knee/Lower Arm Alcohol+Drug SFST Negative Knee/Lower Leg/Foot Ejected Not Ejected or Trapped Partially Ejected
Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Operation Operation Victim Injury Status Nature of Most Severe Injury Operation Operation Operation Operation Date Month Day Year Age Operation Operation Operation Operation Operation Month Day Year Age Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operation Operat	Hip/Upper Leg PBI • — Cartified Positive Cartified Certified Negative Pending Pending Pending Safety Equipment Used Safety Equipment Lap Belt Only Yes Partially Ejected Harness (Only) Yes Partially Ejected Lap Harness No Ejected Trapped In Helmet N/A Trapped In Pinned Under Airbag Airbag + Belt Unknown Dined Under Lop Head Face No Blood Alcohol Durine Blood SFST Chest Back Alcohol+Drug SFST Chest Back PBT • — Positive Abdomen/Pelvis PBT • — Positive Perting Hip/Upper Leg Cartified PBT • — Positive No restraint Egeipment Used Safety Perding Perding Safety Equipment Used Safety Ejected or Trapped Negative No restraint Effectiver Not Ejected or Trapped Pending Pending
Date Month Day Year Age Date Month Day Year Age Optimized Optimized Optimized Name (Last, First, MI) Address, etc. Date Month Day Year Age Optimized Optimized Optimized Name (Last, First, MI) Address, etc. Date Month Day Year Age Optimized Optimized Optimized Name (Last, First, MI) Position in or on Vehicle Optimized Optimized Abrasion Optimized Optimized Optimized Optimized Abrasion Optimized Optimized Optimized Optimized Abrasion Optimized Optimized Optimized Optimized Optimized Optimized Optimized Optimized Optimized Optimized Optimized Name (Last, First, MI) Address, etc. Optimized Optimized Optimized Optimized Name (Last, First, MI) Address, etc. Optimized Optimized Optimized Optized Optimized Optized <td>Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Entire Body Pending Pending Safety Equipment Used Safety Equipment Used Safety Equipment Pending Pending No restraint Equipment Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Lap Harness No Ejected Trapped In Helmet N/A Trapped In Pending Helmet N/A Trapped In Pending Mo sestraint Unknown Vianown Disoid Location of Most Severe Injury Test Given Blood Chest Back Alcohol Urine Chest Back PBT Positive Certified Orage PBT PET Alcohol Urine SFST PBT Alcohol PBT PBT Negative Alcohol PBT Pending Pending Safety Equipment Used Safety Equipment PBT Negative Hip/Upper Leg Safety Equipment Ejected</td>	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Entire Body Pending Pending Safety Equipment Used Safety Equipment Used Safety Equipment Pending Pending No restraint Equipment Effective? Not Ejected or Trapped Harness (Only) Yes Partially Ejected Lap Harness No Ejected Trapped In Helmet N/A Trapped In Pending Helmet N/A Trapped In Pending Mo sestraint Unknown Vianown Disoid Location of Most Severe Injury Test Given Blood Chest Back Alcohol Urine Chest Back PBT Positive Certified Orage PBT PET Alcohol Urine SFST PBT Alcohol PBT PBT Negative Alcohol PBT Pending Pending Safety Equipment Used Safety Equipment PBT Negative Hip/Upper Leg Safety Equipment Ejected
Injured Pre-crash Location: Veh# Pedalcyclist Pedestrian Other (Explain in Narrative) Injured Pre-crash Location: Veh# Pedalcyclist Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. Pedalcyclist Pedestrian Other (Explain in Narrative) Date Month Day Year Age Victim Injury Status Nature of Most Severe Injury Off Marrative) Non-Fatal Injury Severed Minor Burn Gender Male Female Unknown Incapacitating Minor Bleeding Incapacitating Non-Fatal Injury Severe Bleeding (Arterial) Severe Bleeding (Arterial) Fracture/Dislocation Off Off Severe Bleeding (Arterial) Possible Injury Contusion/Bruise Complaint of Pain Minor Burn Refused EMS No. Contusion/Bruise Contusion/Bruise Injured Pre-crash Location: Veh# Pedalcyclist Pedestrian Other (Explain in Narrative) Injured Pre-crash Location: Veh# Pedalcyclist Pedestrian Other (Explain in Narrative) Name (Last, First, MI) Address, etc. Pedalcyclist </td <td>Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Entire Body Pending Pending Safety Equipment Used Safety Equipment Used Fugupenent Pending Pending No restraint Equipment Equipment Election/Trapped Lap Belt Only Yes Partially Ejected Not Ejected or Trapped Lap Harness (Only) Yes Partially Ejected Unknown Lap Harness (Only) Yes Partially Ejected Unknown Lap Harness (Only) Markag + Belt Unknown Blood Alcohol None Blood Blood Alcohol Durine SFST PBT • Positive Chest © Back Alcohol Drug Breath SFST Alcohol Refused PBT • Positive Cartified Test e_upipment PBack Nore PBT • Positive Cartified Test e_upipment Safety Equipment PBT • Positive Cartified Test e_upipment Equipment PBT • Positive Perding Alcohol Virine</td>	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Entire Body Pending Pending Safety Equipment Used Safety Equipment Used Fugupenent Pending Pending No restraint Equipment Equipment Election/Trapped Lap Belt Only Yes Partially Ejected Not Ejected or Trapped Lap Harness (Only) Yes Partially Ejected Unknown Lap Harness (Only) Yes Partially Ejected Unknown Lap Harness (Only) Markag + Belt Unknown Blood Alcohol None Blood Blood Alcohol Durine SFST PBT • Positive Chest © Back Alcohol Drug Breath SFST Alcohol Refused PBT • Positive Cartified Test e_upipment PBack Nore PBT • Positive Cartified Test e_upipment Safety Equipment PBT • Positive Cartified Test e_upipment Equipment PBT • Positive Perding Alcohol Virine
Open Period	Hip/Upper Leg PBI • Positive Knee/Lower Leg/Foot Entire Body Pending Pending Safety Equipment Used Safety Equipment Used Fulpment Pending Pending No restraint Equipment Equipment Election/Trapped Lap Belt Only Yes Partially Ejected Partially Ejected Lap Harness (Only) Yes Partially Ejected Unknown Lap Harness (Only) Yes Partially Ejected Unknown Lap Harness (Only) Unknown Pending Detterment Lap Harness (Only) Unknown Pending Detterment Marcestraint Unknown Pinned Under Drug Macation of Most Severe Injury Test Given Drug Breath Shoulder/Upper Arm Back Alcohol Drug Breath Alcohol-IDrug SFST PBT PBT Positive Cartified Test e Positive Cartified Test e Not Ejected or Trapped Knee/Lower Leg/Foot Effective? Not Ejected or Trapped Pending Nor cestraint Effective?



