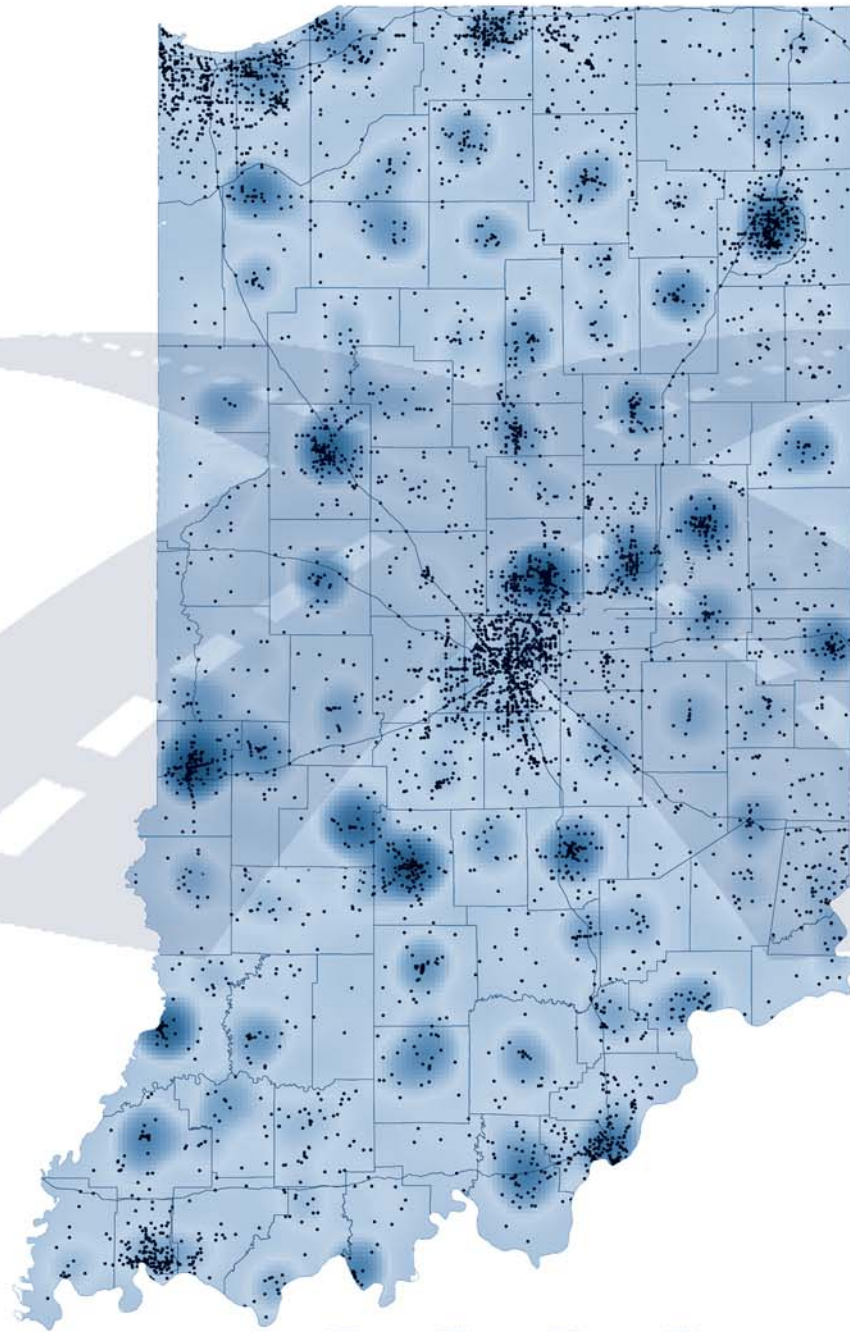


# INDIANA CRASH FACTS



# 2009



## INDIANA TRAFFIC SAFETY QUICK FACTS - 2009

- 189,676 traffic collisions resulting in injury or property damage occurred, a 7.7 percent decrease from 2008.
- There were 631 fatal collisions in 2009 (resulting in 692 fatalities), a 12.6 percent decrease from 2008.
- 46,590 people were known to have suffered incapacitating, non-incapacitating or possible injuries in traffic collisions.
- 9.6 percent (18,252) of all collisions were speed-related, a 1.5 percentage point decrease from 2008.
- 21.6 percent (136 of 631) of fatal collisions were speed-related.
- 4.7 percent (8,855) of all collisions were alcohol-related.
- 24.9 percent (157 of 631) of fatal collisions were alcohol-related.
- 168 people were killed in alcohol-related collisions; 158 people were killed in speed-related collisions.
- 68.1 percent of all fatalities (471 of 692) occurred in rural areas.
- January had the highest frequency of collisions among all months (20,230, or 10.7 percent of all collisions in 2009).
- The 16 to 17 year old age group had the highest rate of drivers involved in fatal collisions in 2009 (4.0 per 10,000 licensed drivers).
- 62 non-motorists were killed in collisions in 2009 (55 pedestrians and 7 pedalcyclists).
- 48 percent of persons killed in motor vehicle collisions were known to be restrained.\*
- In 2009, the economic costs of motor vehicle collisions in Indiana exceeded \$4.3 billion.

\*excludes non-motorists and vehicles reported as *farm vehicles, motorcycles, and mopeds*.

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

# 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) 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 young 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.

CCJR would like to thank the Indiana Criminal Justice Institute, NHTSA, the Federal Highway Administration (FHWA), the Indiana State Police, and Open Portal Solutions for their continued support and guidance throughout the process of creating these reports. CCJR 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 CCJR website ([www.ccjr.iupui.edu](http://www.ccjr.iupui.edu)), the ICJI traffic safety website ([www.in.gov/cji/](http://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.

## NOTES:

**In order to minimize misinterpretation of the data presented, please take note of the definitions provided in the glossary.**

**Data discrepancies may exist between this report and previous traffic safety publications. These differences can be attributed to updates to the ARIES database that have occurred since the original date of publication.**

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Cover design is a density grid map illustrating concentrations of young driver injuries per 1,000 county licensed young drivers.



Dear Traffic Safety Partners,

Earlier in the year, the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute (ICJI) reported that Indiana had the fewest number of fatalities in the state since 1925. That said, this historic low is no fluke, it comes after six consecutive years of reductions in fatalities in Indiana. The question remains, how did this happen and how do we continue it?

There has been much speculation about why there has been a reduction in fatalities across much of the country the last two years. Much of it has been attributed to the ailing economy. Regardless, in Indiana, our reductions in overall crashes and fatalities have outpaced many other states in the nation. There is no single program, economic condition or law that can account for the reductions in the last six years in Indiana. All we can point to is what the data in documents such as this tell us. Much has been noted in the past few years by the TSD on our data-driven policy focus. This focus has helped Indiana move towards identifying problem areas quickly allowing us the ability to address them in a timely fashion.

Moving forward, for fiscal year 2011, new grant applications were developed for grantees which encourage them to provide locally specific problem identification, goals and evaluation for traffic safety in their community. A recent change in focus from program management to program development with the TSD is placing the emphasis for the success and failure of traffic safety initiatives more directly into the hands of the local grantees who receive NHTSA funds from the TSD.

Documents like the *Indiana Crash Facts* are a necessary tool for all of our traffic safety partners across the state to help continue the trend of safer roadways in Indiana. With that, we extend our sincere thanks and welcome your continued contributions to making Indiana a safer place to drive, walk and ride.

Sincerely,

T. Neil Moore, Ed.D  
Executive Director,  
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Ryan Klitzsch  
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Dear Fellow Hoosiers,

The Governor's Council on Impaired and Dangerous Driving (Council), which serves as the traffic safety advisory group in Indiana, helps in the development of policies, procedures, strategies and programs to effectively manage and administer Indiana's highway safety programs. The Council, which is comprised of volunteers representing various traffic safety interests, is appointed by Governor Daniels. The Council relies heavily on information contained within this *Indiana Crash Facts* publication for developing effective policy recommendations.

One of the current priorities of the Council is to increase the BAC testing and reporting rates for drivers involved in fatal crashes. By increasing emphases and training the law enforcement officers on the importance of testing drivers involved in fatal crashes, the impaired driving data produced by the Center for Criminal Justice Research will become more comprehensive. This will allow the Council to more effectively direct programmatic and policy changes toward addressing impaired driving to the areas of greatest need. As Chairman of the Council I have recently directed the formation of a Toxicology Advisory Board. Currently, this Advisory Board has been tasked with developing recommendations for the Council on ways of improving the organizational structure and efficiencies of how suspected DUI driver's BAC samples are processed in Indiana.

The foundation for good policy and planning for all traffic safety stakeholders comes from high-quality data, like that found in *Indiana Crash Facts*. The collaboration between the Council, the Center for Criminal Justice Research and our partners across the state continues to improve safety for Hoosiers traveling our roadways. I hope that this document serves as a guide for you in continuing to make Indiana a safer and healthier place to live.

Very truly yours,

Curtis T. Hill, Jr.  
Elkhart County Prosecuting Attorney  
Chairman, Governor's Council on  
Impaired and Dangerous Driving

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*A division of the*



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.

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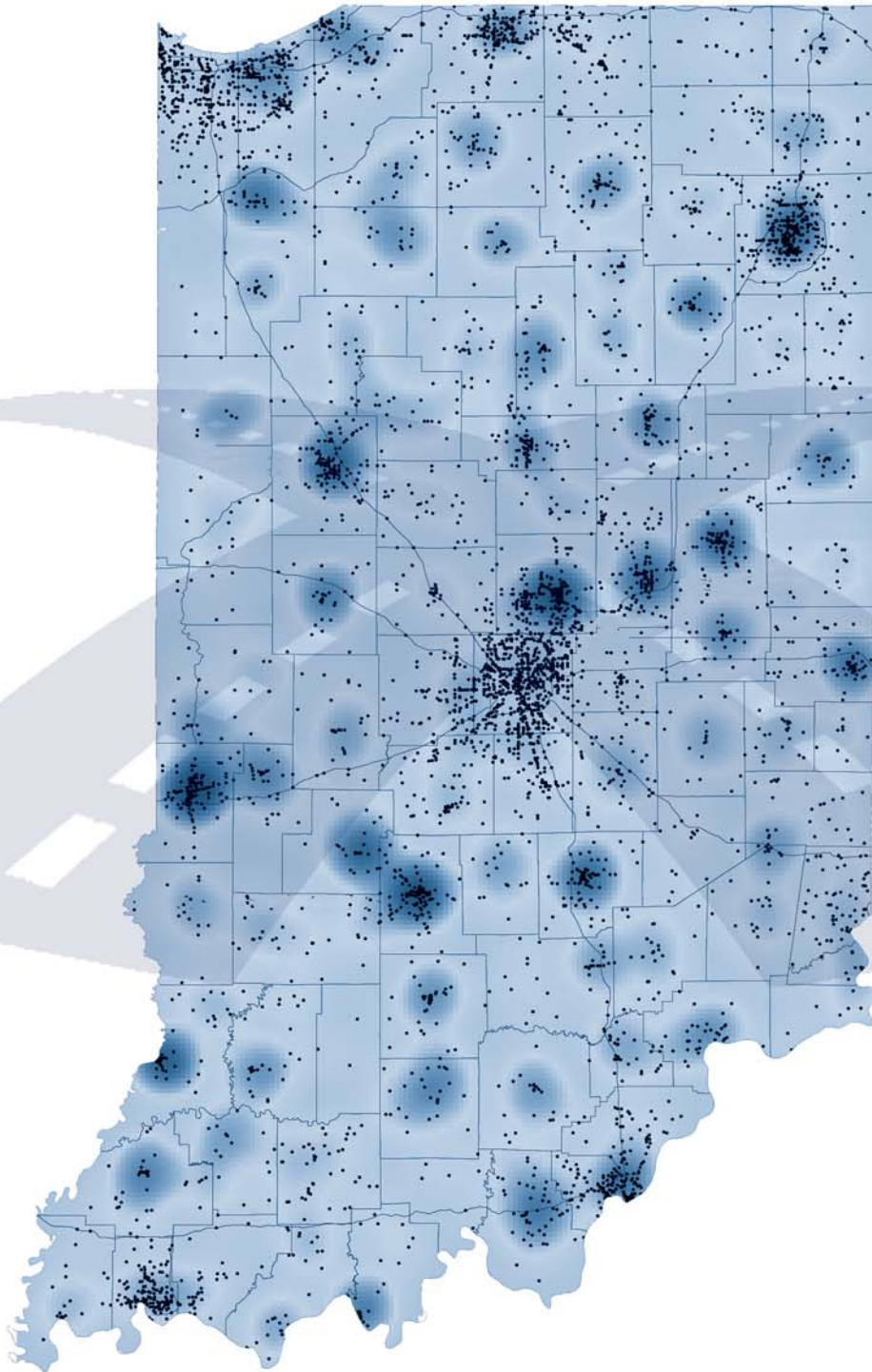
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# PROBLEM IDENTIFICATION



## PROBLEM IDENTIFICATION, 2009

The mission of the Governor’s Council on Impaired and Dangerous Driving (Governor’s Council), a division of the Indiana Criminal Justice Institute (ICJI), is to reduce death, injury, property damage, and economic cost 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 2011 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 and injury collisions as they relate to alcohol involvement, safety belt usage, young drivers, motorcycle safety, dangerous driving, children, pedestrians, and bicycles. Within each area, ICJI has established specific goals and performance measures that relate to the occurrence of collisions and their impact on Indiana. See the *Indiana Highway Safety Plan* for more information.<sup>1</sup>

*NOTE: Short-term and long-term goals discussed in subsequent sections are taken from the Indiana Highway Safety Plan 2011. This document uses data from the 2009 Fact Sheets series produced by the Center for Criminal Justice Research. These publications, including this Crash Book, were produced using the collision dataset current as of March 1, 2010. Discrepancies between figures presented in previous year Crash Books are due to updates that have occurred in the collision dataset since the date of these publications. Where applicable, national goals developed by NHTSA are also provided.*

### Fatalities

#### Short-term goals

- Reduce the number of traffic fatalities from 692 in 2009 to 643 in 2011
- Reduce the rate of fatalities per 100,000 of the population from 10.8 in 2009 to 9.9 in 2011
- Reduce fatalities per 100m VMT from 0.97 in 2009 to 0.91 in 2011 (not shown in figure)

#### Long-term goals

- Reduce the number of traffic fatalities to 600 in 2013

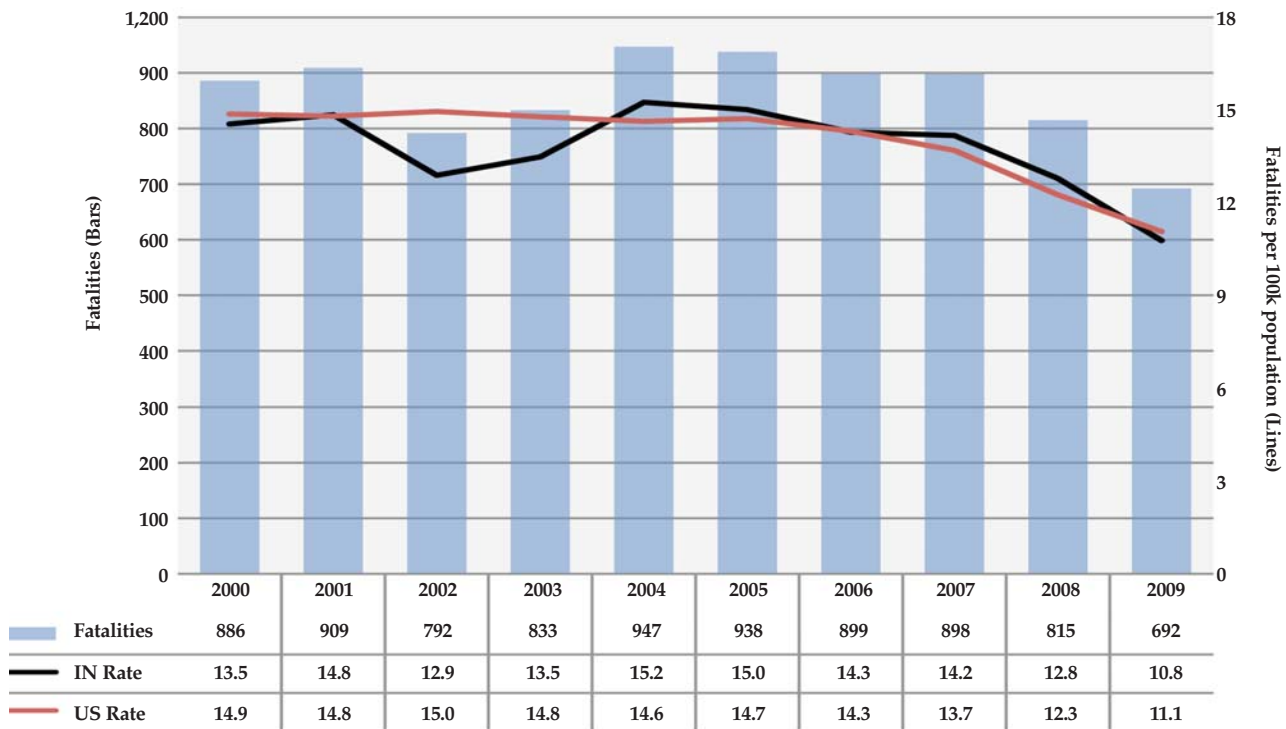
- Reduce the rate of traffic fatalities per 100,000 of the population to 9.2 in 2013
- Reduce fatalities per 100m VMT to 0.85 in 2013

### Context

Indiana traffic fatalities decreased 15.1 percent from 2008 to 2009 and 2.3 percent on average annually since 2000. Fatalities per 100,000 of the population were at 10-year lows in Indiana and across the United States. Indiana had a lower fatality rate than the nation as a whole in 2009, the first year since 2003.

<sup>1</sup>State of Indiana *Highway Safety Plan*, Federal Fiscal Year 2011, Indiana Criminal Justice Institute. *Pending publication.*

**Figure 1. Indiana traffic fatalities, 2000-2009**



**Sources:**

*Indiana fatalities, 2000-2002:*

*Indiana fatalities, 2003-2009:*

*Indiana population, 2000-2009:*

*US fatality rate:*

Fatality Analysis Reporting System (FARS), <http://www-fars.nhtsa.dot.gov/Trends/TrendsGeneral.aspx>

Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.

Table NST-EST2009-01 - Annual Estimates of the Population for the United States, Regions, States, and Puerto Rico:

April 1, 2000 to July 1, 2009; Population Division, U.S. Census Bureau; Release Date: December 2009.

Fatality Analysis Reporting System (FARS), <http://www-fars.nhtsa.dot.gov/Trends/TrendsGeneral.aspx>

**Injuries**

**Short-term goals**

- Reduce the number of serious bodily injuries from 3,179 in 2009 to 3,050 in 2011
- Reduce the serious bodily injuries per 100,000 population from 49.5 in 2009 to 47 in 2011
- Reduce the serious bodily injury rate per 100m VMT from 4.47 in 2009 to 4.31 in 2011 (not shown in figure)

**Long-term goals**

- Reduce the number of serious bodily injuries to 2,924 in 2013

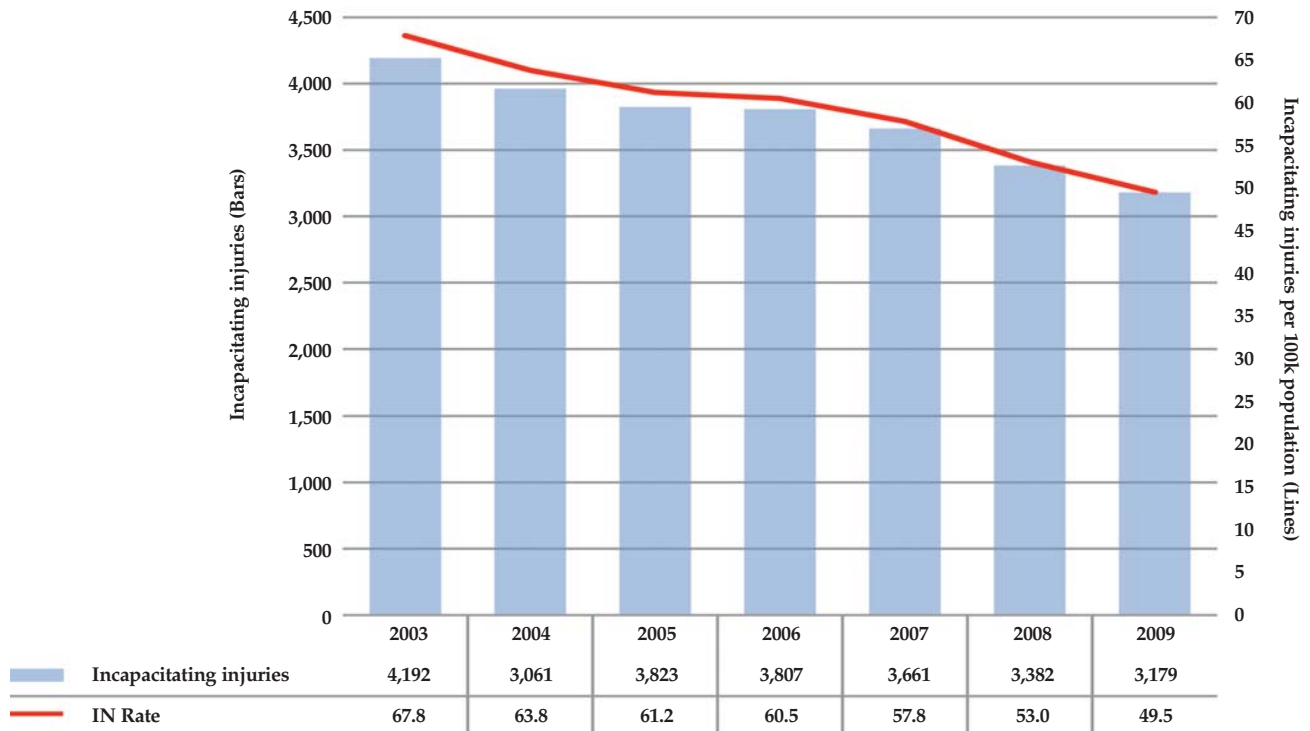
- Reduce the serious bodily injuries per 100,000 population to 45 in 2013

- Reduce the serious bodily injury rate per 100m VMT to 4.13 in 2013

**Context**

The number of incapacitating injuries occurring in Indiana collisions decreased 6 percent from 2008 to 2009. The rate of incapacitating injuries per 100,000 residents decreased from 53 to 50 during this same period and reached a seven-year low in 2009.

**Figure 2. Individuals suffering incapacitating injuries in Indiana collisions, 2003-2009**



**Sources:**

*Indiana injuries:*

Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.

*Indiana population:*

Table NST-EST2009-01 - Annual Estimates of the Population for the United States, Regions, States, and Puerto Rico: April 1, 2000 to July 1, 2009; Population Division, U.S. Census Bureau; Release Date: December 2009.



**Alcohol**

**Short-term goals**

- Reduce the number of alcohol-related fatalities from 168 in 2009 to 165 in 2011
- Reduce the percent of fatalities in collisions with BAC of 0.08 or higher from 14.7 percent in 2009 to 14.4 percent in 2011
- Reduce the rate of fatalities with BAC of 0.08 or higher per 100m VMT from 0.143 in 2009 to 0.141 in 2011
- Reduce the number of fatalities involving a motorcycle operator with BAC of 0.08 or higher from 15 in 2009 to 13 in 2011

**Long-term goals**

- Reduce the number of alcohol-related fatalities to 158 in 2012
- Reduce the percent of fatalities in collisions with BAC of 0.08 or higher to 13.9 percent in 2013

- Reduce the rate of fatalities with BAC of 0.08 or higher per 100m VMT to 0.135 in 2013
- Reduce the number of fatalities involving a motorcycle operator with BAC of 0.08 or higher to 11 in 2013

**NHTSA national goal**

- Reduce the rate of fatalities in highest BAC (.08+) from 0.49 in 2007 to 0.46 by 2010

**Context**

Alcohol-related fatal collisions decreased by 61 from 2008 to 2009 and by approximately 26 on average annually since 2005. Per 100 million vehicle miles travelled, alcohol-related traffic fatalities decreased by 0.07 from 2008 to 2009 and by 0.03 on average since 2005. In 2009, 77 of 491 (15.7 percent) drivers killed in traffic collisions had a blood alcohol content (BAC) result of 0.08 grams per deciliter or greater, the lowest proportion in the last five years. From 2005 to 2009, the proportion of all individuals in collisions involving an intoxicated driver that were killed decreased on average.

**Table 1. Indiana fatal collisions and fatalities, by alcohol involvement, 2005-2009**

|                                 | 2005          | 2006          | 2007          | 2008          | 2009          | Change ('08-'09) | Average annual ('05-'09) |
|---------------------------------|---------------|---------------|---------------|---------------|---------------|------------------|--------------------------|
| <b>Vehicle miles (millions)</b> | <b>74,252</b> | <b>74,173</b> | <b>74,092</b> | <b>72,424</b> | <b>68,787</b> | <b>-3,637</b>    | <b>-1,366</b>            |
| <b>Fatal collisions</b>         | <b>855</b>    | <b>817</b>    | <b>804</b>    | <b>722</b>    | <b>631</b>    | <b>-91</b>       | <b>-56</b>               |
| Alcohol-related                 | 262           | 250           | 233           | 218           | 157           | -61              | -26                      |
| % alcohol-related               | 30.6%         | 30.6%         | 29.0%         | 30.2%         | 24.9%         | -5.31            | -1.44                    |
| Per 100m VMT                    | 0.35          | 0.34          | 0.31          | 0.30          | 0.23          | -0.07            | -0.03                    |
| <b>Fatalities</b>               | <b>938</b>    | <b>899</b>    | <b>898</b>    | <b>815</b>    | <b>692</b>    | <b>-123</b>      | <b>-61.5</b>             |
| Alcohol-related                 | 293           | 274           | 254           | 246           | 168           | -78              | -31                      |
| % alcohol-related               | 31.2%         | 30.5%         | 28.3%         | 30.2%         | 24.3%         | -5.9             | -1.7                     |
| Per 100m VMT                    | 0.39          | 0.37          | 0.34          | 0.34          | 0.24          | -0.10            | -0.04                    |

**Note:**

Vehicle miles travelled for 2009 is a provisional estimate provided by the Indiana Department of Transportation.

**Sources:**

*Collisions and fatalities:* Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.  
*Vehicle miles travelled (VMT):* Indiana Department of Transportation, as of February 1, 2010.