KEYWORDS

	Page(s)	Disregarding signal	11,45		
Age	7,8,10,75,82,83,84,85,86,87,88, 91,96,104,105,106,107,119	Drivers	4,7,8,17,18,19,20,21,84,85,86,87, 88,89,90,96,97,105,106,107,114,119,		
Aggressive driving	11,20,24,25,44,45		122		
Alcohol related	4,18,24,25,27,62,79,103,104,	Drivers, in-state	89		
	105,106,110,111,112,113,114,122, 135 137	Drivers, motorcycle	75,76,78,107		
Apparent physical	155,157	Drivers, out-of-state	89		
condition	87,88	Drug tests	106,107		
BAC results	4,106,107,114,122	Economic costs	32,33,48,49		
BAC tests	106,107	Ejection	98		
Buses	42,53,97,113,114,117	Fatalities	2,3,4,6,8,9,10,15,16,17,18,19,20,21, 22,24,25,27,32,36,38,39,40, 42,43,44,45,48,49,65,77,79,82, 83,84,86,90,91,92,93,95,96,97, 98,102,104,104,107,100,110,111,114		
Citations	26,74				
Collided with	59,64,67				
Collisions	11,15,17,18,19,20,21,23,24,27,		98,103,104,106,107,109,110,111,114, 119,121,140,144,145		
	28,30,36,37,38,39,40,41,42,43,	Fatalities.	, , , , , , , , , , , , , , , , , , , ,		
	44,45,46,65,70,71,72,109,111, 112.116.118.120.122.123.124.	alcohol-related	4,11,18,25,27,79,103,104,108,		
	126,131,133,134,135,137,138,		109,110,111		
	139,149,151	Fatalities, speed-related	11,19,25,119		
Collisions,	20 24 44	Gender	75,82,83,84,85,91,97,104,106, 119		
Collisions	20,27,77	Harmful event	59,64,67		
alcohol-related	4,18,24,27,109,110,111,112,122,	Hazard placard	64		
	135,137,138	Hazard release	64		
Collisions, fatal	4,9,15,17,18,19,20,21,23,27,30,	Helmet use	75,76,77		
	36,37,38,39,40,41,42,43,44,45, 46.65.70.71.72.112.116.123.124.	Hit-and-run	21		
	126,130,131,134,135,138,149	Holidays	27		
Collisions, non-fatal	17,18,19,20,21,23,36,37,38,39, 40,41,42,43,44,45,46,65,70,71,	Injuries, aggressive driving	25		
	72,112,116,123,126,131,135,149	Injuries, alcohol-related	25,103,104		
Collisions, property damage 17,18,19,20,21,23,36,37,38,39, 40,41,42,43,44,45,46,65,70,71, 72,112,116,126,131,135,149		Injuries, fatal	2,3,4,6,8,9,11,15,17,18,19,20,21, 25,32,36,38,39,40,42,43,44,45, 48,65,75,77,79,82,83,84,86,90, 91,92,93,95,96,97,98,99,103,106,107		
Collisions, single/	71 72 74 79 70 111		140,144,145		
Colligions	/1,/3,/4,/8,/9,111	Injuries, incapacitating	17,18,19,20,21,25,32,36,38,39,		
speed-related	19,24,116,118,120,122,123,124, 131,133,134	, , , , , , , , , , , , , , , , , , , ,	40,42,43,44,45,48,65,75,79,85, 86,90,91,92,95,96,97,99,118,121,		
Commercial vehicles	42	T	140,143,145		
Counties	125-151	non-incapacitating	17.18.19.20.21.25.32.36.38.39.		
Date	28,30	1	40,42,43,44,45,48,65,75,79,85,		
Day of week	y of week 28,30,44,46,56,94,111,120		86,90,91,92,95,96,97,99,118,121, 140 143 145		