**Table 2. Individuals involved in traffic collisions with an impaired driver, by person type and injury status, 2005-2009**

| Injury type/<br>Person type | Count, by year |              |              |              |              | Change           |                          |
|-----------------------------|----------------|--------------|--------------|--------------|--------------|------------------|--------------------------|
|                             | 2005           | 2006         | 2007         | 2008         | 2009         | Change ('08-'09) | Average annual ('05-'09) |
| <b>Fatal</b>                | <b>199</b>     | <b>198</b>   | <b>186</b>   | <b>172</b>   | <b>102</b>   | <b>-70</b>       | <b>-24</b>               |
| Impaired driver             | 122            | 140          | 135          | 119          | 77           | -42              | -11                      |
| Non-impaired driver         | 23             | 13           | 10           | 12           | 9            | -3               | -4                       |
| Vehicle passenger           | 51             | 41           | 38           | 34           | 14           | -20              | -9                       |
| Non-motorist                | 3              | 4            | 3            | 7            | 2            | -5               | < 1                      |
| <b>Non-fatal</b>            | <b>7,503</b>   | <b>6,769</b> | <b>5,759</b> | <b>4,775</b> | <b>4,699</b> | <b>-76</b>       | <b>-701</b>              |
| Impaired driver             | 4,913          | 4,583        | 3,876        | 3,284        | 3,248        | -36              | -416                     |
| Non-impaired driver         | 1,927          | 1,601        | 1,354        | 1,099        | 1,106        | 7                | -205                     |
| Vehicle passenger           | 629            | 547          | 508          | 370          | 323          | -47              | -77                      |
| Non-motorist                | 34             | 38           | 21           | 22           | 22           | 0                | -3                       |
| <b>% Fatal</b>              | <b>19.2%</b>   | <b>20.3%</b> | <b>23.6%</b> | <b>37.1%</b> | <b>15.6%</b> | <b>-21.52</b>    | <b>-0.90</b>             |
| Impaired driver             | 2.4%           | 3.0%         | 3.4%         | 3.5%         | 2.3%         | -1.18            | -0.03                    |
| Non-impaired driver         | 1.2%           | 0.8%         | 0.7%         | 1.1%         | 0.8%         | -0.27            | -0.09                    |
| Vehicle passenger           | 7.5%           | 7.0%         | 7.0%         | 8.4%         | 4.2%         | -4.26            | -0.84                    |
| Non-motorist                | 8.1%           | 9.5%         | 12.5%        | 24.1%        | 8.3%         | -15.80           | 0.06                     |

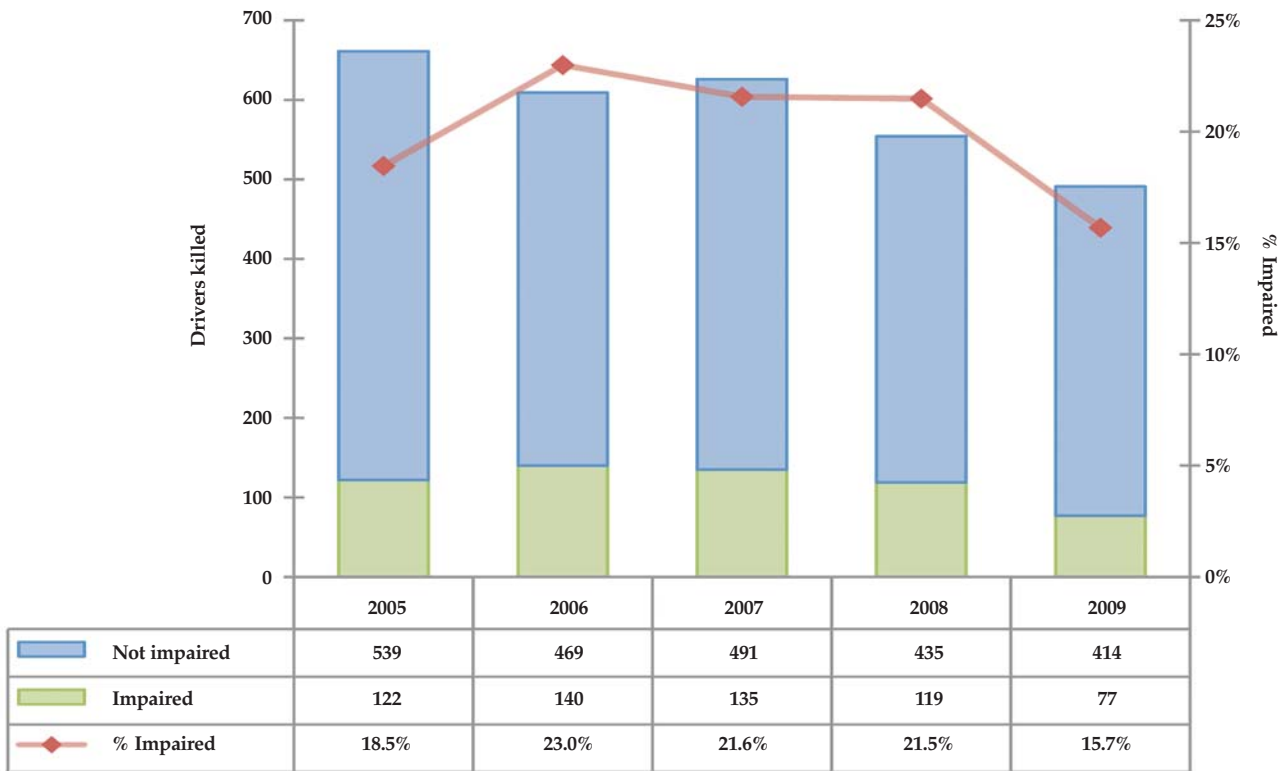
**Note:**

Impaired driver defined as a driver with BAC = 0.08 - 0.59 g/dL.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Figure 3. Drivers killed in Indiana traffic collisions, by blood alcohol content (BAC) results, 2005-2009**



**Notes:**

Impaired includes drivers with BAC = 0.08 - 0.59 g/dL.

Not impaired includes drivers with no BAC result reported, BAC < 0.08, and invalid BAC results (BAC > 0.59).

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Safety belt usage**

**Short-term goals**

- Decrease the number of unrestrained passenger vehicle fatalities from 204 in 2009 to 178 in 2011
- Increase the observed seat belt usage rate for all vehicles from 92.4 percent during June 2010 to 94.2 percent for the same time period in 2011
- Increase the observed seat belt usage rate for pickup truck occupants from 85 percent in December 2009 to 86 percent in 2011

Note: The pickup truck restraint usage rate of 82 percent illustrated in Figure 4 represents the average rate calculated from the June 2009 and December 2009 observational surveys conducted by ICJI.

**Long-term goals**

- Decrease the number of unrestrained passenger vehicle fatalities to 156 in 2013
- Increase the observed seat belt usage rate for all vehicles

to 97.9 percent in 2013

- Increase the observed seat belt usage rate for pickup truck occupants to 89.4 percent in 2013

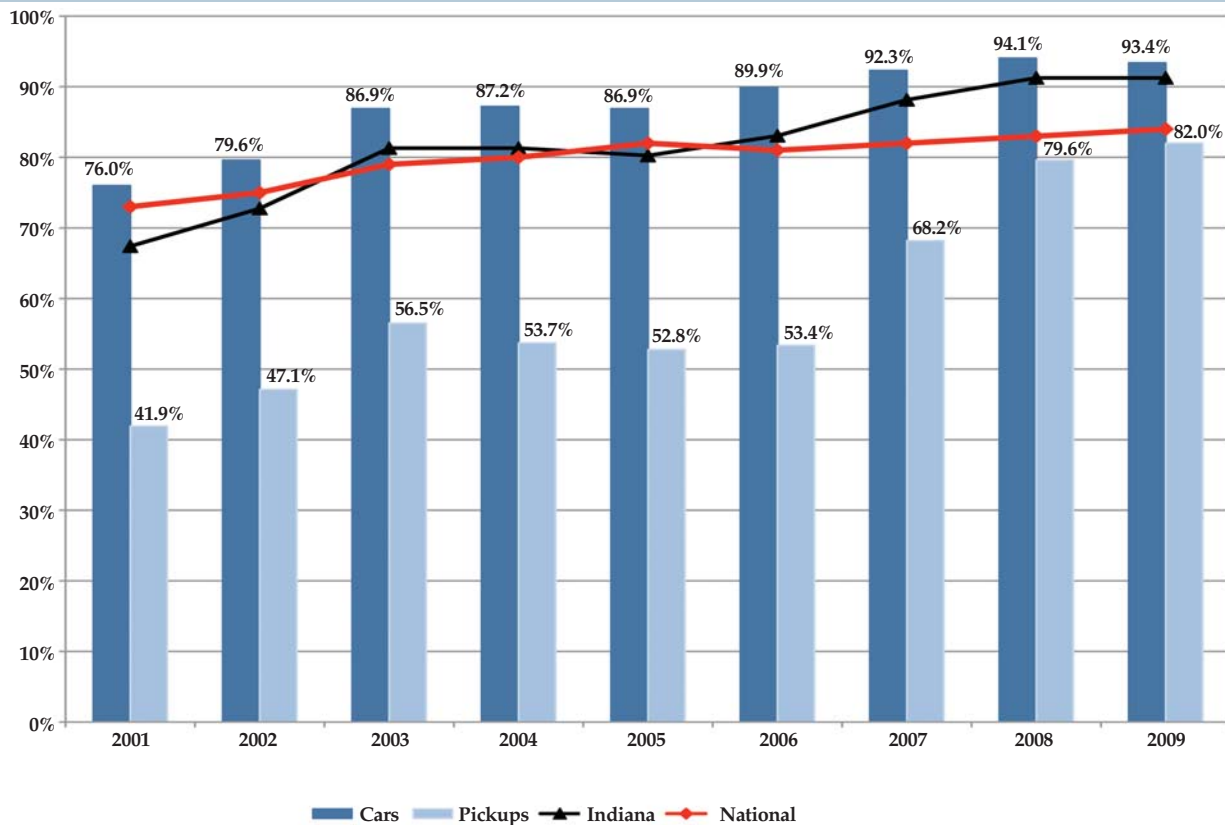
**NHTSA national goal**

- Increase seat belt use to 84 percent in 2010.
- Increase child passenger restraint to 87 percent for the 0-7 age group in 2010

**Context**

Observed restraint use among Indiana passenger car occupants declined slightly from 94 percent in 2008 to 93.4 percent in 2009. Observed restraint usage rates continue to rise among pickup truck occupants (from 79.6 percent in 2008 to 82 percent in 2009), but remain considerably lower than rates among other passenger vehicle occupants. The number of passenger vehicle occupants killed in collisions that were unrestrained decreased between 2008 (268) and 2009 (204), but the percentage of passenger vehicle occupants killed in collisions that were unrestrained increased from 44 to 48 percent during this same period.

**Figure 4. Observed seat belt use rates in passenger vehicles, 2001-2009**



**Notes:**

Indiana data represent the average annual rates of observed restraint use among all Indiana passenger vehicle occupants in a study conducted by ICJI twice per year. Car and pickup truck restraint usage rates are specific to Indiana only.

National data represent the rates of observed restraint use among all passenger vehicle occupants.

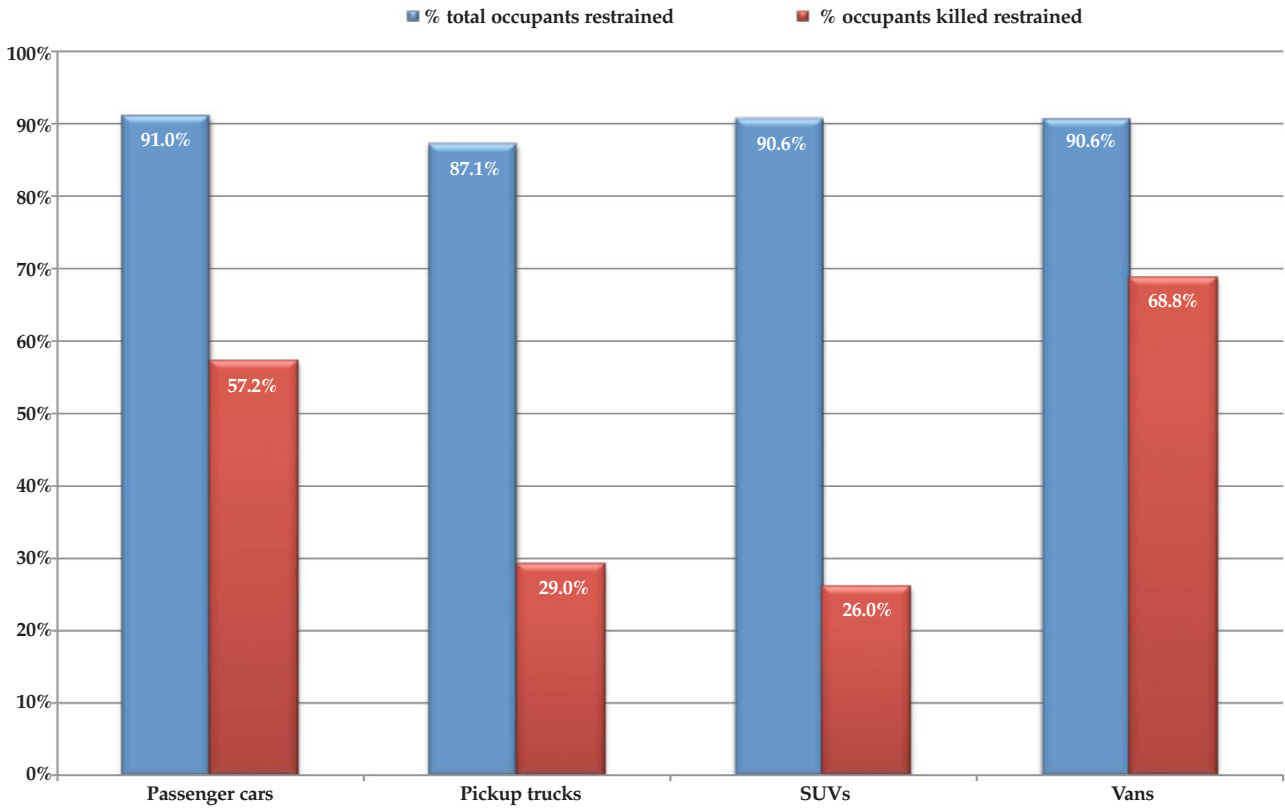
Passenger vehicles are defined as *passenger cars, pickup trucks, SUVs, and vans*.

**Sources:**

*Indiana:* Indiana Criminal Justice Institute, December 2009.

*National:* National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Seat Belt Use in 2009—Overall Results, DOT HS 811 100, Sept 2009.

Figure 5. Restraint use rates among Indiana passenger vehicle occupants involved in collisions, by vehicle type, 2009



**Note:**

Restraint use rates are based on injury totals that also include individuals reported to have an *unknown* or invalid safety equipment type.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Table 3. Passenger vehicle occupants killed in Indiana collisions, by restraint use and vehicle type, 2005-2009**

| Vehicle type/<br>restraint use | Count, by year |            |            |            |            | Change     |                         |
|--------------------------------|----------------|------------|------------|------------|------------|------------|-------------------------|
|                                | 2005           | 2006       | 2007       | 2008       | 2009       | ('08-'09)  | Average annual % change |
| <b>Fatalities</b>              |                |            |            |            |            |            |                         |
| <b>Passenger car</b>           | <b>410</b>     | <b>405</b> | <b>374</b> | <b>396</b> | <b>299</b> | <b>-97</b> | <b>-6.9%</b>            |
| Restrained                     | 207            | 198        | 201        | 203        | 171        | -32        | -4.4%                   |
| Unrestrained                   | 155            | 158        | 134        | 153        | 97         | -56        | -8.9%                   |
| Unknown                        | 48             | 49         | 39         | 40         | 31         | -9         | -9.6%                   |
| <b>Pickup truck</b>            | <b>165</b>     | <b>118</b> | <b>139</b> | <b>91</b>  | <b>93</b>  | <b>2</b>   | <b>-10.8%</b>           |
| Restrained                     | 32             | 21         | 39         | 21         | 27         | 6          | 8.4%                    |
| Unrestrained                   | 110            | 78         | 79         | 56         | 51         | -5         | -16.5%                  |
| Unknown                        | 23             | 19         | 21         | 14         | 15         | 1          | -8.3%                   |
| <b>Van</b>                     | <b>54</b>      | <b>43</b>  | <b>57</b>  | <b>33</b>  | <b>32</b>  | <b>-1</b>  | <b>-8.2%</b>            |
| Restrained                     | 27             | 17         | 33         | 17         | 22         | 5          | 9.5%                    |
| Unrestrained                   | 23             | 18         | 19         | 14         | 7          | -7         | -23.1%                  |
| Unknown                        | 4              | 8          | 5          | 2          | 3          | 1          | 13.1%                   |
| <b>SUV</b>                     | <b>82</b>      | <b>90</b>  | <b>100</b> | <b>68</b>  | <b>73</b>  | <b>5</b>   | <b>-0.9%</b>            |
| Restrained                     | 30             | 25         | 22         | 17         | 19         | 2          | -9.9%                   |
| Unrestrained                   | 46             | 54         | 60         | 45         | 49         | 4          | 3.1%                    |
| Unknown                        | 6              | 11         | 18         | 6          | 5          | -1         | 15.9%                   |
| <b>All passenger vehicles</b>  | <b>711</b>     | <b>656</b> | <b>670</b> | <b>588</b> | <b>497</b> | <b>-91</b> | <b>-8.3%</b>            |
| Restrained                     | 296            | 261        | 295        | 258        | 239        | -19        | -4.7%                   |
| Unrestrained                   | 334            | 308        | 292        | 268        | 204        | -64        | -11.3%                  |
| Unknown                        | 81             | 87         | 83         | 62         | 54         | -8         | -8.8%                   |

**Note:**

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Table 4. Rates of restraint use among passenger vehicle occupants killed in Indiana collisions, by vehicle type, 2005-2009**

| Vehicle type/<br>restraint use | Count, by year |             |             |             |             | Change    |                         |
|--------------------------------|----------------|-------------|-------------|-------------|-------------|-----------|-------------------------|
|                                | 2005           | 2006        | 2007        | 2008        | 2009        | ('08-'09) | Average annual % change |
| <b>Passenger car</b>           | <b>100%</b>    | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>--</b> | <b>--</b>               |
| Restrained                     | 50.5%          | 48.9%       | 53.7%       | 51.3%       | 57.2%       | 5.9%      | 3.4%                    |
| Unrestrained                   | 37.8%          | 39.0%       | 35.8%       | 38.6%       | 32.4%       | -6.2%     | -3.3%                   |
| Unknown                        | 11.7%          | 12.1%       | 10.4%       | 10.1%       | 10.4%       | 0.3%      | -2.7%                   |
| <b>Pickup truck</b>            | <b>100%</b>    | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>--</b> | <b>--</b>               |
| Restrained                     | 19.4%          | 17.8%       | 28.1%       | 23.1%       | 29.0%       | 6.0%      | 14.4%                   |
| Unrestrained                   | 66.7%          | 66.1%       | 56.8%       | 61.5%       | 54.8%       | -6.7%     | -4.4%                   |
| Unknown                        | 13.9%          | 16.1%       | 15.1%       | 15.4%       | 16.1%       | 0.7%      | 4.0%                    |
| <b>Van</b>                     | <b>100%</b>    | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>--</b> | <b>--</b>               |
| Restrained                     | 50.0%          | 39.5%       | 57.9%       | 51.5%       | 68.8%       | 17.2%     | 12.0%                   |
| Unrestrained                   | 42.6%          | 41.9%       | 33.3%       | 42.4%       | 21.9%       | -20.5%    | -10.8%                  |
| Unknown                        | 7.4%           | 18.6%       | 8.8%        | 6.1%        | 9.4%        | 3.3%      | 30.5%                   |
| <b>SUV</b>                     | <b>100%</b>    | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>--</b> | <b>--</b>               |
| Restrained                     | 36.6%          | 27.8%       | 22.0%       | 25.0%       | 26.0%       | 1.0%      | -6.8%                   |
| Unrestrained                   | 56.1%          | 60.0%       | 60.0%       | 66.2%       | 67.1%       | 0.9%      | 4.7%                    |
| Unknown                        | 7.3%           | 12.2%       | 18.0%       | 8.8%        | 6.8%        | -2.0%     | 10.2%                   |
| <b>All passenger vehicles</b>  | <b>100%</b>    | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>--</b> | <b>--</b>               |
| Restrained                     | 41.6%          | 39.8%       | 44.0%       | 43.9%       | 48.1%       | 4.2%      | 3.9%                    |
| Unrestrained                   | 47.0%          | 47.0%       | 43.6%       | 45.6%       | 41.0%       | -4.5%     | -3.1%                   |
| Unknown                        | 11.4%          | 13.3%       | 12.4%       | 10.5%       | 10.9%       | 0.3%      | -0.5%                   |

**Note:**

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

## Young Drivers (15 to 20 years old)

### Short-term goals

- Decrease the number of drivers age 15 to 20 involved in fatal collisions from 116 in 2009 to 106 in 2011

### Long-term goals

- Decrease the number of drivers age 15 to 20 involved in fatal collisions to 94 in 2013

## Context

In 2009, drivers (age 15 to 20) had the highest collision involvement rate of any age cohort (3.6 per 10,000 licensed). Among drivers killed in traffic collisions, drivers age 25 to 44 have historically had the highest likelihood of being unrestrained since 2005. In 2009, individuals involved in collisions with a young driver were 2.4 times more likely to have been killed than the young driver(s). The risk of fatality to other individuals involved has increased on average since 2005 by 0.14.

**Table 5. Drivers involved in fatal collisions, by age cohort, 2005-2009**

| Driver age cohort | Count        |              |              |              |            | Change      |                          | Rate                        |                     |
|-------------------|--------------|--------------|--------------|--------------|------------|-------------|--------------------------|-----------------------------|---------------------|
|                   | 2005         | 2006         | 2007         | 2008         | 2009       | ('08-'09)   | Average annual ('05-'09) | Licensed drivers 2009 (000) | Per 10,000 licensed |
| 15                | 1            | 0            | 0            | 1            | 3          | 2           | < 1                      | --                          | --                  |
| 16                | 22           | 33           | 16           | 23           | 13         | -10         | -2                       | 33.76                       | 3.85 ●              |
| 17                | 37           | 32           | 33           | 25           | 24         | -1          | -3                       | 58.27                       | 4.12 ●              |
| 18                | 31           | 39           | 39           | 32           | 34         | 2           | < 1                      | 69.38                       | 4.90 ●              |
| 19                | 41           | 38           | 38           | 32           | 24         | -8          | -4                       | 77.60                       | 3.09 ●              |
| 20                | 33           | 37           | 25           | 29           | 18         | -11         | -4                       | 82.30                       | 2.19 ●              |
| 15-20             | 165          | 179          | 151          | 142          | 116        | -26         | -12                      | 321.30                      | 3.61 ●              |
| 21-24             | 159          | 126          | 105          | 105          | 93         | -12         | -17                      | 287.07                      | 3.24 ●              |
| 25-34             | 257          | 232          | 232          | 215          | 176        | -39         | -20                      | 739.27                      | 2.38 ●              |
| 35-44             | 222          | 232          | 221          | 197          | 189        | -8          | -8                       | 759.57                      | 2.49 ●              |
| 45-54             | 227          | 205          | 228          | 221          | 179        | -42         | -12                      | 866.24                      | 2.07 ●              |
| 55-64             | 134          | 134          | 146          | 123          | 119        | -4          | -4                       | 724.92                      | 1.64 ●              |
| 65-74             | 77           | 73           | 82           | 62           | 69         | 7           | -2                       | 424.38                      | 1.63 ●              |
| 75+               | 60           | 56           | 66           | 44           | 48         | 4           | -3                       | 273.90                      | 1.75 ●              |
| <b>Total</b>      | <b>1,301</b> | <b>1,237</b> | <b>1,231</b> | <b>1,109</b> | <b>989</b> | <b>-120</b> | <b>-78</b>               | <b>4,396.65</b>             | <b>2.25</b>         |

● Low      ●      ●      ● High

### Notes:

Includes drivers with valid age reported (i.e., 15-109).

Fifteen year-old licensed driver counts are excluded due to data discrepancies with permit/licensed drivers in this age category.

### Sources:

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Indiana Bureau of Motor Vehicles, as of May 1, 2010.

**Table 6. Drivers killed in traffic collisions in Indiana, and percent unrestrained, by age, 2005-2009**

| Driver age cohort       | Count        |              |              |              |              | Change           |                          |
|-------------------------|--------------|--------------|--------------|--------------|--------------|------------------|--------------------------|
|                         | 2005         | 2006         | 2007         | 2008         | 2009         | Change ('08-'09) | Average annual ('05-'09) |
| <b>Total killed</b>     | 15           | 0            | 0            | 1            | 2            | 1                | < 1                      |
|                         | 16           | 14           | 17           | 5            | 11           | 5                | -6                       |
|                         | 17           | 24           | 14           | 10           | 8            | 7                | -1                       |
|                         | 18           | 16           | 18           | 22           | 22           | 14               | -8                       |
|                         | 19           | 18           | 22           | 18           | 17           | 11               | -6                       |
|                         | 20           | 9            | 18           | 13           | 16           | 9                | -7                       |
|                         | 15-20        | 81           | 89           | 68           | 75           | 48               | -27                      |
|                         | 21-24        | 80           | 61           | 49           | 56           | 50               | -6                       |
|                         | 25-34        | 118          | 100          | 118          | 114          | 89               | -25                      |
|                         | 35-44        | 110          | 114          | 100          | 75           | 89               | 14                       |
|                         | 45-54        | 103          | 92           | 110          | 102          | 89               | -13                      |
|                         | 55-64        | 79           | 75           | 77           | 62           | 52               | -10                      |
|                         | 65-74        | 42           | 37           | 47           | 31           | 37               | 6                        |
|                         | 75+          | 46           | 40           | 52           | 35           | 36               | 1                        |
| <b>Total</b>            | <b>659</b>   | <b>608</b>   | <b>621</b>   | <b>550</b>   | <b>490</b>   | <b>-60</b>       | <b>-42</b>               |
| <b>% Not restrained</b> | 15           | --           | --           | --           | 100%         | 0%               | -100                     |
|                         | 16           | 35.7%        | 64.7%        | 60.0%        | 18.2%        | 20.0%            | 1.82                     |
|                         | 17           | 29.2%        | 57.1%        | 30.0%        | 12.5%        | 42.9%            | 30.36                    |
|                         | 18           | 31.3%        | 55.6%        | 31.8%        | 63.6%        | 50.0%            | -13.64                   |
|                         | 19           | 55.6%        | 59.1%        | 66.7%        | 41.2%        | 72.7%            | 31.55                    |
|                         | 20           | 22.2%        | 50.0%        | 61.5%        | 50.0%        | 44.4%            | -5.56                    |
|                         | 15-20        | 35.8% ●      | 57.3% ●      | 48.5% ●      | 44.0% ●      | 47.9% ●          | 3.92                     |
|                         | 21-24        | 61.3% ●      | 45.9% ●      | 65.3% ●      | 57.1% ●      | 46.0% ●          | -11.14                   |
|                         | 25-34        | 57.6% ●      | 57.0% ●      | 58.5% ●      | 64.9% ●      | 55.1% ●          | -9.86                    |
|                         | 35-44        | 67.3% ●      | 66.7% ●      | 57.0% ●      | 56.0% ●      | 55.1% ●          | -0.94                    |
|                         | 45-54        | 58.3% ●      | 50.0% ●      | 50.0% ●      | 50.0% ●      | 52.8% ●          | 2.81                     |
|                         | 55-64        | 41.8% ●      | 38.7% ●      | 41.6% ●      | 41.9% ●      | 46.2% ●          | 4.22                     |
|                         | 65-74        | 26.2% ●      | 29.7% ●      | 38.3% ●      | 35.5% ●      | 29.7% ●          | -5.75                    |
|                         | 75+          | 28.3% ●      | 32.5% ●      | 26.9% ●      | 40.0% ●      | 27.8% ●          | -12.22                   |
| <b>Total</b>            | <b>51.1%</b> | <b>51.2%</b> | <b>49.9%</b> | <b>51.5%</b> | <b>48.2%</b> | <b>-3.29</b>     | <b>-0.74</b>             |

● Low      ● High

**Note:**  
Includes drivers reported with valid age (i.e., 15-109).

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Table 7. Injuries in collisions involving young drivers (ages 15-20), 2005-2009**

| Person type/<br>Injury status | Count         |               |               |               |               | Change           |                          |
|-------------------------------|---------------|---------------|---------------|---------------|---------------|------------------|--------------------------|
|                               | 2005          | 2006          | 2007          | 2008          | 2009          | Change ('08-'09) | Average annual ('05-'09) |
| <b>Young drivers</b>          | <b>56,949</b> | <b>52,100</b> | <b>53,024</b> | <b>50,928</b> | <b>48,017</b> | <b>-2,911</b>    | <b>-2,233</b>            |
| Fatal                         | 81            | 89            | 68            | 75            | 48            | -27              | -8                       |
| Incapacitating                | 401           | 381           | 369           | 339           | 311           | -28              | -23                      |
| Non-incapacitating            | 7,147         | 6,741         | 6,137         | 5,320         | 5,199         | -121             | -487                     |
| Other injury status           | 6,061         | 3,840         | 1,489         | 1,016         | 798           | -218             | -1,316                   |
| Not injured                   | 43,259        | 41,049        | 44,961        | 44,178        | 41,661        | -2,517           | -400                     |
| <b>Others involved</b>        | <b>40,166</b> | <b>36,927</b> | <b>36,664</b> | <b>34,213</b> | <b>33,360</b> | <b>-853</b>      | <b>-1,702</b>            |
| Fatal                         | 106           | 103           | 106           | 82            | 81            | -1               | -6                       |
| Incapacitating                | 576           | 589           | 504           | 470           | 452           | -18              | -31                      |
| Non-incapacitating            | 9,559         | 9,199         | 8,605         | 7,302         | 7,612         | 310              | -487                     |
| Other injury status           | 4,166         | 2,652         | 985           | 710           | 520           | -190             | -912                     |
| Not injured                   | 25,759        | 24,384        | 26,464        | 25,649        | 24,695        | -954             | -266                     |
| <b>% Fatal</b>                | <b>0.19%</b>  | <b>0.22%</b>  | <b>0.19%</b>  | <b>0.18%</b>  | <b>0.16%</b>  | <b>-0.03</b>     | <b>-0.01</b>             |
| Young drivers                 | 0.14%         | 0.17%         | 0.13%         | 0.15%         | 0.10%         | -0.05            | -0.01                    |
| Others involved               | 0.26%         | 0.28%         | 0.29%         | 0.24%         | 0.24%         | < .01            | -0.01                    |
| Risk to others                | 1.86          | 1.63          | 2.25          | 1.63          | 2.43          | 0.80             | 0.14                     |

**Notes:**

*Non-incapacitating* injuries include those injuries reported as both *non-incapacitating* and *possible*.