Deer	139	Injuries none	110,110,110		
Concentrations,		(Not injured)	32,48,86,90,91,95,96,99,118		
collisions	129,130,151	Injuries, personal	97,103,104,105,108,109,110,111,114		
Concentrations, fatal	130,134,138,144	Injuries, possible	32,48		
Concentrations,	143	Injuries, speed-related	25		
Concentrations injuries	148	Injuries, unknown	17,18,19,20,21,25,32,48,86,90,		
Dangerous driving	11	T T T T	91,95,96,118,145		
		injury, nature of	/0,//		

Keywords, continued

Injury, location of	76,77	Restraint use	5,6,8,95,96,97,98,99,140,142,
Large trucks	42,53,55,57,63,64,97,113,114,117		143,144
Large trucks single unit	64	Road character	72
Large trucks w/ trailer	64	Road class	40,41,57,72,108,112,124
License type	90	Road junction type	40,72
Licensed drivers	7,10,15,24,75,86,88,105	Road surface condition	40
Licensing	10,75	Rural/Urban	22,37,45,55,68,83,84,85,93,94, 123
Light condition	39,61,93	School Bus	53,65,66,67
Light trucks	42	Seat positions	99
Locality	22,37,45,55,68,83,84,85,93,94, 123	Speed-related	11,19,24,25,62,116,117,118,119,
Manner of collision	42,124	SUM	6 52 55 56 5758 59 60 61 62 97
Month	23,24,28,30,37,44,55,89,93,110	30 15	113,114,117
Mopeds	42,70,71,72,73,74,79,113,114, 117	Time of day	44,45,46,56,94,111,120,123
Motorcycles	9,10,42,53,70,71,72,73,74,75,79,113,	Traffic signal	43
	117,149,151	Unit severity	73
Motorcyclists	9,10,75,76,77,78,79,86,107	Unit type	113,114,117
Non-motorists	65,86	Units, alcohol-related	79,103,113
Observational survey	5	United States	3.16
Passenger cars	6,42,53,55,56,57,58,59,60,61,62,	Unrestrained risk factor	99
Presonger vehicle	97,113,114,117	Vans	6,53,55,56,57,58,59,60,61,62,97,
Passengers	17 18 19 20 21		113,114,117
Pedalcyclists	17,18,19,20,21,42,84,85,86,90, 94,113,114	Vehicles	6,32,42,48,49,52,53,54,55,56,57, 58,59,60,61,62,68,73,74,97,103, 113,114
Pedestrian action	92	Vehicle occupants	5,6,17,18,19,20,21,65,84,85,86,
Pedestrians	17,18,19,20,21,42,84,85,86,90, 91,92,93,113,114	Vehice use	96,97,99
Pickup trucks	5,6,53,55,56,57,58,59,60,61,62, 97 113 114 117	Weather condition	39,60,72
Population	3.15.24.82.104	Young drivers	7,145,147
Posted speed limit	121		
Primary factor	38.58.63.66.78.109		
Primary factor, driver	38,78		
Primary factor, environment	38		
Primary factor, vehicle	38		
Railway vehicle/ train/engine	68		
Rates population	3 15 24 82 104		
Rates alcohol-related	4 105		
Rates licensed drivers	7 15 24 86 88 105 147 148		
Rates, registered	0.15.52		
Rates restraint use	5 8 95 96 97 98 99		
Rates vehicle	57,07,17,07,77		
miles travelled	3,4,15,16,24,128,129,130		
Registered motorcycles	9		
Registered vehicles	15,52		