*Other injury* status includes *not reported, unknown, refused* (treatment), or invalid (+) injury status codes.

*Not injured* status includes individuals involved in collisions reported as null values in the injury status code field and should only apply to drivers involved in collisions.

*Others involved* includes *drivers* (excluding drivers ages 15 to 20), *vehicle passengers, pedestrians, and pedalcyclists*.

*Risk to others* defined as the ratio of % *Fatal, others involved* to % *Fatal, young drivers*.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



**Motorcycle Safety**

**Short-term goals**

- Reduce the number of motorcycle fatalities from 111 in 2009 to 109 in 2011
- Decrease the rate of motorcycle fatalities per 10,000 motorcycle registrations from 4.9 in 2009 to 4.8 in 2011

**Long-term goals**

- Reduce the number of motorcycle fatalities to 104 in 2013
- Decrease the percent of motorcycle fatalities per 10,000 motorcycle registrations to 4.6 by 2013

**Context**

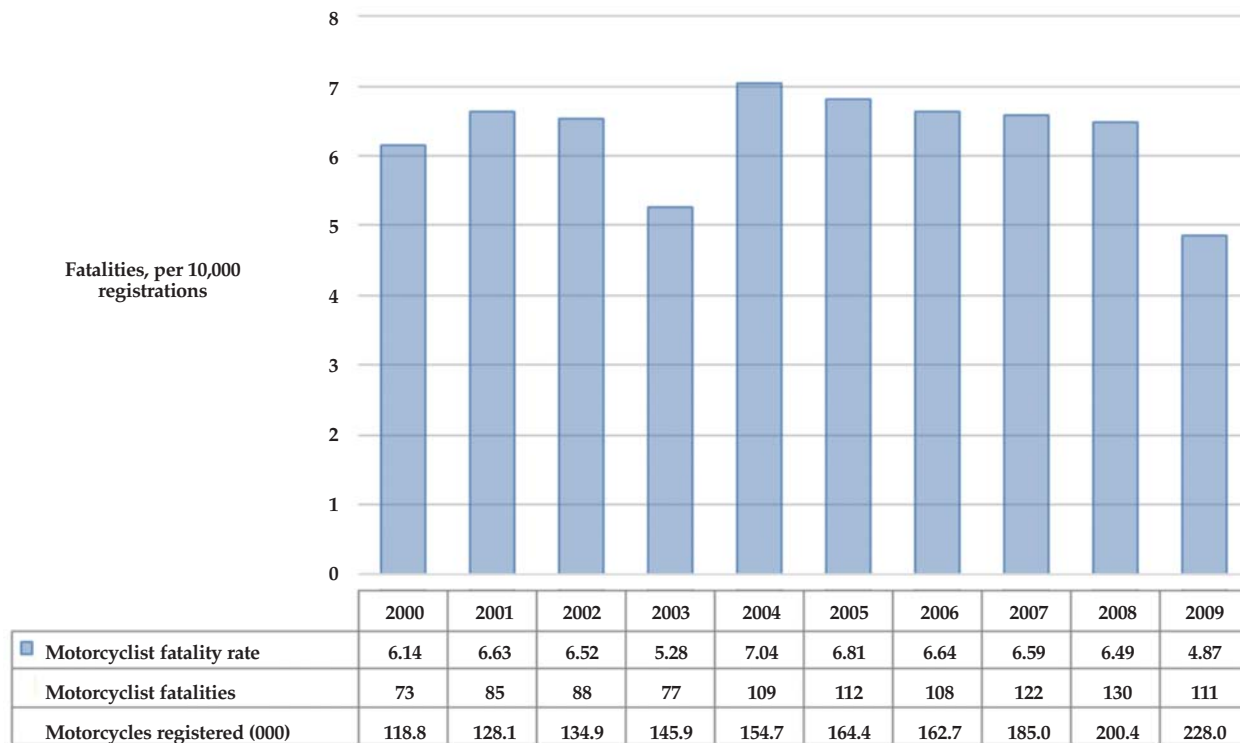
Motorcyclist fatality rates were at a 10-year low in 2009 at 4.87 per 10,000 registrations, a 25 percent decrease from 2008. Motorcyclist fatalities have increased by an annual average of 4

since 2000, but decreased by 19 from 2008 to 2009.

Among motorcycle operators involved in traffic collisions, operators ages 15 to 20 were most likely to not have been properly licensed. Over 70 percent of 15 to 20 year-olds involved in collisions in 2009 did not have proper motorcycle endorsements, a 0.8 percentage point increase from 2008. Overall, 48.6 percent of motorcyclists did not have motorcycle endorsements on their license, though this rate had decreased on average by 4.6 percent points per year since 2005. Motorcycle operators involved in fatal crashes were less likely to have endorsements compared to crashes of lower severity. Overall in 2009, 59.8 percent of motorcyclists killed in crashes did not have motorcycle endorsements.

Seventy-seven percent of motorcyclists killed in crashes in 2009 were not wearing a helmet, a 5.9 percentage point increase from 2008. From 2005 to 2009, the incidence of unhelmeted motorcyclists killed in collisions decreased by 4 percent annually, compared to 2.2 percent for all motorcyclist fatalities (regardless of helmet use).

**Figure 6. Motorcycles and motorcyclist fatalities in Indiana traffic collisions, 2000-2009**



**Note:**  
Data include mopeds.

**Sources:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.  
Indiana Bureau of Motor Vehicles, as of May 1, 2010.

**Table 8. Motorcycle and moped operators involved in Indiana traffic collisions and percent not properly licensed, by age cohort, 2005-2009**

| Age cohort                           | 2005    | 2006    | 2007    | 2008    | 2009    | Change    |                          |
|--------------------------------------|---------|---------|---------|---------|---------|-----------|--------------------------|
|                                      |         |         |         |         |         | ('08-'09) | Average annual ('05-'09) |
| <i>Count not properly licensed</i>   |         |         |         |         |         |           |                          |
| 15 - 20                              | 215     | 242     | 273     | 289     | 245     | -44       | 8                        |
| 21 - 24                              | 240     | 209     | 263     | 251     | 225     | -26       | -4                       |
| 25 - 34                              | 383     | 306     | 365     | 363     | 310     | -53       | -18                      |
| 35 - 44                              | 424     | 361     | 347     | 363     | 295     | -68       | -32                      |
| 45 - 54                              | 336     | 336     | 326     | 349     | 278     | -71       | -15                      |
| 55 - 64                              | 144     | 164     | 133     | 140     | 133     | -7        | -3                       |
| 65 - 74                              | 22      | 43      | 41      | 35      | 27      | -8        | 1                        |
| 75 +                                 | 8       | 7       | 6       | 8       | 8       | 0         | 0                        |
| All ages                             | 1,780   | 1,671   | 1,756   | 1,800   | 1,521   | -279      | -65                      |
| <i>Percent not properly licensed</i> |         |         |         |         |         |           |                          |
| 15 - 20                              | 78.8% ● | 76.6% ● | 74.8% ● | 69.8% ● | 70.6% ● | 0.80      | -2.04                    |
| 21 - 24                              | 76.2% ● | 66.3% ● | 65.8% ● | 62.8% ● | 61.6% ● | -1.11     | -3.64                    |
| 25 - 34                              | 70.5% ● | 61.3% ● | 54.3% ● | 52.9% ● | 53.0% ● | 0.08      | -4.39                    |
| 35 - 44                              | 67.3% ● | 56.7% ● | 49.0% ● | 47.0% ● | 48.0% ● | 1.09      | -4.81                    |
| 45 - 54                              | 59.2% ● | 54.4% ● | 42.8% ● | 41.5% ● | 39.0% ● | -2.56     | -5.04                    |
| 55 - 64                              | 56.0% ● | 48.0% ● | 36.1% ● | 31.8% ● | 35.8% ● | 4.03      | -5.05                    |
| 65 - 74                              | 47.8% ● | 55.1% ● | 39.4% ● | 37.2% ● | 23.7% ● | -13.55    | -6.04                    |
| 75 +                                 | 61.5% ● | 50.0% ● | 46.2% ● | 47.1% ● | 42.1% ● | -4.95     | -4.86                    |
| All ages                             | 67.0%   | 59.2%   | 51.7%   | 49.1%   | 48.6%   | -0.47     | -4.60                    |

● ● ● ●  
Low High

**Notes:**

*Properly licensed* defined as motorcycle operator with any one of the following license types: *Chauffeur w/MC endorsement, learner motorcycle, motorcycle, operators w/motorcycle endorsement, PP chauffeur w/MC endorsement.*

Counts exclude cases where an unknown, invalid, or no license type was reported.

*All ages* includes drivers with invalid or no age reported; consequently, sum of age-group counts may not equal *All ages*.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Table 9. Motorcycle and moped operators killed in Indiana traffic collisions and percent not properly licensed, by age cohort, 2005-2009**

| Age cohort                           | 2005    | 2006     | 2007    | 2008    | 2009     | Change    |                          |
|--------------------------------------|---------|----------|---------|---------|----------|-----------|--------------------------|
|                                      |         |          |         |         |          | ('08-'09) | Average annual ('05-'09) |
| <i>Count not properly licensed</i>   |         |          |         |         |          |           |                          |
| 15 - 20                              | 4       | 6        | 4       | 10      | 6        | -4        | 1                        |
| 21 - 24                              | 12      | 5        | 3       | 11      | 4        | -7        | -2                       |
| 25 - 34                              | 13      | 4        | 15      | 10      | 17       | 7         | 1                        |
| 35 - 44                              | 25      | 19       | 14      | 8       | 19       | 11        | -2                       |
| 45 - 54                              | 13      | 11       | 10      | 11      | 12       | 1         | 0                        |
| 55 - 64                              | 4       | 6        | 8       | 7       | 5        | -2        | 0                        |
| 65 - 74                              | 0       | 1        | 2       | 1       | 1        | 0         | 0                        |
| 75 +                                 | 0       | 0        | 0       | 0       | 0        | 0         | 0                        |
| All ages                             | 71      | 52       | 56      | 58      | 64       | 6         | -2                       |
| <i>Percent not properly licensed</i> |         |          |         |         |          |           |                          |
| 15 - 20                              | 66.7% ● | 100.0% ● | 57.1% ● | 76.9% ● | 100.0% ● | 23.08     | 8.33                     |
| 21 - 24                              | 75.0% ● | 62.5% ●  | 75.0% ● | 78.6% ● | 80.0% ●  | 1.43      | 1.25                     |
| 25 - 34                              | 76.5% ● | 40.0% ●  | 68.2% ● | 45.5% ● | 73.9% ●  | 28.46     | -0.64                    |
| 35 - 44                              | 69.4% ● | 63.3% ●  | 48.3% ● | 38.1% ● | 67.9% ●  | 29.76     | -0.40                    |
| 45 - 54                              | 65.0% ● | 52.4% ●  | 38.5% ● | 47.8% ● | 44.4% ●  | -3.38     | -5.14                    |
| 55 - 64                              | 36.4% ● | 50.0% ●  | 50.0% ● | 36.8% ● | 35.7% ●  | -1.13     | -0.16                    |
| 65 - 74                              | 0.0% ●  | 33.3% ●  | 33.3% ● | 50.0% ● | 25.0% ●  | -25.00    | 6.25                     |
| 75 +                                 | 0.0% ●  | 0.0% ●   | 0.0% ●  | 0.0% ●  | 0.0% ●   | --        | --                       |
| All ages                             | 66.4%   | 57.8%    | 50.0%   | 50.0%   | 59.8%    | 9.81      | -1.64                    |



**Notes:**

Properly licensed defined as motorcycle operator with any one of the following license types: *Chauffeur w/MC endorsement, learner motorcycle, motorcycle, operators w/motorcycle endorsement, PP chauffeur w/MC endorsement.*

Counts exclude cases where an unknown, invalid, or no license type was reported.

All ages includes drivers with invalid or no age reported; consequently, sum of age-group counts may not equal All ages.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Table 10. Motorcycle and moped rider fatalities, by helmet use, 2005-2009**

| Vehicle type/<br>Helmet use | Count      |            |            |            |            | Change           |                          |
|-----------------------------|------------|------------|------------|------------|------------|------------------|--------------------------|
|                             | 2005       | 2006       | 2007       | 2008       | 2009       | Change ('08-'09) | Average annual ('05-'09) |
| <b>Motorcycle (MC)</b>      | <b>103</b> | <b>96</b>  | <b>115</b> | <b>114</b> | <b>92</b>  | <b>-22</b>       | <b>-3</b>                |
| Helmeted                    | 20         | 19         | 30         | 31         | 21         | -10              | 0                        |
| Not helmeted                | 81         | 73         | 81         | 76         | 70         | -6               | -3                       |
| Unknown if helmeted         | 2          | 4          | 4          | 7          | 1          | -6               | 0                        |
| <b>Moped (MP)</b>           | <b>9</b>   | <b>12</b>  | <b>7</b>   | <b>16</b>  | <b>19</b>  | <b>3</b>         | <b>3</b>                 |
| Helmeted                    | 0          | 0          | 0          | 0          | 0          | 0                | 0                        |
| Not helmeted                | 9          | 11         | 6          | 15         | 15         | 0                | 2                        |
| Unknown if helmeted         | 0          | 1          | 1          | 1          | 4          | 3                | 1                        |
| <b>MC + MP</b>              | <b>112</b> | <b>108</b> | <b>122</b> | <b>130</b> | <b>111</b> | <b>-19</b>       | <b>0</b>                 |
| Helmeted                    | 20         | 19         | 30         | 31         | 21         | -10              | 0                        |
| Not helmeted                | 90         | 84         | 87         | 91         | 85         | -6               | -1                       |
| Unknown if helmeted         | 2          | 5          | 5          | 8          | 5          | -3               | 1                        |
| <b>% Not helmeted</b>       |            |            |            |            |            |                  |                          |
| MC                          | 80.2%      | 79.3%      | 73.0%      | 71.0%      | 76.9%      | 5.90             | -0.82                    |
| MP                          | 100.0%     | 100.0%     | 100.0%     | 100.0%     | 100.0%     | 0.00             | 0.00                     |
| MC + MP                     | 81.8%      | 81.6%      | 74.4%      | 74.6%      | 80.2%      | 5.60             | -0.41                    |

**Notes:**

Unknown if helmeted includes cases where other safety equipment types were marked or no equipment type was marked.

% Not helmeted excludes Unknown if helmeted.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Dangerous Driving**

**Short-term goals**

- Reduce the number of speed-related fatal collisions from 136 in 2009 to 123 in 2011
- Reduce the percentage of speed-related fatal collisions from 21.6 percent in 2009 to 21.1 percent in 2011
- Reduce the number of collisions caused by a vehicle that disregarded a traffic control device from 3,983 in 2009 to 3,903 in 2011
- Reduce the number of aggressive driving collisions from 2,890 in 2009 to 2,752 in 2011

**Long-term goals**

- Reduce the number of speed-related traffic fatalities to 139 in 2013

- Reduce the percent of speed-related fatal collisions to 20.3 percent in 2013
- Reduce the number of collisions caused by disregarding a traffic control device to 3,744 in 2013
- Reduce the number of aggressive driving collisions to 2,670 in 2013

**Context**

From 2008 to 2009, the proportion of all collisions involving speed decreased by 1.5 percentage points. During that same time period, the incidence of speeding in fatal collisions decreased by 4.5 percentage points, as did speed-related fatalities (4.8 percentage points). The incidence of other forms of dangerous driving (aggressive driving, disregarding a traffic signal) saw only marginal changes from 2008.

**Table 11. Collisions and fatalities in collisions, by dangerous driving involvement, 2005-2009**

| Outcome/Dangerous driving category | Count          |                |                |                |                | Change         |                          |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------------|
|                                    | 2005           | 2006           | 2007           | 2008           | 2009           | ('08-'09)      | Average annual ('05-'09) |
| <b>Total collisions</b>            | <b>208,359</b> | <b>192,721</b> | <b>204,999</b> | <b>205,452</b> | <b>189,676</b> | <b>-15,776</b> | <b>-4,671</b>            |
| Aggressive                         | 3,582          | 3,240          | 3,045          | 3,007          | 2,890          | -117           | -173                     |
| Speeding                           | 20,010         | 14,570         | 18,492         | 22,820         | 18,252         | -4,568         | -440                     |
| Disregarded signal                 | 4,517          | 2,855          | 4,797          | 4,343          | 3,983          | -360           | -134                     |
| <b>Fatal collisions</b>            | <b>855</b>     | <b>817</b>     | <b>804</b>     | <b>722</b>     | <b>631</b>     | <b>-91</b>     | <b>-56</b>               |
| Aggressive                         | 23             | 11             | 21             | 23             | 20             | -3             | -1                       |
| Speeding                           | 203            | 159            | 165            | 188            | 136            | -52            | -17                      |
| Disregarded signal                 | 12             | 15             | 23             | 16             | 14             | -2             | 1                        |
| <b>Fatalities</b>                  | <b>938</b>     | <b>899</b>     | <b>898</b>     | <b>815</b>     | <b>692</b>     | <b>-123</b>    | <b>-62</b>               |
| Aggressive                         | 26             | 14             | 21             | 29             | 23             | -6             | -1                       |
| Speeding                           | 229            | 174            | 187            | 225            | 158            | -67            | -18                      |
| Disregarded signal                 | 13             | 15             | 27             | 16             | 16             | 0              | 1                        |
| <b>As % total collisions</b>       |                |                |                |                |                |                |                          |
| Aggressive                         | 1.7%           | 1.7%           | 1.5%           | 1.5%           | 1.5%           | 0.06           | -0.05                    |
| Speeding                           | 9.6%           | 7.6%           | 9.0%           | 11.1%          | 9.6%           | -1.48          | < .01                    |
| Disregarded signal                 | 2.2%           | 1.5%           | 2.3%           | 2.1%           | 2.1%           | -0.01          | -0.02                    |
| <b>As % total fatal collisions</b> |                |                |                |                |                |                |                          |
| Aggressive                         | 2.7%           | 1.3%           | 2.6%           | 3.2%           | 3.2%           | -0.02          | 0.12                     |
| Speeding                           | 23.7%          | 19.5%          | 20.5%          | 26.0%          | 21.6%          | -4.49          | -0.55                    |
| Disregarded signal                 | 1.4%           | 1.8%           | 2.9%           | 2.2%           | 2.2%           | < .01          | 0.20                     |
| <b>As % total fatalities</b>       |                |                |                |                |                |                |                          |
| Aggressive                         | 2.8%           | 1.6%           | 2.3%           | 3.6%           | 3.3%           | -0.23          | 0.14                     |
| Speeding                           | 24.4%          | 19.4%          | 20.8%          | 27.6%          | 22.8%          | -4.77          | -0.40                    |
| Disregarded signal                 | 1.4%           | 1.7%           | 3.0%           | 2.0%           | 2.3%           | 0.35           | 0.23                     |

**Note:**

See glossary for definitions of *aggressive driving*, *speeding*, and *disregard signal*.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Children**

**Short-term goals**

- Reduce the number of fatalities age 15 and younger from 35 in 2009 to 33 in 2011
- Reduce the number of serious bodily injuries for children 15 and younger from 235 in 2009 to 222 in 2010

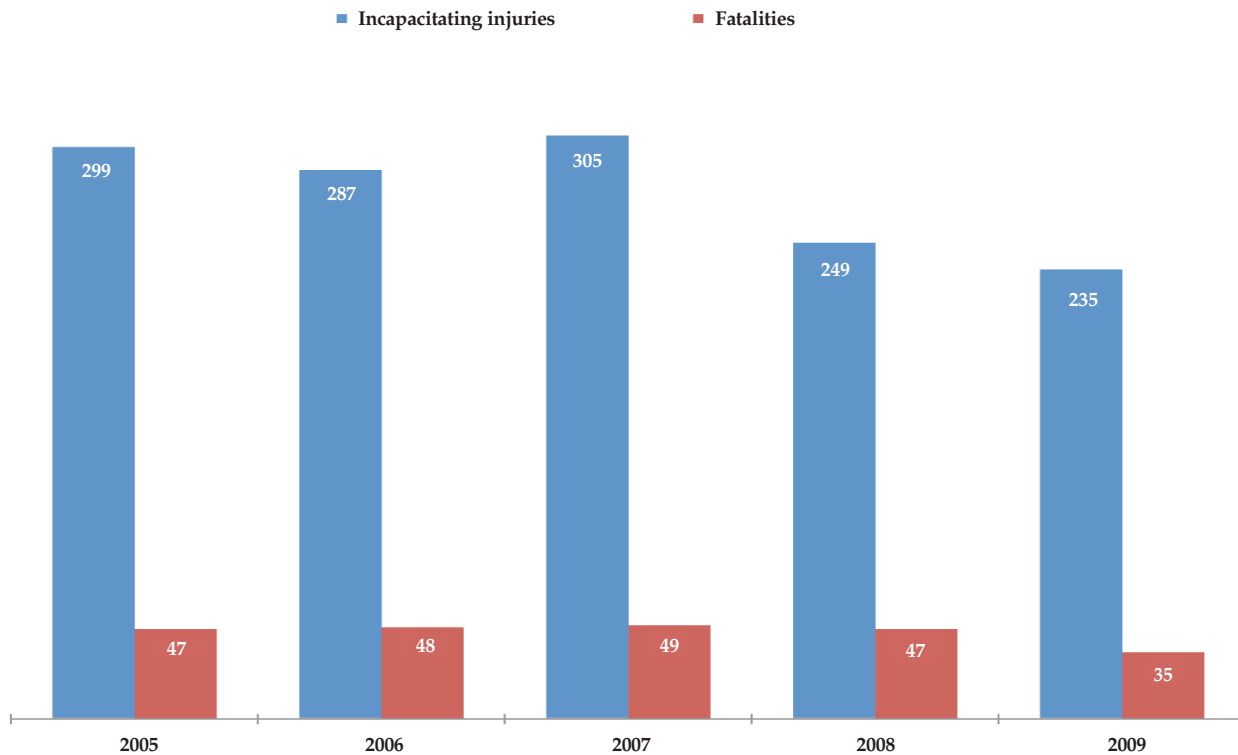
**Long-term goals**

- Reduce the number of fatalities age 15 and younger to 30 in 2013
- Reduce the number of serious bodily injuries for age 15 and younger to 211 in 2013

**Context**

In 2009, approximately 5 percent of the more than 4,300 children (ages 0 to 15) involved in Indiana traffic collisions experienced serious or life threatening injuries, 35 were fatal and 235 were reported as incapacitating. Both the numbers of fatal and incapacitating child traffic injuries in 2009 were at five-year lows.