GLOSSARY

INDIANA TRAFFIC SAFETY FACTS

Aggressive Driving

A collision is defined as involving aggressive driving when the driver of a motor vehicle was engaged in at least two of the following actions: (1) driving at an unsafe speed; (2) failing to yield right of way; (3) disregarding a regulatory signal/sign; (4) improper passing; (5) improper turning; (6) improper lane usage; or (7) following too closely.

Alcohol Involvement/Alcohol-related

National Highway Traffic Safety Administration (NHTSA) defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of .01 gram per deciliter (g/dl) or higher. NHTSA defines a nonfatal crash as alcohol-related or alcoholinvolved if police indicate on the police accident report that there is evidence of alcohol present. The code does not necessarily mean that a driver or nonoccupant was tested for alcohol.

The term "alcohol-related" or "alcohol-involved" does not indicate that a crash or fatality was caused by the presence of alcohol.

Indiana defines a crash as alcohol-related or alcohol-involved if any of the following are true: (1) *Alcoholic beverages* is listed as the primary factor of the collision; (2) *Alcoholic beverages* is listed as a contributing circumstance in the collision; (3) any vehicle driver or non-motorist (pedestrian, pedalcyclist) involved in the collision had a BAC test result greater than zero; (4) the collision report lists the apparent physical condition of any vehicle driver or non-motorist involved as *had been drinking*; or (5) a vehicle driver is issued an Operating While Intoxicated (OWI) citation.

Automated Reporting Information Exchange System (ARIES)

Formerly the Vehicle Crash Reporting System (VCRS). The computer data information system in which all local and state law enforcement officers enter the information from the *Indiana Officer's Standard Crash Report.* This data system provides the data found in this report as well as the *Indiana Traffic Fact Sheets.*

Blood Alcohol Concentration

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (.01 g/dl and higher) indicates that alcohol was consumed by the person tested; a BAC level of .01 to .07 g/dl indicates that the person was impaired; a BAC level of .08 g/dl or more indicates that the person was intoxicated.

Bus

Large motor vehicles used to carry nine or more passengers, including school buses, inter-city buses, and transit buses.

Cited/Citation

When a person involved in a collision is arrested (traffic or criminal) for a violation relating to the motor vehicle crash. The document produced is a citation.

Combination Vehicle

A truck consisting primarily of a transport device which is a single-unit truck or truck tractor together with one or more attached trailers.

Commercial Vehicle

- A Truck: A vehicle equipped for carrying property and having a Gross Vehicle Weight Rating (GVWR) or Gross Combination Weight Rating (GCWR) over 10,000 pounds.
- 2) A Bus: A motor vehicle designed to transport 9 or more occupants.
- 3) Any Vehicle: Displaying a hazardous materials placard.

Contributing Circumstance

Actions of the driver, apparent environmental conditions or apparent vehicle conditions which contributed to the collision.

Collision/Crash

An event that produces injury and/or property damage, involves a motor vehicle in transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.