**Figure 7. Children (ages 0-15) seriously injured in Indiana traffic collisions, 2005-2009**



**Note:** Seriously injured applies to individuals suffering fatal or incapacitating injuries.

**Source:** Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Pedestrians**

**Short-term goal**

- Reduce the number of fatalities of pedestrians from 55 in 2009 to 54 in 2011

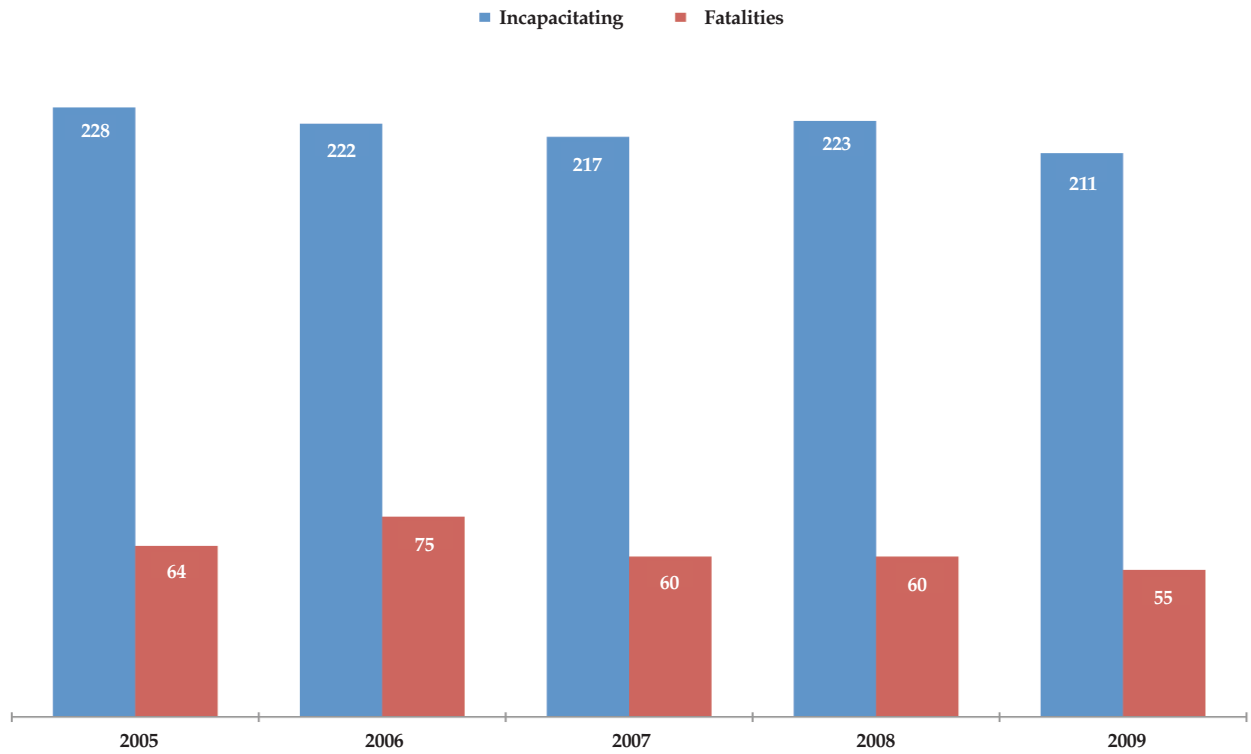
**Long-term goal**

- Reduce the number of fatalities of pedestrians to 52 in 2013

**Context**

In 2009, 55 pedestrians were killed in Indiana traffic collisions, an 8 percent reduction from 2008. The number of pedestrian traffic-related fatalities was at a five-year low in 2009.

Figure 8. Pedestrians seriously injured in Indiana traffic collisions, 2005-2009



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Pedalcyclists**

**Short-term goal**

- Reduce the number of pedalcyclist fatalities from 7 in 2009 to 6 in 2011
- Reduce the number of serious bodily injuries for pedalcyclists from 64 in 2009 to 63 in 2010

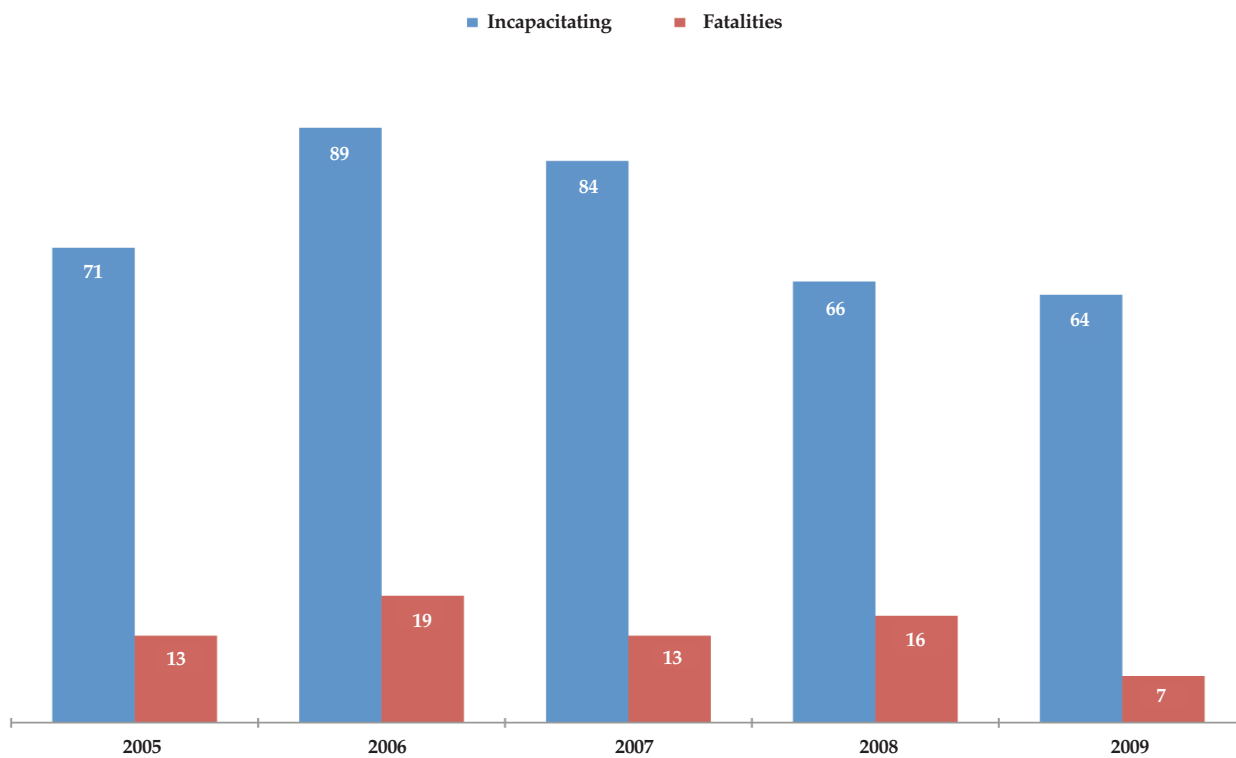
**Long-term goal**

- Reduce the number of pedalcyclist fatalities to 4 in 2013
- Reduce the number of serious bodily injuries for pedalcyclists to 58 in 2013

**Context**

In 2009, 7 pedalcyclists were killed in Indiana traffic collisions, a 56 percent reduction from 2008. The number of pedalcyclist traffic-related fatalities was at a five-year low in 2009.

**Figure 9. Pedalcyclists seriously injured in Indiana traffic collisions, 2005-2009**

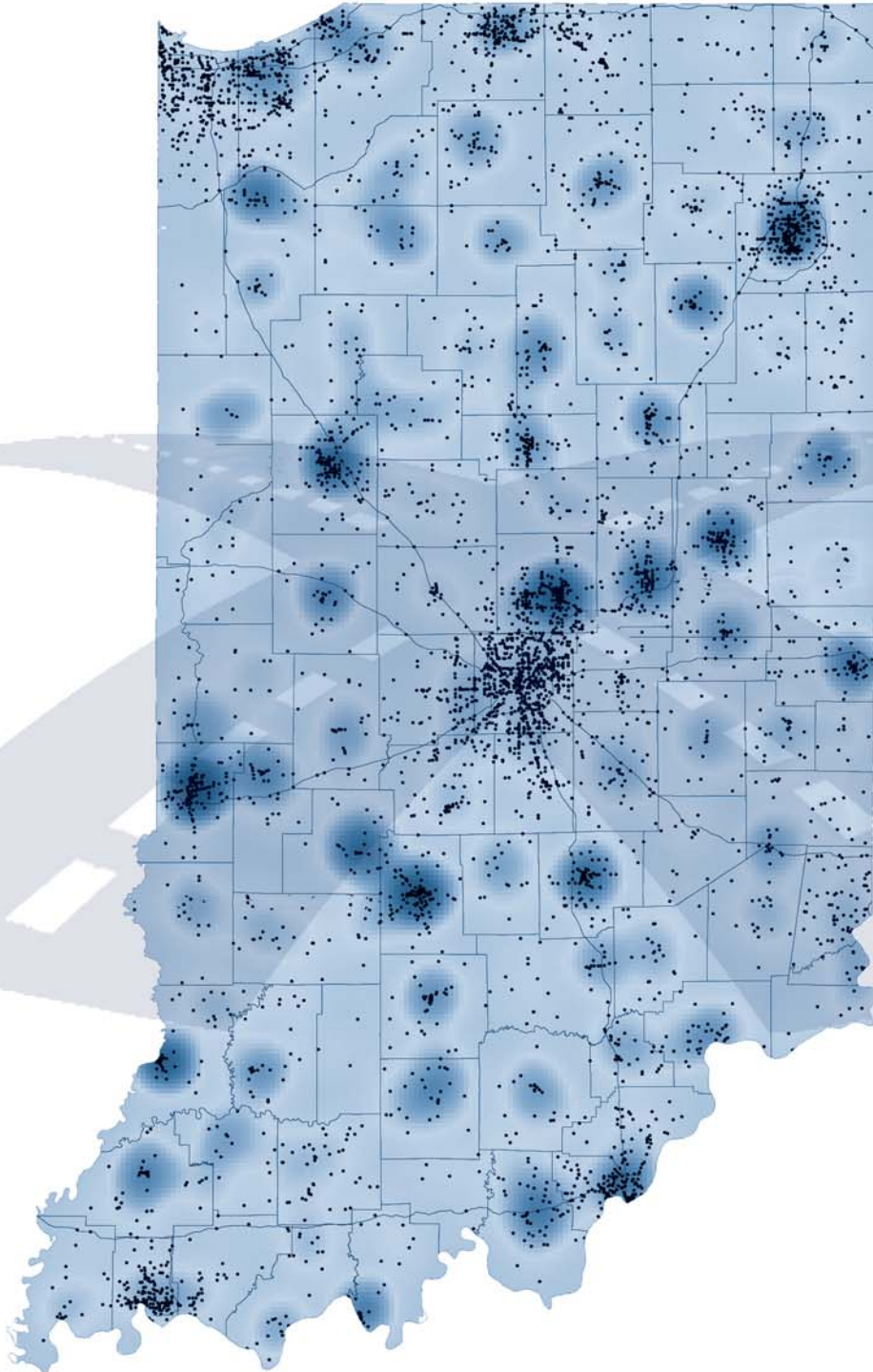


**Source:** Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.





# GENERAL TRENDS



## GENERAL TRENDS, 2009

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.).

### HIGHLIGHTS

In 2009, 0.33 percent of all collisions resulted in a fatality, a 10-year low.

Fatal collisions decreased 2.5 percent on average from 2003 to 2009, 50 percent faster than the average percent decline in total collisions (1.7 percent).

Since 1995, the Indiana fatality rate has been lower than the national rate by about 0.21 per 100m vehicle miles traveled.

Drivers killed in traffic collisions represented 70.1 percent of all fatalities (491 of 692) in 2009, up from 68 percent in 2008.

As a proportion of total fatalities, alcohol-related fatalities were at a five-year low in 2009 (24.3 percent).

Speed-related fatalities and non-fatal injuries were at five-year lows in 2009.

Hit-and-run collisions were at a five-year low in 2009.

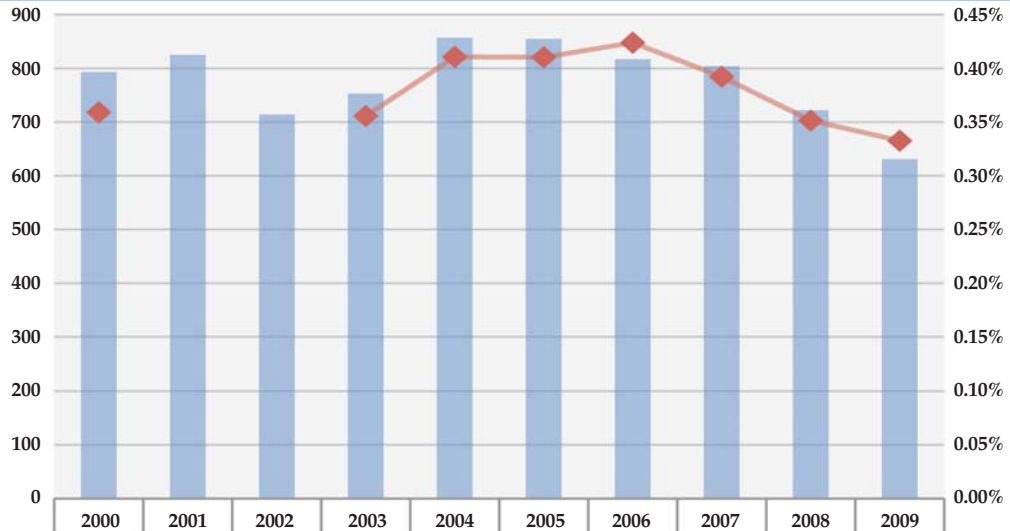
In 2009, 0.3 percent of all fatalities were related to distracted driving from cell phone use, down from 0.5 percent in 2008.

In 2009, 68.1 percent of all traffic fatalities occurred in rural areas, up from 64.3 percent in 2008.

Alcohol-related collision rates on holidays have generally decreased each year since 2005.

- In 2009, 0.33 percent of all collisions resulted in a fatality, a 10-year low.
- Fatal collisions have decreased by an average of 18 per year from 2000 to 2009.
- Fatal collisions decreased 2.5 percent on average from 2003 to 2009, 50 percent faster than the average percent decline in total collisions (1.7 percent).

Figure 10. Indiana fatal collisions, 2000-2009



|                        | 2000  | 2001 | 2002 | 2003  | 2004  | 2005  | 2006  | 2007  | 2008  | 2009  |
|------------------------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|
| Total collisions (000) | 220.9 |      |      | 211.7 | 208.7 | 208.4 | 192.7 | 205.0 | 205.5 | 189.7 |
| Fatal collisions       | 793   | 825  | 714  | 753   | 857   | 855   | 817   | 804   | 722   | 631   |
| % Fatal                | 0.36% |      |      | 0.36% | 0.41% | 0.41% | 0.42% | 0.39% | 0.35% | 0.33% |

**Note:**  
Collision data for 2001 and 2002 omitted due to incomplete records within state records database.

**Sources:**  
*Collisions 2000:* Indiana Crash Facts, 2000.  
*Collisions 2003-2009:* Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.  
*Fatal collisions 2000-2002:* Fatality Analysis Reporting System.  
*Fatal collisions 2003-2009:* Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.

- Traffic fatalities decreased by 15 percent from 2008 to 2009 and 2.3 percent on average since 2000.
- Fatality rates in Indiana have generally decreased since 2000 and in some cases were at 10-year lows in 2009.
- From 2008 to 2009, traffic fatalities per 100m VMT decreased by 10.6 percent from 1.13 to 1.01.

**Table 12. Indiana traffic fatalities and fatality rates, 2000-2009**

| Year | Traffic fatalities | Population (thousands) | Fatalities, per 100,000 population | Licensed drivers (thousands) | Fatalities, per 100,000 licensed | Registered vehicles (thousands) | Fatalities per 100,000 registered | Vehicle miles travelled (billions) | Fatalities, per 100m VMT |
|------|--------------------|------------------------|------------------------------------|------------------------------|----------------------------------|---------------------------------|-----------------------------------|------------------------------------|--------------------------|
| 2000 | 886                | 6,092                  | 14.54                              | 3,976                        | 22.28                            | 5,689                           | 15.57                             | 71.0                               | 1.25                     |
| 2001 | 909                | 6,125                  | 14.84                              | 4,117                        | 22.08                            | 5,752                           | 15.80                             | 72.0                               | 1.26                     |
| 2002 | 792                | 6,149                  | 12.88                              | 4,221                        | 18.76                            | 5,800                           | 13.66                             | 73.0                               | 1.08                     |
| 2003 | 833                | 6,182                  | 13.48                              | 4,536                        | 18.36                            | 5,884                           | 14.16                             | 74.4                               | 1.12                     |
| 2004 | 947                | 6,214                  | 15.24                              | 4,521                        | 20.95                            | 5,678                           | 16.68                             | 74.5                               | 1.27                     |
| 2005 | 938                | 6,253                  | 15.00                              | 4,246                        | 22.09                            | 5,103                           | 18.38                             | 74.3                               | 1.26                     |
| 2006 | 899                | 6,302                  | 14.27                              | 4,246                        | 21.17                            | 5,103                           | 17.62                             | 74.2                               | 1.21                     |
| 2007 | 898                | 6,346                  | 14.15                              | 4,309                        | 20.84                            | 5,103                           | 17.60                             | 74.1                               | 1.21                     |
| 2008 | 815                | 6,388                  | 12.76                              | 5,550                        | 14.68                            | 6,053                           | 13.46                             | 72.4                               | 1.13                     |
| 2009 | 692                | 6,423                  | 10.77                              | 4,402                        | 15.72                            | na                              | na                                | 68.8                               | 1.01                     |

**Note:**

Vehicle miles travelled for 2009 is a provisional estimate provided by the Indiana Department of Transportation..

**Sources:**

*Traffic Fatalities:* Fatality Analysis Reporting System, Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.

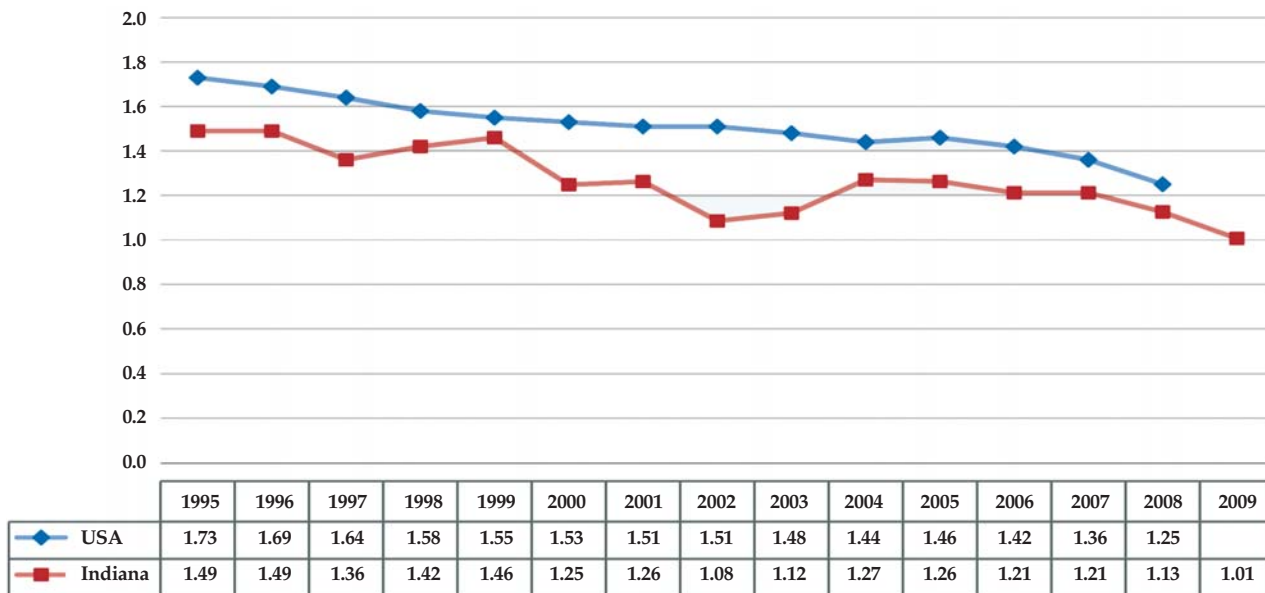
*Population:* U.S. Census Bureau, Table 1. Annual Estimates of the Resident Population of the United States: April 1, 2000 to July 1, 2009 (NST-EST2009-01).

*Registered Vehicles:* Federal Highway Administration, Federal Highway Statistics.

*Licensed Drivers:* Federal Highway Administration, Federal Highway Statistics (2000-2008); 2009 data from Indiana Bureau of Motor Vehicles, as of June 1, 2010.

- The Indiana fatality rate was at a 10-year low in 2009 (1.01 per 100m VMT).
- Since 1995, the Indiana fatality rate has been lower than the national rate by about 0.21 per 100m VMT.
- Since 1995, the Indiana fatality rate has decreased by 2.7 percent on average each year.

Figure 11. Traffic fatalities per 100m vehicle miles travelled, 1995-2009



**Notes:**

United States fatality rate for 2009 not available at time of publication.

Vehicle miles travelled for Indiana in 2009 is a provisional estimate provided by the Indiana Department of Transportation.

**Sources:**

1995-2008: Fatality Analysis Reporting System.

2009: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

2009: Indiana Department of Transportation, as of February 1, 2010.

- From 2008 to 2009, the Indiana collision rate decreased by nearly 8 per 100m VMT.
- The Indiana traffic fatality rate decreased the most of any injury type from 2008 to 2009 (-0.12 per 100m VMT)

**Table 13. Total traffic collisions and injuries in Indiana, 2005-2009**

|  | Count          |                |                |                |                | Per 100m VMT  |               |              |
|--|----------------|----------------|----------------|----------------|----------------|---------------|---------------|--------------|
|  | 2005           | 2006           | 2007           | 2008           | 2009           | 2008          | 2009          | Change       |
| <b>Collisions, by severity</b>               | <b>208,359</b> | <b>192,721</b> | <b>204,999</b> | <b>205,452</b> | <b>189,676</b> | <b>283.68</b> | <b>275.74</b> | <b>-7.93</b> |
| Fatal  | 855            | 817            | 804            | 722            | 631            | 1.00          | 0.92          | -0.08        |
| Non-fatal injury                             | 41,761         | 38,849         | 37,416         | 35,358         | 33,411         | 48.82         | 48.57         | -0.25        |
| Property damage                              | 165,743        | 153,055        | 166,779        | 169,372        | 155,634        | 233.86        | 226.25        | -7.61        |
| <b>Injuries, by severity and person type</b> | <b>60,188</b>  | <b>56,095</b>  | <b>53,363</b>  | <b>49,652</b>  | <b>47,282</b>  | <b>68.56</b>  | <b>68.74</b>  | <b>0.18</b>  |
| <b>Fatal</b>                                 | <b>938</b>     | <b>899</b>     | <b>898</b>     | <b>815</b>     | <b>692</b>     | <b>1.13</b>   | <b>1.01</b>   | <b>-0.12</b> |
| Drivers                                      | 661            | 609            | 626            | 554            | 491            | 0.76          | 0.71          | -0.05        |
| Vehicle passengers                           | 200            | 196            | 199            | 185            | 139            | 0.26          | 0.20          | -0.05        |
| Non-motorists                                | 77             | 94             | 73             | 76             | 62             | 0.10          | 0.09          | -0.01        |
| <b>Incapacitating</b>                        | <b>3,823</b>   | <b>3,807</b>   | <b>3,661</b>   | <b>3,382</b>   | <b>3,179</b>   | <b>4.67</b>   | <b>4.62</b>   | <b>-0.05</b> |
| Drivers                                      | 2,562          | 2,583          | 2,490          | 2,343          | 2,162          | 3.24          | 3.14          | -0.09        |
| Vehicle passengers                           | 962            | 913            | 870            | 750            | 742            | 1.04          | 1.08          | 0.04         |
| Non-motorists                                | 299            | 311            | 301            | 289            | 275            | 0.40          | 0.40          | < 0.01       |
| <b>Non-incapacitating</b>                    | <b>55,427</b>  | <b>51,389</b>  | <b>48,804</b>  | <b>45,455</b>  | <b>43,411</b>  | <b>62.76</b>  | <b>63.11</b>  | <b>0.35</b>  |
| Drivers                                      | 39,077         | 36,016         | 33,703         | 31,554         | 29,905         | 43.57         | 43.47         | -0.09        |
| Vehicle passengers                           | 14,520         | 13,427         | 12,853         | 11,710         | 11,512         | 16.17         | 16.74         | 0.57         |
| Non-motorists                                | 1,830          | 1,946          | 2,248          | 2,191          | 1,994          | 3.03          | 2.90          | -0.13        |

**Notes:**

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

*Non-incapacitating* includes *non-incapacitating* and *possible injury* categories.

*Non-motorist* includes *pedestrians* and *pedalcyclists*.

**Sources:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Indiana Department of Transportation, as of February 1, 2010.

- ▶ From 2008 to 2009, alcohol-related injury rates decreased at all severity levels (fatal, incapacitating, and non-incapacitating).
- ▶ As a proportion of total fatalities, alcohol-related fatalities were at a five-year low in 2009 (24.3 percent).

**Table 14. Alcohol-related traffic collisions and injuries in Indiana, 2005-2009**

|  | Count         |               |              |              |              | Per 100m VMT |              |              |
|--|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
|  | 2005          | 2006          | 2007         | 2008         | 2009         | 2008         | 2009         | Change       |
| <b>Alcohol-related collisions, by severity</b>       | <b>13,684</b> | <b>11,855</b> | <b>9,943</b> | <b>9,411</b> | <b>8,855</b> | <b>12.99</b> | <b>12.87</b> | <b>-0.12</b> |
| Fatal  | 262           | 250           | 233          | 218          | 157          | 0.30         | 0.23         | -0.07        |
| Non-fatal injury                                     | 4,696         | 4,200         | 3,557        | 3,225        | 2,969        | 4.45         | 4.32         | -0.14        |
| Property damage                                      | 8,726         | 7,405         | 6,153        | 5,968        | 5,729        | 8.24         | 8.33         | 0.09         |
| <b>Injuries, by severity and person type</b>         | <b>6,920</b>  | <b>6,152</b>  | <b>5,241</b> | <b>4,735</b> | <b>4,207</b> | <b>6.54</b>  | <b>6.12</b>  | <b>-0.42</b> |
| <b>Fatal</b>   | <b>293</b>    | <b>274</b>    | <b>254</b>   | <b>246</b>   | <b>168</b>   | <b>0.34</b>  | <b>0.24</b>  | <b>-0.10</b> |
| Drivers  | 200           | 192           | 184          | 167          | 131          | 0.23         | 0.19         | -0.04        |
| Vehicle passengers                                   | 77            | 57            | 54           | 57           | 29           | 0.08         | 0.04         | -0.04        |
| Non-motorists  | 16            | 25            | 16           | 22           | 8            | 0.03         | 0.01         | -0.02        |
| <b>Incapacitating</b>                                | <b>704</b>    | <b>720</b>    | <b>646</b>   | <b>582</b>   | <b>473</b>   | <b>0.80</b>  | <b>0.69</b>  | <b>-0.12</b> |
| Drivers  | 471           | 479           | 467          | 396          | 320          | 0.55         | 0.47         | -0.08        |
| Vehicle passengers                                   | 202           | 199           | 138          | 134          | 107          | 0.19         | 0.16         | -0.03        |
| Non-motorists  | 31            | 42            | 41           | 52           | 46           | 0.07         | 0.07         | < 0.01       |
| <b>Non-incapacitating</b>                            | <b>5,923</b>  | <b>5,158</b>  | <b>4,341</b> | <b>3,907</b> | <b>3,566</b> | <b>5.39</b>  | <b>5.18</b>  | <b>-0.21</b> |
| Drivers  | 4,317         | 3,792         | 3,060        | 2,809        | 2,575        | 3.88         | 3.74         | -0.14        |
| Vehicle passengers                                   | 1,473         | 1,211         | 1,142        | 950          | 837          | 1.31         | 1.22         | -0.09        |
| Non-motorists  | 133           | 155           | 139          | 148          | 154          | 0.20         | 0.22         | 0.02         |
| <b>Alcohol-related injuries, as % total injuries</b> |               |               |              |              |              |              |              |              |
| Fatal  | 31.2%         | 30.5%         | 28.3%        | 30.2%        | 24.3%        |              |              |              |
| Incapacitating                                       | 18.4%         | 18.9%         | 17.6%        | 17.2%        | 14.9%        |              |              |              |
| Non-incapacitating                                   | 10.7%         | 10.0%         | 8.9%         | 8.6%         | 8.2%         |              |              |              |

**Notes:**

See glossary for definition of *alcohol-related*.

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

*Non-incapacitating* includes *non-incapacitating* and *possible injury* categories.

*Non-motorist* includes *pedestrians* and *pedalcyclists*.

**Sources:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Indiana Department of Transportation, as of February 1, 2010.

- The aggressive driving collision rate (per 100m VMT) increased by .05 from 2008 to 2009.
- As a proportion of total fatalities, aggressive driving fatalities decreased from 3.6 percent in 2008 to 3.3 percent in 2009.

**Table 15. Aggressive driving collisions and injuries in Indiana, 2005-2009**

|   | Count        |              |              |              |              | Per 100m VMT |             |                  |
|---|--------------|--------------|--------------|--------------|--------------|--------------|-------------|------------------|
|   | 2005         | 2006         | 2007         | 2008         | 2009         | 2008         | 2009        | Change           |
| <b>Aggressive driving collisions, by severity</b>       | <b>3,582</b> | <b>3,240</b> | <b>3,045</b> | <b>3,007</b> | <b>2,890</b> | <b>4.15</b>  | <b>4.20</b> | <b>0.05</b>      |
| Fatal   | 23           | 11           | 21           | 23           | 20           | 0.03         | 0.03        | < 0.01           |
| Non-fatal injury  | 967          | 947          | 832          | 801          | 774          | 1.11         | 1.13        | 0.02             |
| Property damage   | 2,592        | 2,282        | 2,192        | 2,183        | 2,096        | 3.01         | 3.05        | 0.03             |
| <b>Injuries, by severity and person type</b>            | <b>1,603</b> | <b>1,547</b> | <b>1,385</b> | <b>1,256</b> | <b>1,222</b> | <b>1.73</b>  | <b>1.78</b> | <b>0.04</b>      |
| <b>Fatal</b>  | <b>26</b>    | <b>14</b>    | <b>21</b>    | <b>29</b>    | <b>23</b>    | <b>0.04</b>  | <b>0.03</b> | <b>-0.01</b>     |
| Drivers   | 17           | 9            | 18           | 18           | 18           | 0.02         | 0.03        | < 0.01           |
| Vehicle passengers                                      | 9            | 4            | 2            | 6            | 5            | 0.01         | 0.01        | < 0.01           |
| Non-motorists   | 0            | 1            | 1            | 5            | 0            | 0.01         | 0.00        | -0.01            |
| <b>Incapacitating</b>                                   | <b>92</b>    | <b>130</b>   | <b>105</b>   | <b>87</b>    | <b>81</b>    | <b>0.12</b>  | <b>0.12</b> | <b>&lt; 0.01</b> |
| Drivers   | 63           | 81           | 66           | 53           | 54           | 0.07         | 0.08        | 0.01             |
| Vehicle passengers                                      | 28           | 48           | 37           | 32           | 22           | 0.04         | 0.03        | -0.01            |
| Non-motorists   | 1            | 1            | 2            | 2            | 5            | 0.00         | 0.01        | < 0.01           |
| <b>Non-incapacitating</b>                               | <b>1,485</b> | <b>1,403</b> | <b>1,259</b> | <b>1,140</b> | <b>1,118</b> | <b>1.57</b>  | <b>1.63</b> | <b>0.05</b>      |
| Drivers   | 1,031        | 993          | 862          | 782          | 758          | 1.08         | 1.10        | 0.02             |
| Vehicle passengers                                      | 445          | 404          | 382          | 336          | 329          | 0.46         | 0.48        | 0.01             |
| Non-motorists   | 9            | 6            | 15           | 22           | 31           | 0.03         | 0.05        | 0.01             |
| <b>Aggressive driving injuries, as % total injuries</b> |              |              |              |              |              |              |             |                  |
| Fatal   | 2.8%         | 1.6%         | 2.3%         | 3.6%         | 3.3%         |              |             |                  |
| Incapacitating  | 2.4%         | 3.4%         | 2.9%         | 2.6%         | 2.5%         |              |             |                  |
| Non-incapacitating                                      | 2.7%         | 2.7%         | 2.6%         | 2.5%         | 2.6%         |              |             |                  |

**Notes:**

See glossary for definition of *aggressive driving*.

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

*Non-incapacitating* includes *non-incapacitating* and *possible* injury categories.

*Non-motorist* includes *pedestrians* and *pedalcyclists*.

**Sources:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Indiana Department of Transportation, as of February 1, 2010.



- Speed-related fatalities and non-fatal injuries were at five-year lows in 2009.
- The speed-related collision rate declined by about five per 100m VMT from 2008 to 2009.
- As a proportion of total fatalities, speed-related fatalities in 2009 (22.8 percent) were at the lowest level since 2007.

Table 16. Speed-related collisions and injuries in Indiana, 2005-2009

|  | Count         |               |               |               |               | Per 100m VMT |              |              |
|--|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|
|  | 2005          | 2006          | 2007          | 2008          | 2009          | 2008         | 2009         | Change       |
| <b>Speed-related collisions, by severity</b>       | <b>20,010</b> | <b>14,570</b> | <b>18,492</b> | <b>22,820</b> | <b>18,252</b> | <b>31.51</b> | <b>26.53</b> | <b>-4.97</b> |
| Fatal  | 203           | 159           | 165           | 188           | 136           | 0.26         | 0.20         | -0.06        |
| Non-fatal injury                                   | 5,107         | 4,317         | 4,377         | 4,711         | 4,117         | 6.50         | 5.99         | -0.52        |
| Property damage                                    | 14,700        | 10,094        | 13,950        | 17,921        | 13,999        | 24.74        | 20.35        | -4.39        |
| <b>Injuries, by severity and person type</b>       | <b>7,717</b>  | <b>6,514</b>  | <b>6,586</b>  | <b>6,984</b>  | <b>6,105</b>  | <b>9.64</b>  | <b>8.88</b>  | <b>-0.77</b> |
| <b>Fatal</b>                                       | <b>229</b>    | <b>174</b>    | <b>187</b>    | <b>225</b>    | <b>158</b>    | <b>0.31</b>  | <b>0.23</b>  | <b>-0.08</b> |
| Drivers  | 161           | 128           | 136           | 153           | 115           | 0.21         | 0.17         | -0.04        |
| Vehicle passengers                                 | 64            | 40            | 47            | 67            | 40            | 0.09         | 0.06         | -0.03        |
| Non-motorists                                      | 4             | 6             | 4             | 5             | 3             | 0.01         | 0.00         | < 0.01       |
| <b>Incapacitating</b>                              | <b>617</b>    | <b>607</b>    | <b>559</b>    | <b>585</b>    | <b>514</b>    | <b>0.81</b>  | <b>0.75</b>  | <b>-0.06</b> |
| Drivers  | 406           | 415           | 375           | 428           | 359           | 0.59         | 0.52         | -0.07        |
| Vehicle passengers                                 | 195           | 163           | 171           | 144           | 147           | 0.20         | 0.21         | 0.01         |
| Non-motorists                                      | 16            | 29            | 13            | 13            | 8             | 0.02         | 0.01         | -0.01        |
| <b>Non-incapacitating</b>                          | <b>6,871</b>  | <b>5,733</b>  | <b>5,840</b>  | <b>6,174</b>  | <b>5,433</b>  | <b>8.52</b>  | <b>7.90</b>  | <b>-0.63</b> |
| Drivers  | 4,777         | 3,975         | 3,949         | 4,271         | 3,678         | 5.90         | 5.35         | -0.55        |
| Vehicle passengers                                 | 2,040         | 1,712         | 1,818         | 1,835         | 1,676         | 2.53         | 2.44         | -0.10        |
| Non-motorists                                      | 54            | 46            | 73            | 68            | 79            | 0.09         | 0.11         | 0.02         |
| <b>Speed-related injuries, as % total injuries</b> |               |               |               |               |               |              |              |              |
| Fatal  | 24.4%         | 19.4%         | 20.8%         | 27.6%         | 22.8%         |              |              |              |
| Incapacitating                                     | 16.1%         | 15.9%         | 15.3%         | 17.3%         | 16.2%         |              |              |              |
| Non-incapacitating                                 | 12.4%         | 11.2%         | 12.0%         | 13.6%         | 12.5%         |              |              |              |

**Notes:**

See glossary for definition of *speed-related*.

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

*Non-incapacitating* includes *non-incapacitating* and *possible* injury categories.

*Non-motorist* includes *pedestrians* and *pedalcyclists*.

**Sources:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Indiana Department of Transportation, as of February 1, 2010.

- From 2008 to 2009, the rate of collisions involving a vehicle disregarding a signal per 100m VMT decreased by 0.21.
- As a proportion of total fatalities, disregarding-signal fatalities increased from 2 percent in 2008 to 2.3 percent in 2009.
- The proportion of incapacitating injuries related to disregarding a traffic signal decreased by nearly one percent from 2008 to 2009 (4.8 percent to 3.9 percent).

**Table 17. Disregarding-signal collisions and injuries in Indiana, 2005-2009**

|  | Count        |              |              |              |              | Per 100m VMT |             |                  |
|--|--------------|--------------|--------------|--------------|--------------|--------------|-------------|------------------|
|  | 2005         | 2006         | 2007         | 2008         | 2009         | 2008         | 2009        | Change           |
| <b>Disregarding-signal collisions, by severity</b>       | <b>4,517</b> | <b>2,855</b> | <b>4,797</b> | <b>4,343</b> | <b>3,983</b> | <b>6.00</b>  | <b>5.79</b> | <b>-0.21</b>     |
| Fatal  | 12           | 15           | 23           | 16           | 14           | 0.02         | 0.02        | < 0.01           |
| Non-fatal injury   | 1,859        | 1,149        | 1,772        | 1,590        | 1,506        | 2.20         | 2.19        | -0.01            |
| Property damage  | 2,646        | 1,691        | 3,002        | 2,737        | 2,463        | 3.78         | 3.58        | -0.20            |
| <b>Injuries, by severity and person type</b>             | <b>3,044</b> | <b>1,903</b> | <b>2,905</b> | <b>2,559</b> | <b>2,447</b> | <b>3.53</b>  | <b>3.56</b> | <b>0.02</b>      |
| <b>Fatal</b>   | <b>13</b>    | <b>15</b>    | <b>27</b>    | <b>16</b>    | <b>16</b>    | <b>0.02</b>  | <b>0.02</b> | <b>&lt; 0.01</b> |
| Drivers  | 9            | 13           | 18           | 12           | 12           | 0.02         | 0.02        | < 0.01           |
| Vehicle passengers                                       | 4            | 2            | 8            | 4            | 3            | 0.01         | 0.00        | < 0.01           |
| Non-motorists  | 0            | 0            | 1            | 0            | 1            | 0.00         | 0.00        | < 0.01           |
| <b>Incapacitating</b>                                    | <b>142</b>   | <b>100</b>   | <b>155</b>   | <b>162</b>   | <b>123</b>   | <b>0.22</b>  | <b>0.18</b> | <b>-0.04</b>     |
| Drivers  | 95           | 64           | 114          | 109          | 95           | 0.15         | 0.14        | -0.01            |
| Vehicle passengers                                       | 46           | 36           | 39           | 53           | 26           | 0.07         | 0.04        | -0.04            |
| Non-motorists  | 1            | 0            | 2            | 0            | 2            | 0.00         | 0.00        | < 0.01           |
| <b>Non-incapacitating</b>                                | <b>2,889</b> | <b>1,788</b> | <b>2,723</b> | <b>2,381</b> | <b>2,308</b> | <b>3.29</b>  | <b>3.36</b> | <b>0.07</b>      |
| Drivers  | 2,021        | 1,250        | 1,895        | 1,683        | 1,613        | 2.32         | 2.34        | 0.02             |
| Vehicle passengers                                       | 863          | 532          | 809          | 680          | 683          | 0.94         | 0.99        | 0.05             |
| Non-motorists  | 5            | 6            | 19           | 18           | 12           | 0.02         | 0.02        | -0.01            |
| <b>Disregarding-signal injuries, as % total injuries</b> |              |              |              |              |              |              |             |                  |
| Fatal  | 1.4%         | 1.7%         | 3.0%         | 2.0%         | 2.3%         |              |             |                  |
| Incapacitating   | 3.7%         | 2.6%         | 4.2%         | 4.8%         | 3.9%         |              |             |                  |
| Non-incapacitating                                       | 5.2%         | 3.5%         | 5.6%         | 5.2%         | 5.3%         |              |             |                  |

**Notes:**

See glossary for definition of *disregarding a signal*.

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

*Non-incapacitating* includes *non-incapacitating* and *possible injury* categories.

*Non-motorist* includes *pedestrians* and *pedalcyclists*.

**Sources:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Indiana Department of Transportation, as of February 1, 2010.

- Hit-and-run collisions were at a five-year low in 2009 (23,349).
- Per 100m VMT, hit-and-run collisions decreased by 0.74 but hit-and-run injuries increased by .09 from 2008 to 2009.
- In 2009, 3.3 percent of all fatalities were in hit-and-run collisions, down from 3.6 percent in 2008.

Table 18. Hit-and-run collisions and injuries in Indiana, 2005-2009

|  | Count         |               |               |               |               | Per 100m VMT |              |              |
|--|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|
|  | 2005          | 2006          | 2007          | 2008          | 2009          | 2008         | 2009         | Change       |
| <b>Hit-and-run collisions, by severity</b>       | <b>27,450</b> | <b>23,924</b> | <b>25,220</b> | <b>25,121</b> | <b>23,349</b> | <b>34.69</b> | <b>33.94</b> | <b>-0.74</b> |
| Fatal  | 34            | 27            | 19            | 26            | 22            | 0.04         | 0.03         | < 0.01       |
| Non-fatal injury                                 | 2,559         | 2,131         | 2,055         | 1,982         | 1,932         | 2.74         | 2.81         | 0.07         |
| Property damage                                  | 24,857        | 21,766        | 23,146        | 23,113        | 21,395        | 31.91        | 31.10        | -0.81        |
| <b>Injuries, by severity and person type</b>     | <b>3,222</b>  | <b>2,665</b>  | <b>2,598</b>  | <b>2,442</b>  | <b>2,379</b>  | <b>3.37</b>  | <b>3.46</b>  | <b>0.09</b>  |
| <b>Fatal</b>                                     | <b>36</b>     | <b>27</b>     | <b>19</b>     | <b>29</b>     | <b>23</b>     | <b>0.04</b>  | <b>0.03</b>  | <b>-0.01</b> |
| Drivers  | 13            | 11            | 5             | 7             | 7             | 0.01         | 0.01         | < 0.01       |
| Vehicle passengers                               | 7             | 5             | 2             | 9             | 5             | 0.01         | 0.01         | -0.01        |
| Non-motorists                                    | 16            | 11            | 12            | 13            | 11            | 0.02         | 0.02         | < 0.01       |
| <b>Incapacitating</b>                            | <b>207</b>    | <b>173</b>    | <b>138</b>    | <b>146</b>    | <b>146</b>    | <b>0.20</b>  | <b>0.21</b>  | <b>0.01</b>  |
| Drivers  | 95            | 77            | 59            | 70            | 68            | 0.10         | 0.10         | < 0.01       |
| Vehicle passengers                               | 63            | 49            | 36            | 28            | 40            | 0.04         | 0.06         | 0.02         |
| Non-motorists                                    | 49            | 47            | 43            | 48            | 38            | 0.07         | 0.06         | -0.01        |
| <b>Non-incapacitating</b>                        | <b>2,979</b>  | <b>2,465</b>  | <b>2,441</b>  | <b>2,267</b>  | <b>2,210</b>  | <b>3.13</b>  | <b>3.21</b>  | <b>0.08</b>  |
| Drivers  | 1,963         | 1,529         | 1,459         | 1,374         | 1,311         | 1.90         | 1.91         | 0.01         |
| Vehicle passengers                               | 734           | 606           | 649           | 557           | 559           | 0.77         | 0.81         | 0.04         |
| Non-motorists                                    | 282           | 330           | 333           | 336           | 340           | 0.46         | 0.49         | 0.03         |
| <b>Hit-and-run injuries, as % total injuries</b> |               |               |               |               |               |              |              |              |
| Fatal  | 3.8%          | 3.0%          | 2.1%          | 3.6%          | 3.3%          |              |              |              |
| Incapacitating                                   | 5.4%          | 4.5%          | 3.8%          | 4.3%          | 4.6%          |              |              |              |
| Non-incapacitating                               | 5.4%          | 4.8%          | 5.0%          | 5.0%          | 5.1%          |              |              |              |

**Notes:**

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

*Non-incapacitating includes non-incapacitating and possible injury categories.*

*Non-motorist includes pedestrians and pedalcyclists.*

**Sources:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Indiana Department of Transportation, as of February 1, 2010.

- ▶ Collisions involving distracted driving from cell phone use increased by 0.11 per 100m VMT from 2008 to 2009 (1.66 to 1.77).
- ▶ In 2009, 0.3 percent of all fatalities were related to distracted driving from cell phone use, down from 0.5 percent in 2008.

**Table 19. Distracted driving collisions and injuries in Indiana, 2005-2009**

|   | Count        |              |              |              |              | Per 100m VMT |             |                  |
|---|--------------|--------------|--------------|--------------|--------------|--------------|-------------|------------------|
|   | 2005         | 2006         | 2007         | 2008         | 2009         | 2008         | 2009        | Change           |
| <b>Distracted driving collisions, by severity</b>       | <b>1,100</b> | <b>1,185</b> | <b>1,253</b> | <b>1,199</b> | <b>1,215</b> | <b>1.66</b>  | <b>1.77</b> | <b>0.11</b>      |
| Fatal   | 2            | 1            | 1            | 4            | 2            | 0.01         | 0.00        | < 0.01           |
| Non-fatal injury  | 276          | 298          | 290          | 289          | 313          | 0.40         | 0.46        | 0.06             |
| Property damage   | 822          | 886          | 962          | 906          | 900          | 1.25         | 1.31        | 0.06             |
| <b>Injuries, by severity and person type</b>            | <b>377</b>   | <b>416</b>   | <b>392</b>   | <b>396</b>   | <b>417</b>   | <b>0.55</b>  | <b>0.61</b> | <b>0.06</b>      |
| <b>Fatal</b>  | <b>2</b>     | <b>1</b>     | <b>1</b>     | <b>4</b>     | <b>2</b>     | <b>0.01</b>  | <b>0.00</b> | <b>&lt; 0.01</b> |
| Drivers   | 2            | 1            | 0            | 4            | 2            | 0.01         | 0.00        | < 0.01           |
| Vehicle passengers                                      | 0            | 0            | 1            | 0            | 0            | 0.00         | 0.00        | 0.00             |
| Non-motorists   | 0            | 0            | 0            | 0            | 0            | 0.00         | 0.00        | 0.00             |
| <b>Incapacitating</b>                                   | <b>15</b>    | <b>14</b>    | <b>20</b>    | <b>27</b>    | <b>22</b>    | <b>0.04</b>  | <b>0.03</b> | <b>-0.01</b>     |
| Drivers   | 7            | 10           | 12           | 21           | 15           | 0.03         | 0.02        | -0.01            |
| Vehicle passengers                                      | 6            | 3            | 6            | 5            | 7            | 0.01         | 0.01        | < 0.01           |
| Non-motorists   | 2            | 1            | 2            | 1            | 0            | 0.00         | 0.00        | < 0.01           |
| <b>Non-incapacitating</b>                               | <b>360</b>   | <b>401</b>   | <b>371</b>   | <b>365</b>   | <b>393</b>   | <b>0.50</b>  | <b>0.57</b> | <b>0.07</b>      |
| Drivers   | 279          | 311          | 285          | 275          | 306          | 0.38         | 0.44        | 0.07             |
| Vehicle passengers                                      | 76           | 86           | 79           | 77           | 80           | 0.11         | 0.12        | 0.01             |
| Non-motorists   | 5            | 4            | 7            | 13           | 7            | 0.02         | 0.01        | -0.01            |
| <b>Distracted driving injuries, as % total injuries</b> |              |              |              |              |              |              |             |                  |
| Fatal   | 0.2%         | 0.1%         | 0.1%         | 0.5%         | 0.3%         |              |             |                  |
| Incapacitating  | 0.4%         | 0.4%         | 0.5%         | 0.8%         | 0.7%         |              |             |                  |
| Non-incapacitating                                      | 0.6%         | 0.8%         | 0.8%         | 0.8%         | 0.9%         |              |             |                  |

**Notes:**

*Distracted driving collisions are those where at least one driver was using a cell phone or other telematic device during the crash.*

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

*Non-incapacitating includes non-incapacitating and possible injury categories.*

*Non-motorist includes pedestrians and pedalcyclists.*

**Sources:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Indiana Department of Transportation, as of February 1, 2010.

► In 2009, 68.1 percent of all traffic fatalities occurred in rural areas, up from 64.3 percent in 2008.

Table 20. Traffic fatalities in Indiana, by collision type and locality, 2005-2009

| Circumstances/locality          | Count of fatalities |            |            |            |            |
|---------------------------------|---------------------|------------|------------|------------|------------|
|                                 | 2005                | 2006       | 2007       | 2008       | 2009       |
| <b>All fatal collisions</b>     | <b>938</b>          | <b>899</b> | <b>898</b> | <b>815</b> | <b>692</b> |
| Urban                           | 250                 | 251        | 262        | 291        | 221        |
| Rural                           | 688                 | 648        | 636        | 524        | 471        |
| % Rural                         | 73.3%               | 72.1%      | 70.8%      | 64.3%      | 68.1%      |
| <b>Alcohol-related</b>          | <b>293</b>          | <b>274</b> | <b>254</b> | <b>246</b> | <b>168</b> |
| Urban                           | 88                  | 77         | 78         | 108        | 59         |
| Rural                           | 205                 | 197        | 176        | 138        | 109        |
| % Rural                         | 70.0%               | 71.9%      | 69.3%      | 56.1%      | 64.9%      |
| <b>Aggressive driving</b>       | <b>26</b>           | <b>14</b>  | <b>21</b>  | <b>29</b>  | <b>23</b>  |
| Urban                           | 6                   | 4          | 12         | 14         | 7          |
| Rural                           | 20                  | 10         | 9          | 15         | 16         |
| % Rural                         | 76.9%               | 71.4%      | 42.9%      | 51.7%      | 69.6%      |
| <b>Speed-related</b>            | <b>229</b>          | <b>174</b> | <b>187</b> | <b>225</b> | <b>158</b> |
| Urban                           | 53                  | 55         | 56         | 97         | 54         |
| Rural                           | 176                 | 119        | 131        | 128        | 104        |
| % Rural                         | 76.9%               | 68.4%      | 70.1%      | 56.9%      | 65.8%      |
| <b>Disregard traffic signal</b> | <b>13</b>           | <b>15</b>  | <b>27</b>  | <b>16</b>  | <b>16</b>  |
| Urban                           | 8                   | 11         | 19         | 13         | 13         |
| Rural                           | 5                   | 4          | 8          | 3          | 3          |
| % Rural                         | 38.5%               | 26.7%      | 29.6%      | 18.8%      | 18.8%      |
| <b>Hit and run</b>              | <b>36</b>           | <b>27</b>  | <b>19</b>  | <b>29</b>  | <b>23</b>  |
| Urban                           | 15                  | 15         | 12         | 16         | 11         |
| Rural                           | 21                  | 12         | 7          | 13         | 12         |
| % Rural                         | 58.3%               | 44.4%      | 36.8%      | 44.8%      | 52.2%      |
| <b>Construction zone</b>        | <b>19</b>           | <b>15</b>  | <b>7</b>   | <b>12</b>  | <b>9</b>   |
| Urban                           | 5                   | 2          | 1          | 6          | 2          |
| Rural                           | 14                  | 13         | 6          | 6          | 7          |
| % Rural                         | 73.7%               | 86.7%      | 85.7%      | 50.0%      | 77.8%      |
| <b>Distracted driving</b>       | <b>2</b>            | <b>1</b>   | <b>1</b>   | <b>4</b>   | <b>2</b>   |
| Urban                           | 1                   | 0          | 0          | 2          | 1          |
| Rural                           | 1                   | 1          | 1          | 2          | 1          |
| % Rural                         | 50%                 | 100%       | 100%       | 50%        | 50%        |

**Note:**

*Distracted driving* collisions are those where at least one driver was using a cell phone or other telematic device during the crash.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

► Summer months have generally had the highest incidence of fatal collisions, whereas winter months have the highest incidence of collisions overall.

Table 21. Indiana traffic collisions, by severity and month, 2005-2009

| Month           | Total collisions |                |                |                |                | Fatal collisions |            |            |            |            |
|-----------------|------------------|----------------|----------------|----------------|----------------|------------------|------------|------------|------------|------------|
|                 | 2005             | 2006           | 2007           | 2008           | 2009           | 2005             | 2006       | 2007       | 2008       | 2009       |
| Jan             | ● 20,056         | ● 15,529       | ● 18,023       | ● 18,770       | ● 20,230       | ● 60             | ● 55       | ● 59       | ● 43       | ● 50       |
| Feb             | ● 15,364         | ● 14,310       | ● 19,743       | ● 20,656       | ● 15,258       | ● 62             | ● 64       | ● 52       | ● 66       | ● 48       |
| Mar             | ● 16,240         | ● 14,994       | ● 15,573       | ● 15,641       | ● 12,753       | ● 59             | ● 51       | ● 67       | ● 47       | ● 39       |
| Apr             | ● 15,497         | ● 15,151       | ● 14,778       | ● 14,263       | ● 14,055       | ● 85             | ● 48       | ● 62       | ● 39       | ● 46       |
| May             | ● 16,767         | ● 16,778       | ● 15,819       | ● 16,044       | ● 15,402       | ● 66             | ● 87       | ● 86       | ● 54       | ● 50       |
| Jun             | ● 16,993         | ● 16,266       | ● 15,104       | ● 15,470       | ● 14,887       | ● 71             | ● 75       | ● 70       | ● 60       | ● 66       |
| Jul             | ● 16,416         | ● 15,193       | ● 15,440       | ● 14,804       | ● 14,118       | ● 96             | ● 66       | ● 70       | ● 75       | ● 68       |
| Aug             | ● 16,781         | ● 15,763       | ● 16,355       | ● 14,877       | ● 14,469       | ● 73             | ● 79       | ● 86       | ● 76       | ● 63       |
| Sep             | ● 15,507         | ● 15,672       | ● 16,068       | ● 14,793       | ● 14,615       | ● 90             | ● 80       | ● 77       | ● 73       | ● 64       |
| Oct             | ● 17,528         | ● 18,486       | ● 18,242       | ● 17,252       | ● 17,576       | ● 88             | ● 78       | ● 75       | ● 56       | ● 47       |
| Nov             | ● 19,481         | ● 18,084       | ● 19,054       | ● 18,662       | ● 16,924       | ● 54             | ● 72       | ● 56       | ● 75       | ● 43       |
| Dec             | ● 21,729         | ● 16,495       | ● 20,800       | ● 24,220       | ● 19,389       | ● 51             | ● 62       | ● 44       | ● 58       | ● 47       |
| <b>Annual</b>   | <b>208,359</b>   | <b>192,721</b> | <b>204,999</b> | <b>205,452</b> | <b>189,676</b> | <b>855</b>       | <b>817</b> | <b>804</b> | <b>722</b> | <b>631</b> |
| Monthly average | 17,363           | 16,060         | 17,083         | 17,121         | 15,806         | 71               | 68         | 67         | 60         | 53         |
| High month      | Dec              | Oct            | Dec            | Dec            | Jan            | Jul              | May        | May        | Aug        | Jul        |
| Low month       | Feb              | Feb            | Apr            | Apr            | Mar            | Dec              | Apr        | Dec        | Apr        | Mar        |

● Low      ● High

Source:

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

► July 4th and Memorial Day have generally had the most alcohol-related collisions among holiday periods since 2005.