Crash Severity

- 1. *Fatal Crash.* A police-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash.
- Injury Crash. A police-reported crash involving a motor vehicle in transport on a trafficway in which no one died but a least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.
- 3. *Property Damage Only Crash.* A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries. Indiana statute states the estimated property damage must be \$1000 or more. Note: All collisions reported as property damage collisions, regardless of estimated damage costs, are reported in the 2007 *Indiana Crash Fact Book.*

Glossary, continued

Dark-Lighted

The time between dusk and dawn, and when there are lights designed and installed to illuminate the roadway. This does not include lighting from storefronts, houses, etc.

Dark-Not lighted

The time between dusk and dawn, and when there are no lights designed or installed to illuminate the roadway.

Day

From 6 a.m. to 5:59 p.m.

Disregarding traffic signal

A collision where one or more drivers disregarded a traffic signal or flashing signal at a road intersection (excludes interstates).

Driver

An occupant of a vehicle who is in physical control of a motor vehicle in transport, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Ejection

Refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover.

Fatal Injury

Any injury that results in death within a 30-day period after the crash occurred.

Fixed /Immoveable Object

Stationary structures or substantial vegetation attached to the terrain. Examples include guardrail, bridge railing or abutments, trees, utility poles, ditches, culverts and buildings.

General Contributing Factor(s)

The factors which the investigating officer believes to have contributed to the collision's occurrence – one of these may or may not have been the primary factor. Each collision may have two driver contributing factors, one environmental, and one vehicle factor.

Gross Combination Weight Rating (GCWR)

The value specified by the manufacturer as the loaded weight of a combination (articulated) motor vehicle. In absence of a value specified by the manufacturer, GCWR will be determined by adding the GVWR of the power unit and the total weight of the towed unit and any load thereon.

Gross Vehicle Weight Rating (GVWR)

The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR.

Harmful Event

The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage.

Hazardous Materials

Any substance or material which has been determined by the US Department of Transportation, or other authorizing entity, to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. Any motor vehicle transporting quantities of hazardous materials in quantities above the thresholds established by the USDOT, or other authorized entity, is required to display a hazardous materials placard.

Hazardous Materials Placard

A sign that must be affixed to any motor vehicle transporting quantities of hazardous materials in quantities above the thresholds established by the USDOT, or other authorized entity. This placard identifies the hazard class division number, 4digit hazardous material identification number or name of the hazardous material being transported.

ICJI

Indiana Criminal Justice Institute

Incapacitating Injury

A non-fatal injury that prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Hospitalization is usually required. Examples are-- severe lacerations, broken limbs, skull fracture, crushed chest, internal injuries, etc.

Intersection

An area of roadway which is (1) at a crossing or connection of two or more roadways not classified as a driveway and (2) the area of the roadway measured less than 33 feet from the apex of two roadways at the curb or boundary line. Types of intersections noted on the *Indiana Crash Report* are 1) T-intersections, 2) Y-intersections, 3) Four-way intersection, 4) Interchange, 5) Five point or more, 6) Ramp and 7) Traffic circle/roundabout.

ISP

Indiana State Police

Jackknife

Jackknife can occur at any time during the crash sequence. Jackknifing is generally restricted to truck tractors pulling a trailing unit in which the trailing unit and the pulling vehicle rotate with respect to each other.



INDIANA TRAFFIC SAFETY FACTS

Glossary, continued

Junction

Area formed by the connection of two roadways, including intersections, interchange areas, and entrance/exit ramps.

Lane control

Visible lane markings such as hash marks or lines that separate lanes of travel.

Large Trucks

Trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors.

Light Trucks

Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons, and sport utility vehicles.

Motorcycle

A two- or three-wheeled motor vehicle designed to transport one or two people. This category can include motor scooters, minibikes, and mopeds, etc.; however, the Indiana reporting system separates the two categories.

Motor Vehicle in Transport

A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles.

Night

From 6 p.m. to 5:59 a.m.

Non-Incapacitating Injury

An injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment, although hospitalization is usually not required. Examples are abrasions, minor bleeding and lacerations, etc.

Nonoccupant/Nonmotorist

Any person who is not an occupant of a motor vehicle in transport and includes the following: (1) Pedestrians; (2) Pedalcyclists; (3) Occupants of parked motor vehicles; (4) Others such as joggers, skateboard riders, people riding on animals, and persons riding in animal-drawn conveyances.