Table 22. Fatal collisions and fatalities on legal holidays, by alcohol involvement, 2005-2009

| Holiday/Year      | Date        |             | All collisions |                 |       | Fatal collisions |                 |        | Fatalities |                 |        |
|-------------------|-------------|-------------|----------------|-----------------|-------|------------------|-----------------|--------|------------|-----------------|--------|
|                   | Begin       | End         | Total          | Alcohol-related | %     | Total            | Alcohol-related | %      | Total      | Alcohol-related | %      |
| New Years         | 2004-Dec-31 | 2005-Jan-3  | 874            | 118             | 13.5% | 1                | 1               | 100.0% | 1          | 1               | 100.0% |
|                   | 2005-Dec-30 | 2006-Jan-2  | 915            | 137             | 15.0% | 5                | 2               | 40.0%  | 5          | 2               | 40.0%  |
|                   | 2006-Dec-29 | 2007-Jan-2  | 1,298          | 154             | 11.9% | 12               | 4               | 33.3%  | 12         | 4               | 33.3%  |
|                   | 2007-Dec-28 | 2008-Jan-2  | 2,411          | 143             | 5.9%  | 6                | 1               | 16.7%  | 7          | 1               | 14.3%  |
|                   | 2008-Dec-31 | 2009-Jan-5  | 1,399          | 144             | 10.3% | 8                | 2               | 25.0%  | 10         | 3               | 30.0%  |
| St. Patrick's Day | 2005-Mar-16 | 2005-Mar-21 | 1,861          | 160             | 8.6%  | 16               | 8               | 50.0%  | 16         | 8               | 50.0%  |
|                   | 2006-Mar-16 | 2006-Mar-20 | 1,453          | 155             | 10.7% | 5                | 4               | 80.0%  | 5          | 4               | 80.0%  |
|                   | 2007-Mar-16 | 2007-Mar-19 | 912            | 87              | 9.5%  | 4                | 3               | 75.0%  | 5          | 3               | 60.0%  |
|                   | 2008-Mar-14 | 2008-Mar-18 | 1,310          | 124             | 9.5%  | 1                | 0               | 0.0%   | 1          | 0               | 0.0%   |
|                   | 2009-Mar-13 | 2009-Mar-18 | 1,761          | 144             | 8.2%  | 6                | 0               | 0.0%   | 6          | 0               | 0.0%   |
| Memorial Day      | 2005-May-27 | 2005-May-31 | 1,567          | 178             | 11.4% | 10               | 6               | 60.0%  | 10         | 6               | 60.0%  |
|                   | 2006-May-26 | 2006-May-30 | 1,491          | 165             | 11.1% | 11               | 4               | 36.4%  | 12         | 4               | 33.3%  |
|                   | 2007-May-25 | 2007-May-29 | 1,367          | 119             | 8.7%  | 8                | 4               | 50.0%  | 9          | 5               | 55.6%  |
|                   | 2008-May-23 | 2008-May-27 | 1,396          | 150             | 10.7% | 6                | 2               | 33.3%  | 6          | 2               | 33.3%  |
|                   | 2009-May-22 | 2009-May-26 | 1,412          | 123             | 8.7%  | 5                | 0               | 0.0%   | 6          | 0               | 0.0%   |
| July 4th          | 2005-Jul-1  | 2005-Jul-5  | 1,446          | 199             | 13.8% | 17               | 5               | 29.4%  | 19         | 6               | 31.6%  |
|                   | 2006-Jun-30 | 2006-Jul-5  | 2,009          | 217             | 10.8% | 13               | 5               | 38.5%  | 15         | 5               | 33.3%  |
|                   | 2007-Jul-3  | 2007-Jul-5  | 610            | 64              | 10.5% | 2                | 1               | 50.0%  | 2          | 1               | 50.0%  |
|                   | 2008-Jul-3  | 2008-Jul-7  | 1,301          | 131             | 10.1% | 5                | 3               | 60.0%  | 5          | 3               | 60.0%  |
|                   | 2009-Jul-3  | 2009-Jul-6  | 1,007          | 106             | 10.5% | 3                | 1               | 33.3%  | 3          | 1               | 33.3%  |
| Labor Day         | 2005-Sep-2  | 2005-Sep-6  | 1,301          | 161             | 12.4% | 15               | 9               | 60.0%  | 16         | 9               | 56.3%  |
|                   | 2006-Sep-1  | 2006-Sep-5  | 1,224          | 123             | 10.0% | 12               | 5               | 41.7%  | 13         | 5               | 38.5%  |
|                   | 2007-Aug-31 | 2007-Sep-4  | 1,448          | 118             | 8.1%  | 9                | 2               | 22.2%  | 11         | 2               | 18.2%  |
|                   | 2008-Aug-29 | 2008-Sep-2  | 1,229          | 105             | 8.5%  | 9                | 7               | 77.8%  | 9          | 7               | 77.8%  |
|                   | 2009-Sep-4  | 2009-Sep-8  | 1,205          | 101             | 8.4%  | 4                | 2               | 50.0%  | 4          | 2               | 50.0%  |
| Thanksgiving      | 2005-Nov-23 | 2005-Nov-28 | 2,114          | 143             | 6.8%  | 9                | 5               | 55.6%  | 10         | 5               | 50.0%  |
|                   | 2006-Nov-22 | 2006-Nov-27 | 1,998          | 147             | 7.4%  | 11               | 5               | 45.5%  | 11         | 5               | 45.5%  |
|                   | 2007-Nov-21 | 2007-Nov-26 | 2,320          | 157             | 6.8%  | 8                | 2               | 25.0%  | 10         | 2               | 20.0%  |
|                   | 2008-Nov-26 | 2008-Dec-1  | 2,128          | 144             | 6.8%  | 12               | 8               | 66.7%  | 15         | 11              | 73.3%  |
|                   | 2009-Nov-25 | 2009-Nov-30 | 1,971          | 127             | 6.4%  | 2                | 1               | 50.0%  | 2          | 1               | 50.0%  |
| Christmas         | 2005-Dec-23 | 2005-Dec-26 | 1,101          | 129             | 11.7% | 4                | 0               | 0.0%   | 5          | 0               | 0.0%   |
|                   | 2006-Dec-22 | 2006-Dec-26 | 1,165          | 100             | 8.6%  | 6                | 5               | 83.3%  | 8          | 5               | 62.5%  |
|                   | 2007-Dec-21 | 2007-Dec-26 | 1,975          | 164             | 8.3%  | 7                | 2               | 28.6%  | 9          | 2               | 22.2%  |
|                   | 2008-Dec-24 | 2008-Dec-29 | 2,368          | 126             | 5.3%  | 8                | 3               | 37.5%  | 13         | 4               | 30.8%  |
|                   | 2009-Dec-24 | 2009-Dec-28 | 1,937          | 95              | 4.9%  | 3                | 0               | 0.0%   | 3          | 0               | 0.0%   |



**Notes:**

See glossary for definition of *alcohol-related*.

Holiday ranges begin at 6pm of the first day and end at 5:59am of the last day.

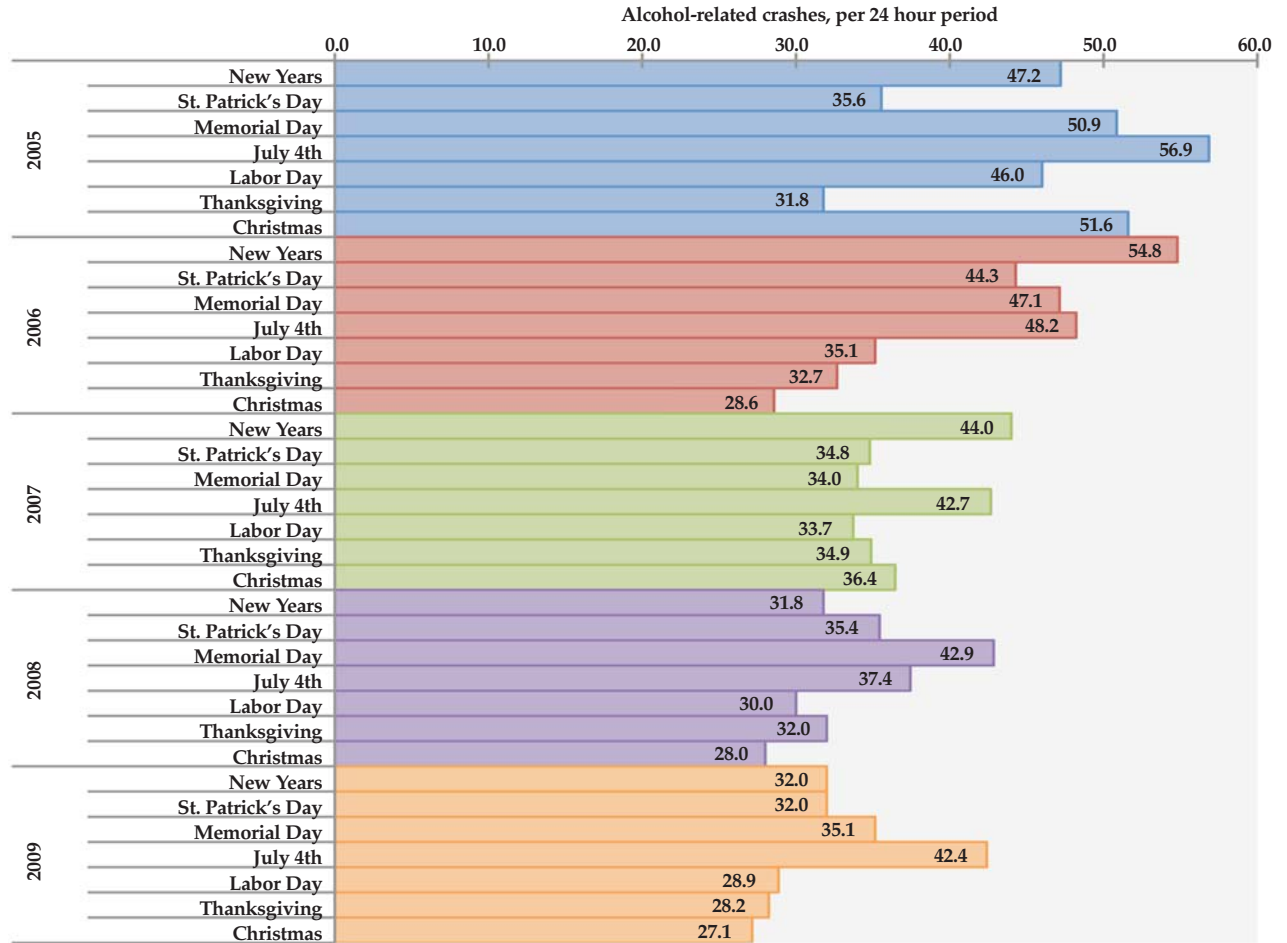
Data limited to collisions with valid date and time, as marked on the crash report.

**Source:**

Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.

- Since 2005, July 4th and Memorial Day have had the highest alcohol-related collision rates of any holiday.
- Alcohol-related collision rates on holidays have generally decreased each year since 2005.

Figure 12. Alcohol-related collisions per 24-hour holiday period, 2005-2009



**Notes:**

See glossary for definition of *alcohol-related*.

Holiday ranges begin at 6pm of the first day and end at 5:59am of the last day.

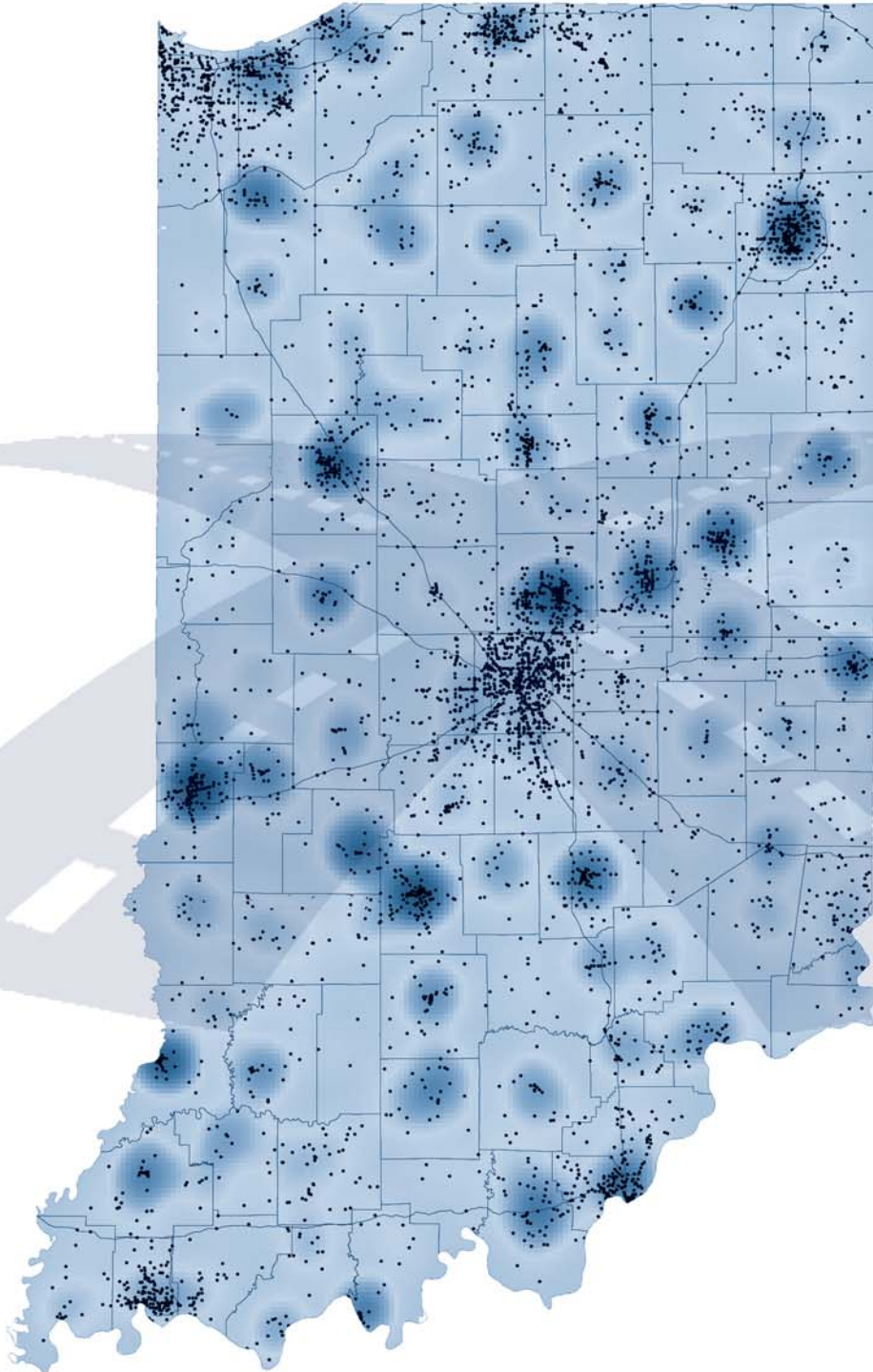
Data limited to collisions with valid date and time, as marked on the crash report.

**Source:**

Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.



# COLLISIONS



## **COLLISIONS, 2009**

This section provides an analysis of Indiana collisions in 2009, 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; *inca-pacitating* collisions involve no fatalities but at least one inca-pacitating injury; etc.). Included are analyses by contributing circumstances, environmental conditions, road characteristics, time, date, location, road type, and manner of collision.

Estimated economic costs associated with traffic collisions are also estimated. See Appendix A for details on cost methodologies.

### **HIGHLIGHTS**

There were 631 fatal collisions in 2009, a 12.6 decrease from 2008. Total collisions decreased 7.7 percent from 2008 to 2009. There were approximately 33 fatal collisions for every 10,000 non-fatal collisions in 2009. Twenty-five percent (94) of all days in the year had three or more fatal collisions.

Driver-related factors accounted for 82 percent of all collisions and 93 percent of fatal collisions (calculated from Table 2).

Proportional to all fatal collisions, *ran off road* was listed as the most common primary factor. Collisions attributable to driver

*loss of control* accounted for 26 percent of all fatal collisions and seven percent of non-fatal collisions (calculated from Table 2).

Collisions involving distracted driving from cell phone use were most likely from 12am to 2:59am. At any given time of day, approximately 0.6 percent of collisions (1,215 of 189,665) involved a driver distracted by a cell phone (Note: Cell phone use is likely undercounted in collision data, due to driver self-reporting and witness descriptions).

Among all road classes, collisions on county roads and US routes were most likely to have involved fatalities in 2009. Fatal collisions per 100m VMT were highest on state roads and US routes.

Alcohol-related and hit-and-run collisions were most likely to have occurred from 12am - 5:59am on Saturdays and Sundays. Aggressive driving collisions were most likely to have occurred from 12pm - 5:59pm.

Traffic collisions in Indiana had an estimated economic cost of \$4.3 billion in 2009. On average, each collision cost the State of Indiana \$22,675 (calculated from Table 11). Alcohol-related collisions had the greatest average economic cost of any collision type at \$48,385 per collision.

- Fatal collisions decreased by 91 (12.6 percent) from 2008 to 2009.
- The proportion of all collisions that involved fatalities decreased from 0.35 percent in 2008 to 0.33 percent in 2009.

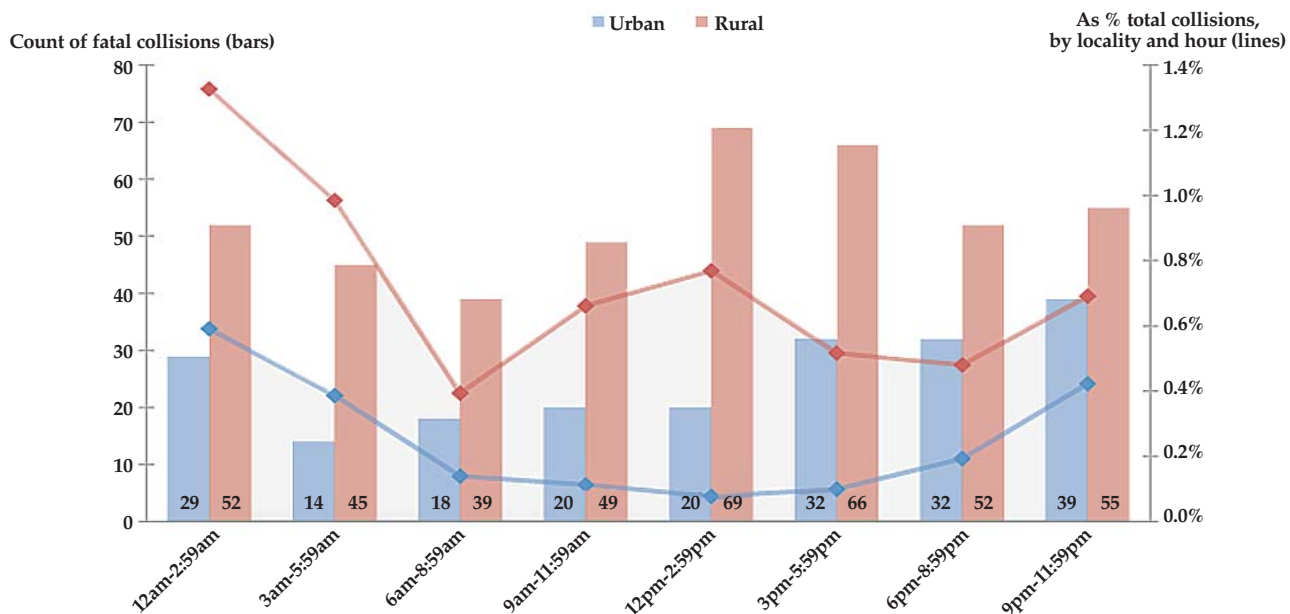
**Table 23. Indiana traffic collisions, by severity and month, 2008-2009**

| Month        | Fatal collisions |            |            | Total collisions |                |                | % Fatal      |              |
|--------------|------------------|------------|------------|------------------|----------------|----------------|--------------|--------------|
|              | 2008             | 2009       | Change     | 2008             | 2009           | Change         | 2008         | CR 2009      |
| Jan          | 43               | 50         | 7          | 18,770           | 20,230         | 1,460          | 0.23%        | 0.25%        |
| Feb          | 66               | 48         | -18        | 20,656           | 15,258         | -5,398         | 0.32%        | 0.31%        |
| Mar          | 47               | 39         | -8         | 15,641           | 12,753         | -2,888         | 0.30%        | 0.31%        |
| Apr          | 39               | 46         | 7          | 14,263           | 14,055         | -208           | 0.27%        | 0.33%        |
| May          | 54               | 50         | -4         | 16,044           | 15,402         | -642           | 0.34%        | 0.32%        |
| Jun          | 60               | 66         | 6          | 15,470           | 14,887         | -583           | 0.39%        | 0.44%        |
| Jul          | 75               | 68         | -7         | 14,804           | 14,118         | -686           | 0.51%        | 0.48%        |
| Aug          | 76               | 63         | -13        | 14,877           | 14,469         | -408           | 0.51%        | 0.44%        |
| Sep          | 73               | 64         | -9         | 14,793           | 14,615         | -178           | 0.49%        | 0.44%        |
| Oct          | 56               | 47         | -9         | 17,252           | 17,576         | 324            | 0.32%        | 0.27%        |
| Nov          | 75               | 43         | -32        | 18,662           | 16,924         | -1,738         | 0.40%        | 0.25%        |
| Dec          | 58               | 47         | -11        | 24,220           | 19,389         | -4,831         | 0.24%        | 0.24%        |
| <b>Total</b> | <b>722</b>       | <b>631</b> | <b>-91</b> | <b>205,452</b>   | <b>189,676</b> | <b>-15,776</b> | <b>0.35%</b> | <b>0.33%</b> |

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Fatal collisions in rural locations were most frequent between 12pm and 3pm, but were most likely between 12am and 3am.
- In 2009, fatal collisions between 12pm and 3pm were nearly 10 times more likely to have occurred in a rural location than an urban location.

**Figure 13. Fatal collisions, by locality and time of day, 2009**



**Note:**  
Data limited to collisions with valid time reported.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- *Ran off road* was the most common primary factor in fatal collisions in 2009 (21 percent or 135 of 631).
- *Unsafe speed* was the primary factor in 11 percent of fatal collisions (67 of 631) and two percent of non-fatal collisions (3,891 of 189,045) in 2009.
- *Distracted driving* was the primary factor in less than one percent of fatal collisions (4 of 631) in 2009.

**Table 24. Indiana collisions, by primary factor and collision severity, 2009**

| Primary factor                               | Collisions, by severity |            |                  |                 |                   | Injuries, by status |               |
|--|-------------------------|------------|------------------|-----------------|-------------------|---------------------|---------------|
|  | Total                   | Fatal      | Non-fatal injury | Property damage | Fatal, as % total | Fatal               | Non-fatal     |
| <b>Driver: Unsafe actions</b>                | <b>106,232</b>          | <b>297</b> | <b>19,332</b>    | <b>86,603</b>   | <b>0.3%</b>       | <b>334</b>          | <b>28,512</b> |
| Failure to yield right of way                | 28,567                  | 83         | 7,044            | 21,440          | 0.3%              | 88                  | 10,758        |
| Following too closely                        | 25,757                  | 11         | 4,705            | 21,041          | < 0.1%            | 12                  | 6,444         |
| Unsafe backing                               | 15,430                  | 1          | 301              | 15,128          | < 0.1%            | 1                   | 328           |
| Speed too fast for weather conditions        | 9,565                   | 18         | 1,585            | 7,962           | 0.2%              | 21                  | 2,136         |
| Disregard signal / reg sign                  | 6,609                   | 45         | 2,377            | 4,187           | 0.7%              | 51                  | 3,825         |
| Improper lane usage                          | 6,315                   | 6          | 585              | 5,724           | 0.1%              | 7                   | 775           |
| Improper turning                             | 5,205                   | 7          | 431              | 4,767           | 0.1%              | 8                   | 592           |
| Unsafe speed                                 | 3,958                   | 67         | 1,264            | 2,627           | 1.7%              | 78                  | 1,857         |
| Left of center                               | 2,759                   | 49         | 785              | 1,925           | 1.8%              | 54                  | 1,419         |
| Improper passing                             | 1,862                   | 8          | 208              | 1,646           | 0.4%              | 12                  | 296           |
| Wrong way on one way                         | 205                     | 2          | 47               | 156             | 1.0%              | 2                   | 82            |
| <b>Driver: Loss of control</b>               | <b>14,073</b>           | <b>164</b> | <b>3,634</b>     | <b>10,275</b>   | <b>1.2%</b>       | <b>176</b>          | <b>4,596</b>  |
| Ran off road                                 | 10,846                  | 135        | 2,893            | 7,818           | 1.2%              | 145                 | 3,549         |
| Overcorrecting / oversteering                | 3,178                   | 29         | 735              | 2,414           | 0.9%              | 31                  | 1,039         |
| Jackknifing                                  | 49                      | 0          | 6                | 43              | 0.0%              | 0                   | 8             |
| <b>Driver: Distractions</b>                  | <b>7,874</b>            | <b>4</b>   | <b>1,686</b>     | <b>6,184</b>    | <b>0.1%</b>       | <b>4</b>            | <b>2,359</b>  |
| Unspecified distraction                      | 7,101                   | 3          | 1,497            | 5,601           | < 0.1%            | 3                   | 2,111         |
| Cell phone / other electronic device         | 675                     | 1          | 154              | 520             | 0.1%              | 1                   | 194           |
| Passenger distraction                        | 98                      | 0          | 35               | 63              | 0.0%              | 0                   | 54            |
| <b>Driver: Cognitive/Physical impairment</b> | <b>6,020</b>            | <b>34</b>  | <b>2,097</b>     | <b>3,889</b>    | <b>0.6%</b>       | <b>35</b>           | <b>2,648</b>  |
| Alcoholic beverages                          | 3,101                   | 19         | 944              | 2,138           | 0.6%              | 19                  | 1,197         |
| Driver asleep or fatigued                    | 1,658                   | 6          | 552              | 1,100           | 0.4%              | 6                   | 730           |
| Driver illness                               | 957                     | 7          | 509              | 441             | 0.7%              | 8                   | 603           |
| Prescription drugs                           | 162                     | 0          | 48               | 114             | 0.0%              | 0                   | 57            |
| Illegal drugs                                | 142                     | 2          | 44               | 96              | 1.4%              | 2                   | 61            |
| <b>Driver: Miscellaneous factors</b>         | <b>20,607</b>           | <b>89</b>  | <b>3,661</b>     | <b>16,857</b>   | <b>0.4%</b>       | <b>96</b>           | <b>4,650</b>  |
| Influenced by pedestrian action              | 932                     | 35         | 726              | 171             | 3.8%              | 35                  | 757           |
| Violation of license restriction             | 27                      | 0          | 10               | 17              | 0.0%              | 0                   | 12            |
| Other (unspecified)                          | 19,289                  | 54         | 2,918            | 16,317          | 0.3%              | 61                  | 3,873         |
| (Driver not a factor)                        | 359                     | 0          | 7                | 352             | 0.0%              | 0                   | 8             |
| <b>Driver factors (all)</b>                  | <b>154,806</b>          | <b>588</b> | <b>30,410</b>    | <b>123,808</b>  | <b>0.4%</b>       | <b>645</b>          | <b>42,765</b> |
| <b>Vehicle factors</b>                       | <b>4,663</b>            | <b>10</b>  | <b>703</b>       | <b>3,950</b>    | <b>0.2%</b>       | <b>14</b>           | <b>976</b>    |
| <b>Environmental factors</b>                 | <b>28,843</b>           | <b>29</b>  | <b>2,233</b>     | <b>26,581</b>   | <b>0.1%</b>       | <b>29</b>           | <b>2,775</b>  |
| <b>All collisions</b>                        | <b>189,676</b>          | <b>631</b> | <b>33,411</b>    | <b>155,634</b>  | <b>0.3%</b>       | <b>692</b>          | <b>46,590</b> |

**Notes:**

*All collisions* includes cases where primary factor was not reported.