Not injured

Any blank value in the injury status code field of the *Indiana Crash Report.* These are generally drivers of vehicles involved in property damage only collisions.

Occupant

Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Passenger

Any occupant of a motor vehicle who is not a driver.

Passenger Car

Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

Pedalcyclist

A person on a vehicle that is powered solely by pedals.

Pedestrian

Any person not in or upon a motor vehicle or other vehicle.

Pedestrian Collision

A collision in which a pedestrian was involved or "pedestrian action" was listed as a contributing factor to the collision. NOTE: Sometimes a collision had a contributing factor of "pedestrian action" where there was not information regarding a pedestrian individual – these collisions were counted as pedestrian collisions.

Pickup Truck

A motor vehicle designed to carry ten persons or less, with an exposed bed.

Possible Injury

Any injury reported or claimed which is not visible. Example: the complaint of back or neck pain.

Primary Factor

The single factor which the investigating officer believes to be the main or primary factor which contributed to the collision's occurrence. Each collision may have only one primary factor.

Property Damage Only Collision

A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries but at least one vehicle or property was damaged.

Restraint Use

The occupant's use of available vehicle restraints including lap belt, shoulder belt, automatic belt, or child restraint (child safety seat, booster seat).

Roadway

That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

Rollover

Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Includes rollovers occurring as a first harmful event or subsequent event.

Glossary, continued

Rural

Any area outside of the incorporated limits of a city.

Seating Position

The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

Semi-trailer

A trailer, other than a pole trailer, designed for carrying property and so constructed that part of its weight rest upon or is carried by the power unit.

Single-Unit Truck

A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis. (Can have 2 axles and 6 tires on the ground, or 3 or more axles).

Speed-related

A collision is identified as "speed-related" if any one of the following conditions are met: (1) *Unsafe speed* or *Speed too fast for weather conditions* is listed as the primary or contributing factor of the collision; (2) a vehicle driver is issued a speeding citation.

Sport Utility Vehicle (SUV)

A multi-purpose motor vehicle designed for carrying less than 10 persons, which is constructed on a truck chassis or with special features for occasional off-road operation, other than a pickup truck. These vehicles are generally four-wheel-drive (4x4) and have increased ground clearance, and a gross vehicle weight rating (GVWR) of 10,000 pounds or less.

Tractor (Semi)

A motor vehicle consisting of a single power unit device designed primarily for pulling semi-trailers.

Traffic Circle/Roundabout

An intersection of roads where vehicles must travel around a circle to continue on the same road or to connect to an intersecting road.

Traffic control signal

Includes the red/green/yellow signal and/or a flashing signal.

Trafficway

Any road, street, or highway open to the public as a matter of right or custom for moving persons or property from one place to another.

Trapped

Persons who are restrained in the vehicle by damaged vehicle components as a result of a crash, and who have to be freed from the vehicle.

Unit

Denotes a motor vehicle, pedestrian, pedalcyclist, or other entity involved in the collision.

Unknown injury

Injuries reported on the *Indiana Crash Report* as 1) *refused* (treatment), 2) *Unknown*, 3) *Not reported*, and 4) invalid codes.

Urban

Any area inside of the incorporated limits of a city.

Van

A motor vehicle consisting primarily of a transport device that has a gross vehicle weight rating of 10,000 pounds or less and is basically a "box on wheels" that is identifiable by its enclosed passenger and/or cargo area, step-up floor, and relatively short (or nonexistent) hood. Examples are: passenger vans, cargo or delivery vans, and van-based mini-motor homes.

Vehicle Miles Travelled

The annual vehicle distance travelled in miles.

Weekday

From 6 a.m. Monday to 5:59 p.m. Friday.

Weekend

From 6 p.m. Friday to 5:59 a.m. Monday.

Work Zone

An area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs and arrow boards mounted on the vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance or utility work activity.

It extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity.

Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

Young Driver

A driver of a motor vehicle whose age is under 25 or a portion of those under age 25 (i.e., ages 15 to 20).



APPENDIX A: Methods for producing economic costs of traffic collisions in Indiana

For the purposes of *Indiana Crash Facts, economic costs* represent the monetary and non-monetary impacts produced by injuries and property damage in traffic collisions. These costs are calculated by taking existing estimates of costs, broken down into various impact categories, by the incidence of traffic injuries and property damage to vehicles in collisions. The general methodology used here follows that in economic cost reports produced by the National Highway Traffic Safety Administration (NHTSA).¹ Several intermediate procedures were performed on the data to arrive at final cost estimates.

1. Injury classifications

Cost estimates are based on the *Maximum Abbreviated Injury Scale* (MAIS), a medical assessment of the most severe injury incurred.² The MAIS scale ranges from MAIS 0 (no injury), to MAIS 6 (fatality), with incremental levels representing increasing levels of bodily damage (i.e., decreasing probabilities of survival). Indiana crash reports, however, use the KABCO (K=fatal; A=incapacitating; B=non-incapacitating; C=possible; O=not injured) system of injury classification, in which an officer with no medical training can make a general assessment of the injury severity to individuals involved in the collision. As such, Indiana injury data classifications must be converted to the MAIS system to obtain the cost estimates.

Data taken from the National Automotive Sampling System (NASS) from 1982 to 1986 were used to create this injury "translator".^{3, 4} These data encompass a representative sample of crashes in the United States and provide individual-level information on individuals involved; from it, KABCO injuries can be proportionally distributed into MAIS categories. Data were taken from this time period because it represents the most recent data that contains both KABCO and MAIS designations of injury at the individual level. Note that the injury translator can apportion fatalities (K) to MAIS designations, but the data in *Indiana Crash Facts* does not do this for ease of interpretation.

2. Cost estimates and price deflation

Economic cost estimates were obtained from NHTSA economic cost reports.⁵ The data are in year 2000 US dollars and accordingly must be adjusted for the effects of the time value of money. Price deflators were obtained from the Bureau of Labor statistics and were applied as follows: a. Medical care and emergency services

Consumer Price Index (CPI) - Medical care (Midwest region). Bureau of Labor Statistics. http://www.bls.gov/cpi/cpi_dr.htm

b. Market productivity, household productivity, travel delay

Productivity Index - Output per hour of all persons, business sector (annual). Bureau of Labor Statistics. http://www.bls.gov/schedule/archives/prod_nr.htm

c. Insurance administration, legal costs, property damage

Consumer Price Index - Services less medical care services (Midwest region). Bureau of Labor Statistics. http://www.bls.gov/cpi/cpi_dr.htm

d. Workplace costs

Employment Cost Index - Total compensation, all civilian workers, (Q4, not seasonally adjusted). Bureau of Labor Statistics. http://www.bls.gov/ect/. Note that 2000 data was not available for this series; 2001 data used as a proxy.

Additionally, a regional price adjustment to costs was made using 2000 and 2007 CPI – all items between the US average and Midwest average.

Once costs were adjusted to current economic conditions, the values were multiplied by the incidence of injuries and vehicles that sustained property damage only (i.e., no injured occupants) to arrive at total cost estimates.

3. Comparing data to Indiana Crash Facts 2006

Data for this fact book use a different methodology than that from the previous year's *Indiana Crash Facts 2006*, so direct comparisons of data are not valid. Most notably, data in this fact book include individuals who were not injured and sustained unknown injury types. These individuals are included because cases exist where an individual produces an economic cost because of a misclassification of injury severity. This fact book includes crash costs for historical data (2003-2006) for these purposes.

¹Blincoe, L., Seay. A., Zaloshnja, E., Miller, T., Romano, E., Luchter, S., & R. Spicer. (May 2002). *The economic impact of motor vehicle crashes, 2000.* (DOT HS809 446) National Highway Traffic Safety Administration, Washington D.C.

²Association for the Advancement of Automotive Medicine. http://www.carcrash.org

³http://www.nhtsa-tsis.net/projects/NHTSA/NHTSA_NASS.htm

⁴National Automotive Sampling System, 1982-1986; *Ejection Mitigation Using Advanced Glazing: A Status Report, November 1995,* NHTSA ⁵Blincoe et al, 2002.

INDIANA CRASH FACTS

An electronic copy of this document can be accessed via the Center website (www.criminaljustice.iupui.edu), the ICJI traffic safety website (www.in.gov/cji/), or you may contact the Center for Criminal Justice Research at 317-261-3000.