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

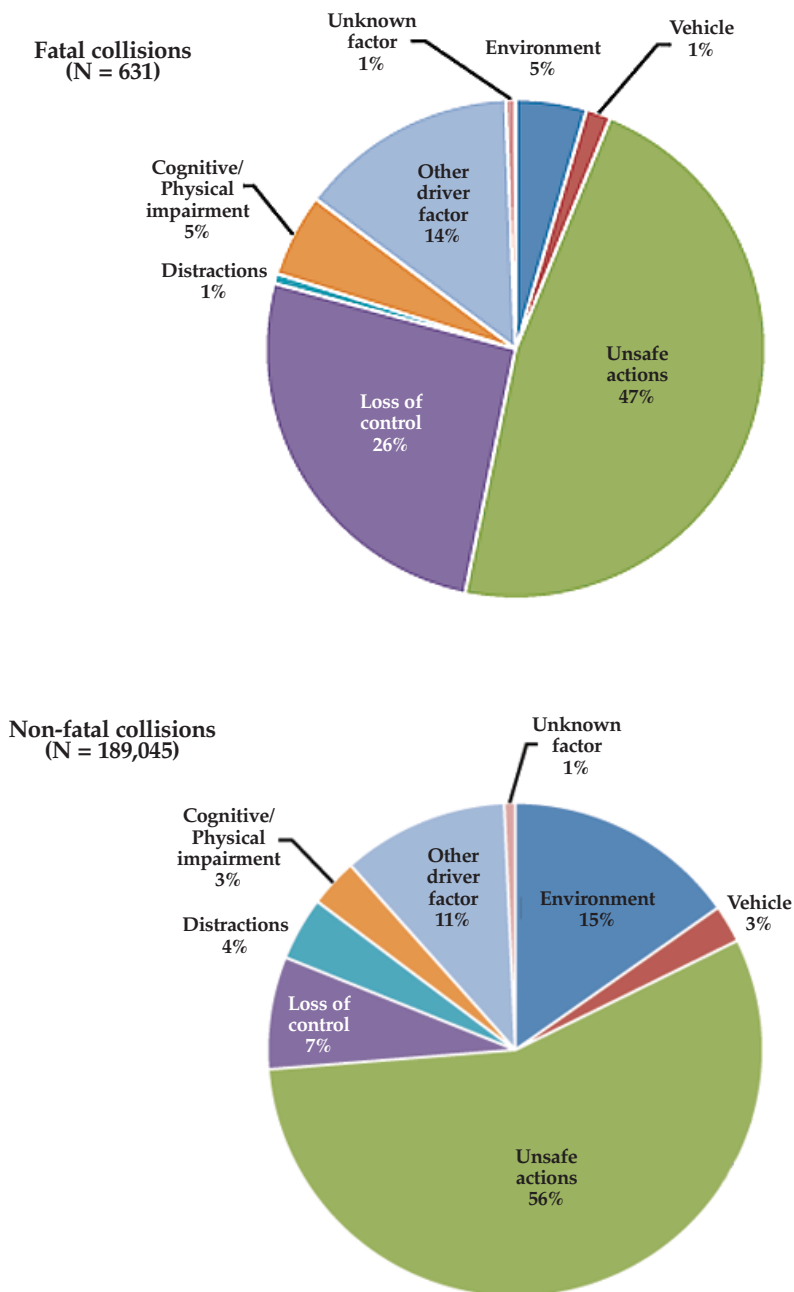
*Non-fatal injury* status includes *incapacitating, non-incapacitating, and possible* injury categories.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Fatal collisions were more likely than non-fatal collisions to have been attributable to a driver losing control of the vehicle in 2009.
- *Unsafe actions* were less likely to have been the primary factor in fatal collisions than in non-fatal collisions.
- Environmental and vehicular circumstances were less likely to have been the primary factor in fatal collisions than in non-fatal collisions.

**Figure 14. Collisions by primary factor and severity, 2009**

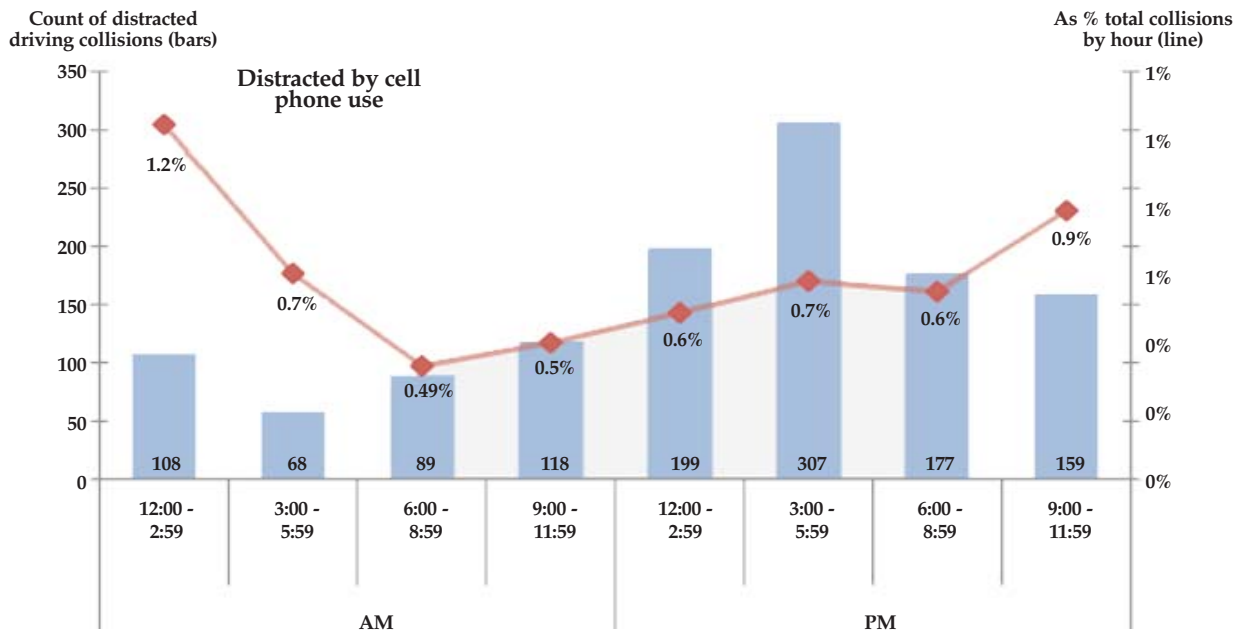
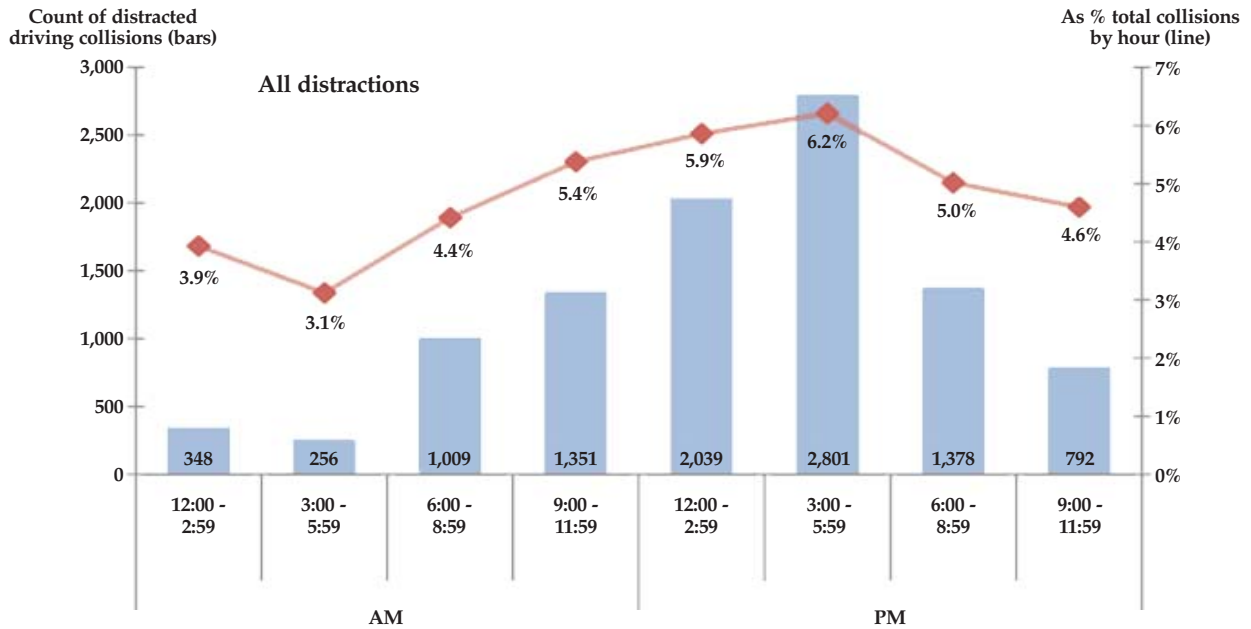


**Note:**  
See Table 2 for definitions of factor categories related to driver actions.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Collisions involving distracted driving from cell phone use were most likely from 12am to 2:59am.
- Collisions involving all forms of distracted driving were most likely during the evening rush hour (3pm to 5:59pm).
- At any given time of day, approximately 0.6 percent of collisions (1,215 of 189,665) involved a driver distracted by a cell phone.

Figure 15. Collisions involving distracted driving, by time of day, 2009



**Notes:**  
 Data limited to collisions where a valid collision time was reported.  
 All distractions includes cell phone use, use of other electronic devices, passenger distractions, and other (unspecified) distractions.  
 Distracted by cell phone use also includes collisions where a driver was using some other electronic device.

**Source:**  
 Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

► The highest likelihood for fatal collisions in 2009 was Monday and Friday, 12am - 2:59am, and Sunday, 3am - 5:59am.

**Table 25. Collisions by severity, day of the week, and time of day, 2009**

| Day of week             | Time of day  |              |               |               |               |               |               |               | All hours      |
|-------------------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
|                         | 12am-2:59am  | 3am-5:59am   | 6am-8:59am    | 9am-11:59am   | 12pm-2:59pm   | 3pm-5:59pm    | 6pm-8:59pm    | 9pm-11:59pm   |                |
| <b>Total collisions</b> | <b>8,861</b> | <b>8,206</b> | <b>22,855</b> | <b>25,132</b> | <b>34,811</b> | <b>45,099</b> | <b>27,470</b> | <b>17,231</b> | <b>189,665</b> |
| Sunday                  | 2,172        | 1,455        | 1,172         | 2,335         | 3,742         | 3,797         | 3,321         | 1,961         | 19,955         |
| Monday                  | 762          | 977          | 4,197         | 3,448         | 4,858         | 6,552         | 3,519         | 1,922         | 26,235         |
| Tuesday                 | 850          | 1,001        | 4,004         | 3,828         | 5,061         | 7,414         | 4,027         | 2,255         | 28,440         |
| Wednesday               | 882          | 981          | 4,203         | 3,892         | 5,252         | 7,182         | 4,008         | 2,301         | 28,701         |
| Thursday                | 1,089        | 1,224        | 4,022         | 3,856         | 4,893         | 7,197         | 3,909         | 2,293         | 28,483         |
| Friday                  | 1,135        | 1,119        | 3,521         | 3,948         | 5,875         | 8,287         | 4,608         | 3,081         | 31,574         |
| Saturday                | 1,971        | 1,449        | 1,736         | 3,825         | 5,130         | 4,670         | 4,078         | 3,418         | 26,277         |
| <b>Fatal collisions</b> | <b>81</b>    | <b>59</b>    | <b>57</b>     | <b>69</b>     | <b>89</b>     | <b>98</b>     | <b>84</b>     | <b>94</b>     | <b>631</b>     |
| Sunday                  | 20           | 16           | 5             | 9             | 15            | 9             | 11            | 10            | 95             |
| Monday                  | 10           | 8            | 4             | 7             | 16            | 14            | 5             | 3             | 67             |
| Tuesday                 | 7            | 3            | 10            | 15            | 14            | 14            | 10            | 14            | 87             |
| Wednesday               | 8            | 6            | 12            | 12            | 11            | 15            | 15            | 10            | 89             |
| Thursday                | 7            | 5            | 9             | 6             | 7             | 17            | 16            | 15            | 82             |
| Friday                  | 16           | 8            | 10            | 9             | 12            | 12            | 14            | 15            | 96             |
| Saturday                | 13           | 13           | 7             | 11            | 14            | 17            | 13            | 27            | 115            |
| <b>% Fatal</b>          | <b>0.9%</b>  | <b>0.7%</b>  | <b>0.2%</b>   | <b>0.3%</b>   | <b>0.3%</b>   | <b>0.2%</b>   | <b>0.3%</b>   | <b>0.5%</b>   | <b>0.3%</b>    |
| Sunday                  | 0.9%         | 1.1%         | 0.4%          | 0.4%          | 0.4%          | 0.2%          | 0.3%          | 0.5%          | 0.5%           |
| Monday                  | 1.3%         | 0.8%         | 0.1%          | 0.2%          | 0.3%          | 0.2%          | 0.1%          | 0.2%          | 0.3%           |
| Tuesday                 | 0.8%         | 0.3%         | 0.2%          | 0.4%          | 0.3%          | 0.2%          | 0.2%          | 0.6%          | 0.3%           |
| Wednesday               | 0.9%         | 0.6%         | 0.3%          | 0.3%          | 0.2%          | 0.2%          | 0.4%          | 0.4%          | 0.3%           |
| Thursday                | 0.6%         | 0.4%         | 0.2%          | 0.2%          | 0.1%          | 0.2%          | 0.4%          | 0.7%          | 0.3%           |
| Friday                  | 1.4%         | 0.7%         | 0.3%          | 0.2%          | 0.2%          | 0.1%          | 0.3%          | 0.5%          | 0.3%           |
| Saturday                | 0.7%         | 0.9%         | 0.4%          | 0.3%          | 0.3%          | 0.4%          | 0.3%          | 0.8%          | 0.4%           |

● Low      ● Medium      ● High

**Notes:**

Limited to collisions where date and time were reported.

*Non-fatal* injury status includes *incapacitating*, *non-incapacitating*, and *possible* injury categories.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In 2009, a collision was 2.7 times more likely to have involved fatalities when the road was *curved* (0.8 percent), relative to *straight* roads (0.3 percent).
- Among all road classes, collisions on *county* roads and *US routes* were most likely to have involved fatalities in 2009.

Table 26. Collisions by severity and road parameters, 2009

|                           | Collisions, by severity |            |                  |                 |                  | Injuries, by status |               |
|---------------------------|-------------------------|------------|------------------|-----------------|------------------|---------------------|---------------|
|                           | Total                   | Fatal      | Non-fatal injury | Property damage | Fatal as % total | Fatal               | Non-fatal     |
| <b>By road class</b>      |                         |            |                  |                 |                  |                     |               |
| Local/city                | 85,066                  | 152        | 15,972           | 68,942          | 0.2% ●           | 164                 | 21,784        |
| State road                | 27,835                  | 152        | 5,756            | 21,927          | 0.5% ●           | 167                 | 8,541         |
| County road               | 23,973                  | 157        | 4,669            | 19,147          | 0.7% ●           | 169                 | 6,330         |
| US route                  | 17,942                  | 106        | 3,809            | 14,027          | 0.6% ●           | 108                 | 5,767         |
| Interstate                | 13,167                  | 57         | 1,932            | 11,178          | 0.4% ●           | 77                  | 2,724         |
| Unknown road class        | 21,693                  | 7          | 1,273            | 20,413          | 0.0% ●           | 7                   | 1,444         |
| <b>By junction type</b>   |                         |            |                  |                 |                  |                     |               |
| No junction               | 127,531                 | 454        | 19,691           | 107,386         | 0.4% ●           | 504                 | 26,770        |
| Four-way                  | 37,531                  | 113        | 9,060            | 28,358          | 0.3% ●           | 123                 | 13,482        |
| T-intersection            | 19,447                  | 49         | 3,771            | 15,627          | 0.3% ●           | 50                  | 5,201         |
| Ramp                      | 2,805                   | 6          | 449              | 2,350           | 0.2% ●           | 6                   | 564           |
| Interchange               | 671                     | 3          | 133              | 535             | 0.4% ●           | 3                   | 176           |
| Y-intersection            | 646                     | 2          | 135              | 509             | 0.3% ●           | 2                   | 170           |
| Five point or more        | 486                     | 4          | 124              | 358             | 0.8% ●           | 4                   | 176           |
| Traffic circle/roundabout | 454                     | 0          | 41               | 413             | 0.0% ●           | 0                   | 44            |
| Unknown junction type     | 105                     | 0          | 7                | 98              | 0.0% ●           | 0                   | 7             |
| <b>By road character</b>  |                         |            |                  |                 |                  |                     |               |
| Straight                  | 164,638                 | 476        | 28,958           | 135,204         | 0.3% ●           | 522                 | 40,695        |
| Level                     | 136,708                 | 351        | 23,871           | 112,486         | 0.3% ●           | 381                 | 33,435        |
| Graded                    | 22,065                  | 88         | 3,948            | 18,029          | 0.4% ●           | 93                  | 5,636         |
| Hillcrest                 | 5,865                   | 37         | 1,139            | 4,689           | 0.6% ●           | 48                  | 1,624         |
| Curve                     | 19,248                  | 151        | 4,140            | 14,957          | 0.8% ●           | 166                 | 5,525         |
| Level                     | 11,435                  | 101        | 2,378            | 8,956           | 0.9% ●           | 109                 | 3,153         |
| Graded                    | 6,415                   | 44         | 1,478            | 4,893           | 0.7% ●           | 49                  | 2,007         |
| Hillcrest                 | 1,398                   | 6          | 284              | 1,108           | 0.4% ●           | 8                   | 365           |
| Non-roadway crash         | 5,569                   | 4          | 302              | 5,263           | 0.1% ●           | 4                   | 356           |
| Unknown character         | 221                     | 0          | 11               | 210             | 0.0% ●           | 0                   | 14            |
| <b>All collisions</b>     | <b>189,676</b>          | <b>631</b> | <b>33,411</b>    | <b>155,634</b>  | <b>0.3%</b>      | <b>692</b>          | <b>46,590</b> |

● Low ● High

**Notes:**

*Non-fatal injury* collisions are those with no fatalities and at least one *incapacitating*, *non-incapacitating*, or *possible* injury. *Non-fatal injury* status includes *incapacitating*, *non-incapacitating*, and *possible* injury categories.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



- ▶ Collisions where the vehicle *ran off [the] road* represented 11 percent (23,883 or 189,676) of total collisions and 32 percent (203 of 631) of fatal collisions in 2009.
- ▶ *Ran off of road* and *head-on* collisions were most likely to have involved fatalities in 2009.

Table 27. Collisions by severity and manner of collision, 2009

| Manner of collision          | Collisions, by severity |            |                  |                 |                  | Injuries, by status |               |
|------------------------------|-------------------------|------------|------------------|-----------------|------------------|---------------------|---------------|
|                              | Total                   | Fatal      | Non-fatal injury | Property damage | Fatal as % total | Fatal               | Non-fatal     |
| Rear end                     | 43,467                  | 52         | 8,480            | 34,935          | 0.1% ●           | 58                  | 12,012        |
| Right angle                  | 32,494                  | 141        | 7,686            | 24,667          | 0.4% ●           | 156                 | 11,825        |
| Ran off road                 | 23,883                  | 203        | 6,167            | 17,513          | 0.8% ●           | 221                 | 7,650         |
| Head on                      | 21,233                  | 144        | 3,762            | 17,327          | 0.7% ●           | 157                 | 5,349         |
| Backing                      | 18,395                  | 1          | 443              | 17,951          | 0.0% ●           | 1                   | 490           |
| Same direction sideswipe     | 17,263                  | 10         | 1,146            | 16,107          | 0.1% ●           | 10                  | 1,409         |
| Left turn                    | 8,915                   | 15         | 1,975            | 6,925           | 0.2% ●           | 17                  | 2,956         |
| Opposite direction sideswipe | 4,921                   | 9          | 638              | 4,274           | 0.2% ●           | 12                  | 905           |
| Right turn                   | 2,509                   | 2          | 282              | 2,225           | 0.1% ●           | 2                   | 351           |
| Left/right turn              | 2,299                   | 1          | 333              | 1,965           | 0.0% ●           | 1                   | 464           |
| Rear to rear                 | 410                     | 0          | 43               | 367             | 0.0% ●           | 0                   | 66            |
| Other collision manner       | 10,476                  | 38         | 1,725            | 8,713           | 0.4% ●           | 41                  | 2,260         |
| Non-collision                | 2,648                   | 14         | 688              | 1,946           | 0.5% ●           | 15                  | 803           |
| Unknown                      | 763                     | 1          | 43               | 719             | 0.1% ●           | 1                   | 50            |
| <b>All collisions</b>        | <b>189,676</b>          | <b>631</b> | <b>33,411</b>    | <b>155,634</b>  | <b>0.3%</b>      | <b>692</b>          | <b>46,590</b> |

● Low      ●      ● High

**Notes:**

*Non-fatal injury* collisions are those with no fatalities and at least one *incapacitating*, *non-incapacitating*, or *possible* injury. *Non-fatal injury* status includes *incapacitating*, *non-incapacitating*, and *possible* injury categories.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Collisions occurring in *fog/smoke/smog* conditions or in *severe cross winds* had the highest likelihood of involving fatalities among weather conditions.
- Collisions occurring on roads with *loose material* or with *mud* had the highest likelihood of involving fatalities among road surface conditions.

Table 28. Collisions by severity and environmental conditions, 2009

|                                   | Collisions, by severity |            |                  |                 |                  | Injuries, by status |               |
|-----------------------------------|-------------------------|------------|------------------|-----------------|------------------|---------------------|---------------|
|                                   | Total                   | Fatal      | Non-fatal injury | Property damage | Fatal as % total | Fatal               | Non-fatal     |
| <b>By light conditions</b>        |                         |            |                  |                 |                  |                     |               |
| Daylight                          | 122,655                 | 317        | 22,925           | 99,413          | 0.3% ●           | 349                 | 32,422        |
| Dark (not lighted)                | 30,587                  | 202        | 4,540            | 25,845          | 0.7% ●           | 222                 | 6,084         |
| Dark (lighted)                    | 26,068                  | 82         | 4,436            | 21,550          | 0.3% ●           | 89                  | 6,018         |
| Dawn/dusk                         | 9,075                   | 28         | 1,484            | 7,563           | 0.3% ●           | 30                  | 2,031         |
| Unknown                           | 1,291                   | 2          | 26               | 1,261           | 0.2% ●           | 2                   | 35            |
| <b>By weather conditions</b>      |                         |            |                  |                 |                  |                     |               |
| Clear                             | 108,194                 | 388        | 19,675           | 88,131          | 0.4% ●           | 428                 | 27,427        |
| Cloudy                            | 43,485                  | 141        | 7,528            | 35,816          | 0.3% ●           | 154                 | 10,641        |
| Rain                              | 21,122                  | 53         | 3,937            | 17,132          | 0.3% ●           | 56                  | 5,472         |
| Snow                              | 10,054                  | 19         | 1,272            | 8,763           | 0.2% ●           | 20                  | 1,676         |
| Blowing sand/soil/snow            | 3,035                   | 8          | 446              | 2,581           | 0.3% ●           | 10                  | 620           |
| Sleet/hail/freezing rain          | 2,237                   | 9          | 350              | 1,878           | 0.4% ●           | 10                  | 461           |
| Fog/smoke/smog                    | 804                     | 10         | 139              | 655             | 1.2% ●           | 11                  | 209           |
| Severe cross wind                 | 307                     | 3          | 51               | 253             | 1.0% ●           | 3                   | 68            |
| Unknown                           | 438                     | 0          | 13               | 425             | 0.0% ●           | 0                   | 16            |
| <b>By road surface conditions</b> |                         |            |                  |                 |                  |                     |               |
| Dry                               | 131,604                 | 492        | 24,083           | 107,029         | 0.4% ●           | 537                 | 33,786        |
| Wet                               | 32,486                  | 85         | 5,890            | 26,511          | 0.3% ●           | 93                  | 8,277         |
| Snow/Slush                        | 12,733                  | 22         | 1,517            | 11,194          | 0.2% ●           | 26                  | 2,036         |
| Ice                               | 10,668                  | 25         | 1,514            | 9,129           | 0.2% ●           | 28                  | 1,959         |
| Loose material on road            | 832                     | 4          | 218              | 610             | 0.5% ●           | 5                   | 275           |
| Water (standing or moving)        | 781                     | 2          | 160              | 619             | 0.3% ●           | 2                   | 222           |
| Muddy                             | 166                     | 1          | 20               | 145             | 0.6% ●           | 1                   | 24            |
| Unknown                           | 406                     | 0          | 9                | 397             | 0.0% ●           | 0                   | 11            |
| <b>All collisions</b>             | <b>189,676</b>          | <b>631</b> | <b>33,411</b>    | <b>155,634</b>  | <b>0.3%</b>      | <b>692</b>          | <b>46,590</b> |

● Low      ● High

**Notes:**

*Non-fatal injury* collisions are those with no fatalities and at least one *incapacitating, non-incapacitating, or possible* injury. *Non-fatal injury* status includes *incapacitating, non-incapacitating, and possible* injury categories.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

► In 2009, *railroad crossings* were the most dangerous traffic control type for collisions, with 2.7 percent involving fatalities.

**Table 29. Collisions by severity and traffic control type, 2009**

| Traffic control type     | Collisions, by severity |            |                  |                 |                  | Injuries, by status |               |
|--------------------------|-------------------------|------------|------------------|-----------------|------------------|---------------------|---------------|
|                          | Total                   | Fatal      | Non-fatal injury | Property damage | Fatal as % total | Fatal               | Non-fatal     |
| Lane control             | 45,447                  | 189        | 8,201            | 37,057          | 0.4% ●           | 213                 | 11,480        |
| Traffic light            | 32,196                  | 54         | 7,249            | 24,893          | 0.2% ●           | 58                  | 10,595        |
| Stop sign                | 18,944                  | 75         | 4,407            | 14,462          | 0.4% ●           | 83                  | 6,528         |
| No passing zone          | 5,144                   | 68         | 1,120            | 3,956           | 1.3% ●           | 75                  | 1,600         |
| Other regulatory sign    | 1,498                   | 7          | 289              | 1,202           | 0.5% ●           | 8                   | 408           |
| Yield sign               | 1,345                   | 6          | 252              | 1,087           | 0.4% ●           | 6                   | 379           |
| Flashing signal          | 1,251                   | 8          | 352              | 891             | 0.6% ●           | 8                   | 572           |
| Railroad crossing        | 373                     | 10         | 70               | 293             | 2.7% ●           | 12                  | 99            |
| Person directing traffic | 232                     | 0          | 53               | 179             | 0.0% ●           | 0                   | 75            |
| Unknown/not reported     | 390                     | 1          | 24               | 365             | 0.3% ●           | 1                   | 29            |
| None                     | 82,856                  | 213        | 11,394           | 71,249          | 0.3% ●           | 228                 | 14,825        |
| <b>All collisions</b>    | <b>189,676</b>          | <b>631</b> | <b>33,411</b>    | <b>155,634</b>  | <b>0.3%</b>      | <b>692</b>          | <b>46,590</b> |

● Low      ● High

**Notes:**

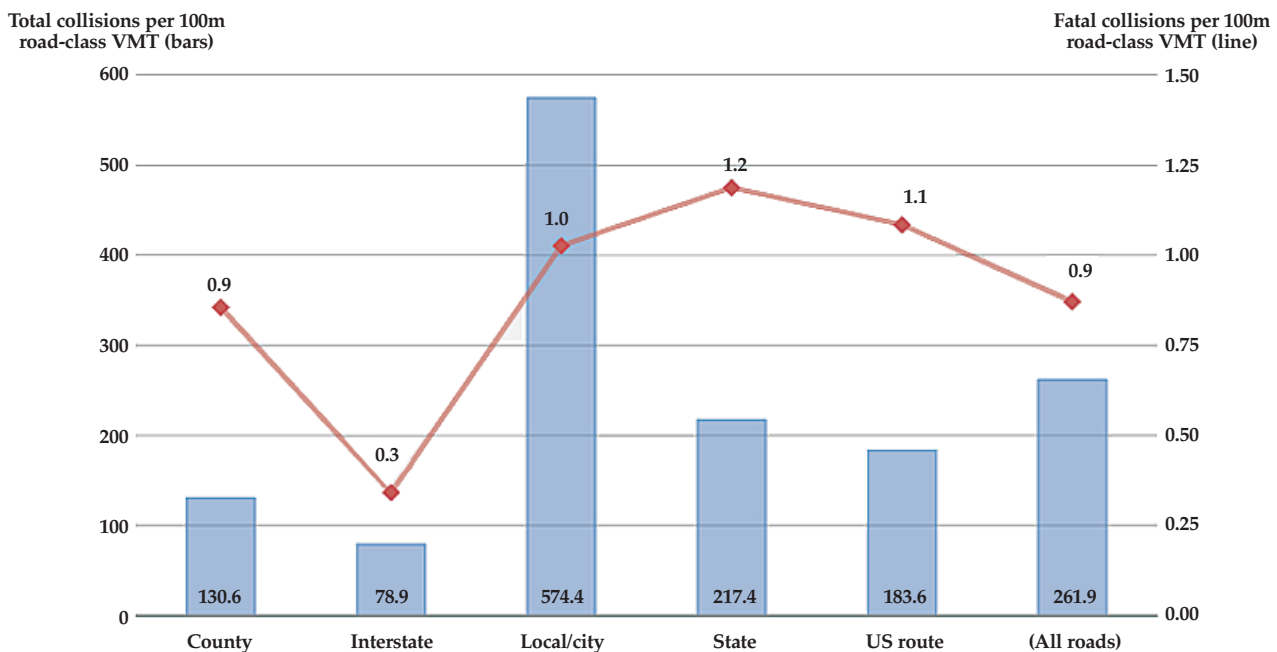
*Non-fatal injury* collisions are those with no fatalities and at least one *incapacitating, non-incapacitating, or possible* injury. *Non-fatal injury* status includes *incapacitating, non-incapacitating, and possible* injury categories.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Fatal collision rates per 100m VMT were highest on *state roads* and *US routes* in 2009.
- Total collision rates per 100m VMT were highest on *local/city roads* and lowest on *interstates*.

**Figure 16. Total collision and fatal collision rates, by road class, 2009**



**Note:**

Vehicle miles travelled data not available by road class for 2009 at time of publication; 2008 data used as a proxy.

**Sources:**

*Collisions:* Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.  
*Vehicle miles travelled:* Indiana Department of Transportation, as of February 1, 2010.

- ▶ Collisions occurring in road segments with *cross-overs* or *lane shifts* had the highest likelihood of involving fatalities in 2009.
- ▶ In 2009, 1.4 percent of fatal collisions (9 of 631) occurred in construction zones, compared to 2.3 percent of non-fatal collisions (4,534 of 189,045).

Table 30. Collisions in construction zones, by severity and construction type, 2009

| Construction zone type          | Collisions, by severity |            |                  |                 |                  | Injuries, by status |               |
|---------------------------------|-------------------------|------------|------------------|-----------------|------------------|---------------------|---------------|
|                                 | Total                   | Fatal      | Non-fatal injury | Property damage | Fatal as % total | Fatal               | Non-fatal     |
| Lane closure                    | 1,998                   | 2          | 328              | 1,668           | 0.1% ●           | 2                   | 475           |
| Cross-over/lane shift           | 442                     | 3          | 49               | 390             | 0.7% ●           | 3                   | 70            |
| Intermittent/moving work        | 513                     | 2          | 92               | 419             | 0.4% ●           | 2                   | 129           |
| Work on shoulder                | 1,075                   | 2          | 206              | 867             | 0.2% ●           | 2                   | 283           |
| Other/not reported              | 515                     | 0          | 83               | 432             | 0.0% ●           | 0                   | 107           |
| <i>All construction types</i>   | <i>4,543</i>            | <i>9</i>   | <i>758</i>       | <i>3,776</i>    | <i>0.2% ●</i>    | <i>9</i>            | <i>1,064</i>  |
| <i>Not in construction zone</i> | <i>185,133</i>          | <i>622</i> | <i>32,653</i>    | <i>151,858</i>  | <i>0.3% ●</i>    | <i>683</i>          | <i>45,526</i> |
| <b>All collisions</b>           | <b>189,676</b>          | <b>631</b> | <b>33,411</b>    | <b>155,634</b>  | <b>0.3%</b>      | <b>692</b>          | <b>46,590</b> |

● Low      ● High

**Notes:**

*Non-fatal injury* collisions are those with no fatalities and at least one *incapacitating, non-incapacitating, or possible* injury. *Non-fatal injury* status includes *incapacitating, non-incapacitating, and possible* injury categories.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- *Alcohol-related* and *hit-and-run* collisions were most likely to have occurred from 12am - 5:59am on Saturdays and Sundays.
- *Aggressive driving* collisions were most likely to have occurred from 12pm - 5:59pm.
- Collisions involving vehicles *disregarding a signal* were least likely to have occurred on Fridays and Saturdays.

**Table 31. Collisions by day, hour, and collision circumstances, 2009**

|              |               | <div style="display: flex; justify-content: space-between; align-items: center;"> <span>Low</span> <span>&lt;</span> <span>&lt;</span> <span>&gt;</span> <span>&gt;</span> <span>High</span> </div> |                 |                     |                    |                     |               |                     |                  |                     |               |                     |                      |                     |                        |                     |  |
|--------------|---------------|---|-----------------|---------------------|--------------------|---------------------|---------------|---------------------|------------------|---------------------|---------------|---------------------|----------------------|---------------------|------------------------|---------------------|--|
| Day          | Time          | Total   | Alcohol-related |                     | Aggressive driving |                     | Speed-related |                     | Disregard signal |                     | Hit-and-run   |                     | Distracted, any type |                     | Distracted, cell phone |                     |  |
|              |               |   | Count           | As % day/time total | Count              | As % day/time total | Count         | As % day/time total | Count            | As % day/time total | Count         | As % day/time total | Count                | As % day/time total | Count                  | As % day/time total |  |
| Mon          | 12am - 5:59am | 1,739   | 168             | 9.7                 | 12                 | 0.7                 | 262           | 15.1                | 14               | 0.8                 | 258           | 14.8                | 51                   | 2.9                 | 13                     | 0.7                 |  |
|              | 6am - 11:59am | 7,645   | 38              | 0.5                 | 82                 | 1.1                 | 1,013         | 13.3                | 182              | 2.4                 | 572           | 7.5                 | 382                  | 5.0                 | 29                     | 0.4                 |  |
|              | 12pm - 5:59pm | 11,410  | 175             | 1.5                 | 208                | 1.8                 | 568           | 5.0                 | 254              | 2.2                 | 1,177         | 10.3                | 734                  | 6.4                 | 65                     | 0.6                 |  |
|              | 6pm - 11:59pm | 5,441   | 391             | 7.2                 | 85                 | 1.6                 | 373           | 6.9                 | 103              | 1.9                 | 827           | 15.2                | 275                  | 5.1                 | 48                     | 0.9                 |  |
| Tue          | 12am - 5:59am | 1,851   | 260             | 14.0                | 7                  | 0.4                 | 215           | 11.6                | 17               | 0.9                 | 393           | 21.2                | 60                   | 3.2                 | 11                     | 0.6                 |  |
|              | 6am - 11:59am | 7,832   | 61              | 0.8                 | 115                | 1.5                 | 881           | 11.2                | 194              | 2.5                 | 663           | 8.5                 | 397                  | 5.1                 | 36                     | 0.5                 |  |
|              | 12pm - 5:59pm | 12,475  | 161             | 1.3                 | 190                | 1.5                 | 1,151         | 9.2                 | 260              | 2.1                 | 1,160         | 9.3                 | 757                  | 6.1                 | 76                     | 0.6                 |  |
|              | 6pm - 11:59pm | 6,282   | 403             | 6.4                 | 79                 | 1.3                 | 701           | 11.2                | 134              | 2.1                 | 881           | 14.0                | 307                  | 4.9                 | 44                     | 0.7                 |  |
| Wed          | 12am - 5:59am | 1,863   | 293             | 15.7                | 18                 | 1.0                 | 248           | 13.3                | 26               | 1.4                 | 373           | 20.0                | 55                   | 3.0                 | 15                     | 0.8                 |  |
|              | 6am - 11:59am | 8,095   | 75              | 0.9                 | 110                | 1.4                 | 972           | 12.0                | 189              | 2.3                 | 734           | 9.1                 | 364                  | 4.5                 | 31                     | 0.4                 |  |
|              | 12pm - 5:59pm | 12,434  | 199             | 1.6                 | 218                | 1.8                 | 1,106         | 8.9                 | 272              | 2.2                 | 1,226         | 9.9                 | 704                  | 5.7                 | 79                     | 0.6                 |  |
|              | 6pm - 11:59pm | 6,309   | 420             | 6.7                 | 97                 | 1.5                 | 661           | 10.5                | 128              | 2.0                 | 883           | 14.0                | 313                  | 5.0                 | 44                     | 0.7                 |  |
| Thu          | 12am - 5:59am | 2,313   | 372             | 16.1                | 15                 | 0.6                 | 386           | 16.7                | 26               | 1.1                 | 505           | 21.8                | 65                   | 2.8                 | 19                     | 0.8                 |  |
|              | 6am - 11:59am | 7,878   | 54              | 0.7                 | 112                | 1.4                 | 1,012         | 12.8                | 180              | 2.3                 | 612           | 7.8                 | 360                  | 4.6                 | 32                     | 0.4                 |  |
|              | 12pm - 5:59pm | 12,090  | 184             | 1.5                 | 250                | 2.1                 | 838           | 6.9                 | 293              | 2.4                 | 1,171         | 9.7                 | 744                  | 6.2                 | 80                     | 0.7                 |  |
|              | 6pm - 11:59pm | 6,202   | 474             | 7.6                 | 99                 | 1.6                 | 497           | 8.0                 | 146              | 2.4                 | 909           | 14.7                | 301                  | 4.9                 | 53                     | 0.9                 |  |
| Fri          | 12am - 5:59am | 2,254   | 442             | 19.6                | 18                 | 0.8                 | 245           | 10.9                | 22               | 1.0                 | 556           | 24.7                | 73                   | 3.2                 | 21                     | 0.9                 |  |
|              | 6am - 11:59am | 7,469   | 89              | 1.2                 | 93                 | 1.2                 | 610           | 8.2                 | 193              | 2.6                 | 653           | 8.7                 | 400                  | 5.4                 | 38                     | 0.5                 |  |
|              | 12pm - 5:59pm | 14,162  | 204             | 1.4                 | 268                | 1.9                 | 901           | 6.4                 | 269              | 1.9                 | 1,325         | 9.4                 | 885                  | 6.2                 | 96                     | 0.7                 |  |
|              | 6pm - 11:59pm | 7,689   | 611             | 7.9                 | 117                | 1.5                 | 578           | 7.5                 | 124              | 1.6                 | 1,163         | 15.1                | 418                  | 5.4                 | 60                     | 0.8                 |  |
| Sat          | 12am - 5:59am | 3,420   | 932             | 27.3                | 47                 | 1.4                 | 404           | 11.8                | 56               | 1.6                 | 1,022         | 29.9                | 155                  | 4.5                 | 46                     | 1.3                 |  |
|              | 6am - 11:59am | 5,561   | 147             | 2.6                 | 74                 | 1.3                 | 677           | 12.2                | 131              | 2.4                 | 603           | 10.8                | 285                  | 5.1                 | 19                     | 0.3                 |  |
|              | 12pm - 5:59pm | 9,800   | 260             | 2.7                 | 168                | 1.7                 | 903           | 9.2                 | 192              | 2.0                 | 1,175         | 12.0                | 563                  | 5.7                 | 60                     | 0.6                 |  |
|              | 6pm - 11:59pm | 7,496   | 725             | 9.7                 | 132                | 1.8                 | 800           | 10.7                | 122              | 1.6                 | 1,236         | 16.5                | 314                  | 4.2                 | 60                     | 0.8                 |  |
| Sun          | 12am - 5:59am | 3,627   | 981             | 27.0                | 38                 | 1.0                 | 460           | 12.7                | 50               | 1.4                 | 1,133         | 31.2                | 145                  | 4.0                 | 41                     | 1.1                 |  |
|              | 6am - 11:59am | 3,507   | 121             | 3.5                 | 41                 | 1.2                 | 505           | 14.4                | 88               | 2.5                 | 468           | 13.3                | 172                  | 4.9                 | 22                     | 0.6                 |  |
|              | 12pm - 5:59pm | 7,539   | 197             | 2.6                 | 135                | 1.8                 | 721           | 9.6                 | 213              | 2.8                 | 908           | 12.0                | 453                  | 6.0                 | 50                     | 0.7                 |  |
|              | 6pm - 11:59pm | 5,282   | 418             | 7.9                 | 62                 | 1.2                 | 561           | 10.6                | 105              | 2.0                 | 761           | 14.4                | 242                  | 4.6                 | 27                     | 0.5                 |  |
| Mon          |               | 26,235  | 772             | 2.9                 | 387                | 1.5                 | 2,216         | 8.4                 | 553              | 2.1                 | 2,834         | 10.8                | 1,442                | 5.5                 | 155                    | 0.6                 |  |
| Tue          |               | 28,440  | 885             | 3.1                 | 391                | 1.4                 | 2,948         | 10.4                | 605              | 2.1                 | 3,097         | 10.9                | 1,521                | 5.3                 | 167                    | 0.6                 |  |
| Wed          |               | 28,704  | 987             | 3.4                 | 443                | 1.5                 | 2,988         | 10.4                | 615              | 2.1                 | 3,217         | 11.2                | 1,436                | 5.0                 | 169                    | 0.6                 |  |
| Thu          |               | 28,486  | 1,084           | 3.8                 | 476                | 1.7                 | 2,733         | 9.6                 | 645              | 2.3                 | 3,197         | 11.2                | 1,470                | 5.2                 | 184                    | 0.6                 |  |
| Fri          |               | 31,576  | 1,346           | 4.3                 | 496                | 1.6                 | 2,335         | 7.4                 | 608              | 1.9                 | 3,697         | 11.7                | 1,776                | 5.6                 | 215                    | 0.7                 |  |
| Sat          |               | 26,279  | 2,064           | 7.9                 | 421                | 1.6                 | 2,785         | 10.6                | 501              | 1.9                 | 4,036         | 15.4                | 1,317                | 5.0                 | 185                    | 0.7                 |  |
| Sun          |               | 19,956  | 1,717           | 8.6                 | 276                | 1.4                 | 2,247         | 11.3                | 456              | 2.3                 | 3,271         | 16.4                | 1,012                | 5.1                 | 140                    | 0.7                 |  |
| <b>TOTAL</b> |               | <b>189,676</b>  | <b>8,855</b>    | <b>4.7</b>          | <b>2,890</b>       | <b>1.5</b>          | <b>18,252</b> | <b>9.6</b>          | <b>3,983</b>     | <b>2.1</b>          | <b>23,349</b> | <b>12.3</b>         | <b>9,974</b>         | <b>5.3</b>          | <b>1,215</b>           | <b>0.6</b>          |  |

**Notes:**

Daily totals include collisions with invalid time reported.  
Color comparisons are only valid within crash-type categories.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Proportional to total collisions by month, *alcohol-related* collisions were least likely in winter months (December - February).
- *Aggressive driving* collisions were proportionally most likely during summer months.
- *Speed-related* collisions were proportionally most likely during winter months.

**Table 32. Collisions by month and collision circumstances, 2009**

| Month        | Total          | Alcohol-related |                     | Aggressive driving |                     | Speed-related |                     | Disregard signal |                     | Hit-and-run   |                     | Distracted, any type |                     | Distracted, cell phone |                     |
|--------------|----------------|-----------------|---------------------|--------------------|---------------------|---------------|---------------------|------------------|---------------------|---------------|---------------------|----------------------|---------------------|------------------------|---------------------|
|              |                | Count           | As % day/time total | Count              | As % day/time total | Count         | As % day/time total | Count            | As % day/time total | Count         | As % day/time total | Count                | As % day/time total | Count                  | As % day/time total |
| Jan          | 20,230         | 756             | 3.7                 | 209                | 1.0                 | 4,765         | 23.6                | 359              | 1.8                 | 2,284         | 11.3                | 621                  | 3.1                 | 86                     | 0.4                 |
| Feb          | 15,258         | 664             | 4.4                 | 208                | 1.4                 | 2,253         | 14.8                | 303              | 2.0                 | 2,031         | 13.3                | 677                  | 4.4                 | 79                     | 0.5                 |
| Mar          | 12,753         | 739             | 5.8                 | 211                | 1.7                 | 703           | 5.5                 | 314              | 2.5                 | 1,778         | 13.9                | 745                  | 5.8                 | 102                    | 0.8                 |
| Apr          | 14,055         | 707             | 5.0                 | 212                | 1.5                 | 880           | 6.3                 | 334              | 2.4                 | 1,814         | 12.9                | 880                  | 6.3                 | 106                    | 0.8                 |
| May          | 15,402         | 818             | 5.3                 | 265                | 1.7                 | 820           | 5.3                 | 303              | 2.0                 | 1,993         | 12.9                | 969                  | 6.3                 | 119                    | 0.8                 |
| Jun          | 14,887         | 698             | 4.7                 | 233                | 1.6                 | 832           | 5.6                 | 329              | 2.2                 | 1,854         | 12.5                | 917                  | 6.2                 | 96                     | 0.6                 |
| Jul          | 14,118         | 775             | 5.5                 | 218                | 1.5                 | 762           | 5.4                 | 361              | 2.6                 | 1,831         | 13.0                | 886                  | 6.3                 | 93                     | 0.7                 |
| Aug          | 14,469         | 778             | 5.4                 | 259                | 1.8                 | 832           | 5.8                 | 303              | 2.1                 | 2,010         | 13.9                | 902                  | 6.2                 | 106                    | 0.7                 |
| Sep          | 14,615         | 728             | 5.0                 | 254                | 1.7                 | 831           | 5.7                 | 312              | 2.1                 | 1,831         | 12.5                | 944                  | 6.5                 | 106                    | 0.7                 |
| Oct          | 17,576         | 759             | 4.3                 | 299                | 1.7                 | 1,179         | 6.7                 | 389              | 2.2                 | 2,013         | 11.5                | 910                  | 5.2                 | 130                    | 0.7                 |
| Nov          | 16,924         | 731             | 4.3                 | 253                | 1.5                 | 805           | 4.8                 | 337              | 2.0                 | 1,850         | 10.9                | 779                  | 4.6                 | 84                     | 0.5                 |
| Dec          | 19,389         | 702             | 3.6                 | 269                | 1.4                 | 3,590         | 18.5                | 339              | 1.7                 | 2,060         | 10.6                | 744                  | 3.8                 | 108                    | 0.6                 |
| <b>Total</b> | <b>189,676</b> | <b>8,855</b>    | <b>4.7</b>          | <b>2,890</b>       | <b>1.5</b>          | <b>18,252</b> | <b>9.6</b>          | <b>3,983</b>     | <b>2.1</b>          | <b>23,349</b> | <b>12.3</b>         | <b>9,974</b>         | <b>5.3</b>          | <b>1,215</b>           | <b>0.6</b>          |

**Note:**  
Color comparisons are only valid within crash-type categories.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- *Alcohol-related* collisions produced \$428 million in economic costs to Indiana in 2009.
- *Speed-related* collisions produced \$569 million in economic costs to Indiana in 2009.
- Forty-eight percent of costs associated with *alcohol-related* collisions were attributable to fatalities in those collisions.

**Table 33. Collisions, injuries, and estimated economic costs, by collision type, 2009**

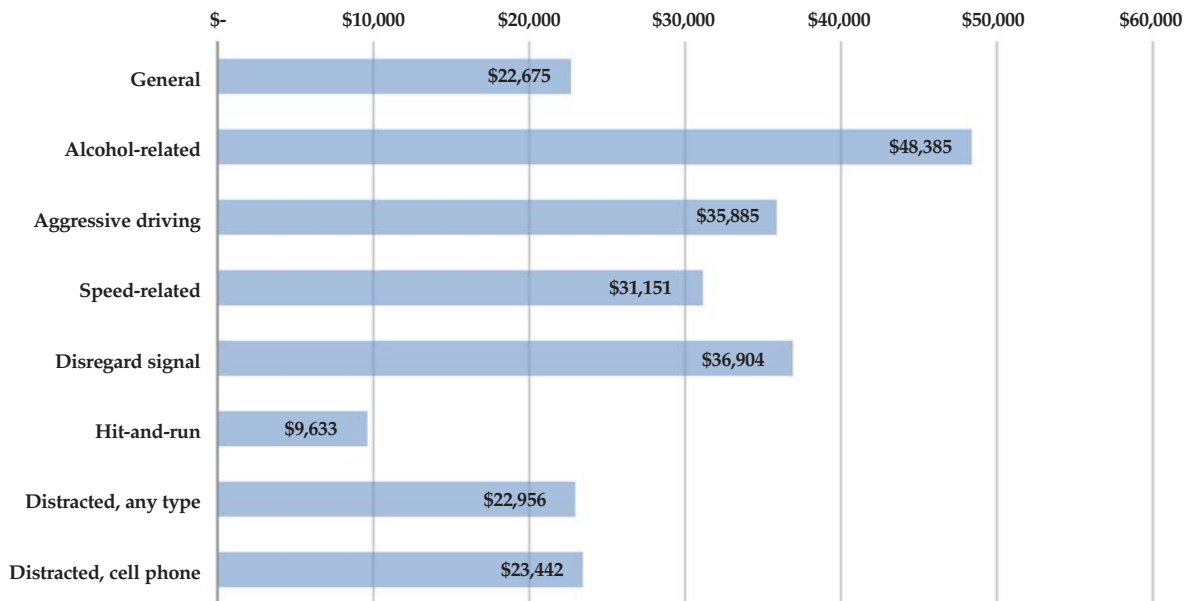
|                                   | Collision type   |                 |                    |                |                  |                |                      |                        |
|-----------------------------------|------------------|-----------------|--------------------|----------------|------------------|----------------|----------------------|------------------------|
|                                   | All              | Alcohol-related | Aggressive driving | Speed-related  | Disregard signal | Hit-and-run    | Distracted, any type | Distracted, cell phone |
| <b>Collisions</b>                 | <b>189,676</b>   | <b>8,855</b>    | <b>2,890</b>       | <b>18,252</b>  | <b>3,983</b>     | <b>23,349</b>  | <b>9,974</b>         | <b>1,215</b>           |
| <b>Injuries</b>                   | <b>41,867</b>    | <b>3,815</b>    | <b>1,074</b>       | <b>5,508</b>   | <b>2,101</b>     | <b>2,108</b>   | <b>2,865</b>         | <b>362</b>             |
| Fatalities                        | 692              | 168             | 23                 | 158            | 16               | 23             | 10                   | 2                      |
| Incapacitating                    | 3,179            | 473             | 81                 | 514            | 123              | 146            | 160                  | 22                     |
| Non-incapacitating                | 37,996           | 3,174           | 970                | 4,836          | 1,962            | 1,939          | 2,695                | 338                    |
| <b>Estimated costs (millions)</b> | <b>\$4,300.9</b> | <b>\$428.4</b>  | <b>\$103.7</b>     | <b>\$568.6</b> | <b>\$147.0</b>   | <b>\$224.9</b> | <b>\$229.0</b>       | <b>\$28.5</b>          |
| From fatalities                   | \$849.1          | \$206.1         | \$28.2             | \$193.9        | \$19.6           | \$28.2         | \$12.3               | \$2.5                  |
| From incapacitating injuries      | \$350.1          | \$52.1          | \$8.9              | \$56.6         | \$13.5           | \$16.1         | \$17.6               | \$2.4                  |
| From non-incap. injuries          | \$1,294.3        | \$106.9         | \$33.2             | \$162.9        | \$68.2           | \$65.9         | \$91.1               | \$11.7                 |
| Other costs                       | \$1,807.3        | \$63.3          | \$33.3             | \$155.2        | \$45.6           | \$114.7        | \$108.0              | \$12.0                 |

**Notes:**  
See Appendix A for details on cost computations.  
All dollar values in 2009 dollars.  
*Non-incapacitating* includes *non-incapacitating* and *possible injury* categories.  
*Other costs* includes costs associated with individuals with unknown injuries and costs to damaged vehicles.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In general, each traffic collision cost the State of Indiana \$22,675 in 2009.
- *Alcohol-related* collisions had the greatest economic cost of any collision type in 2009 (\$48,385 per collision).

Figure 17. Average economic impact of traffic collisions, by collision type, 2009



**Notes:**

See Appendix A for details on cost computations.  
All dollar values in 2009 dollars.

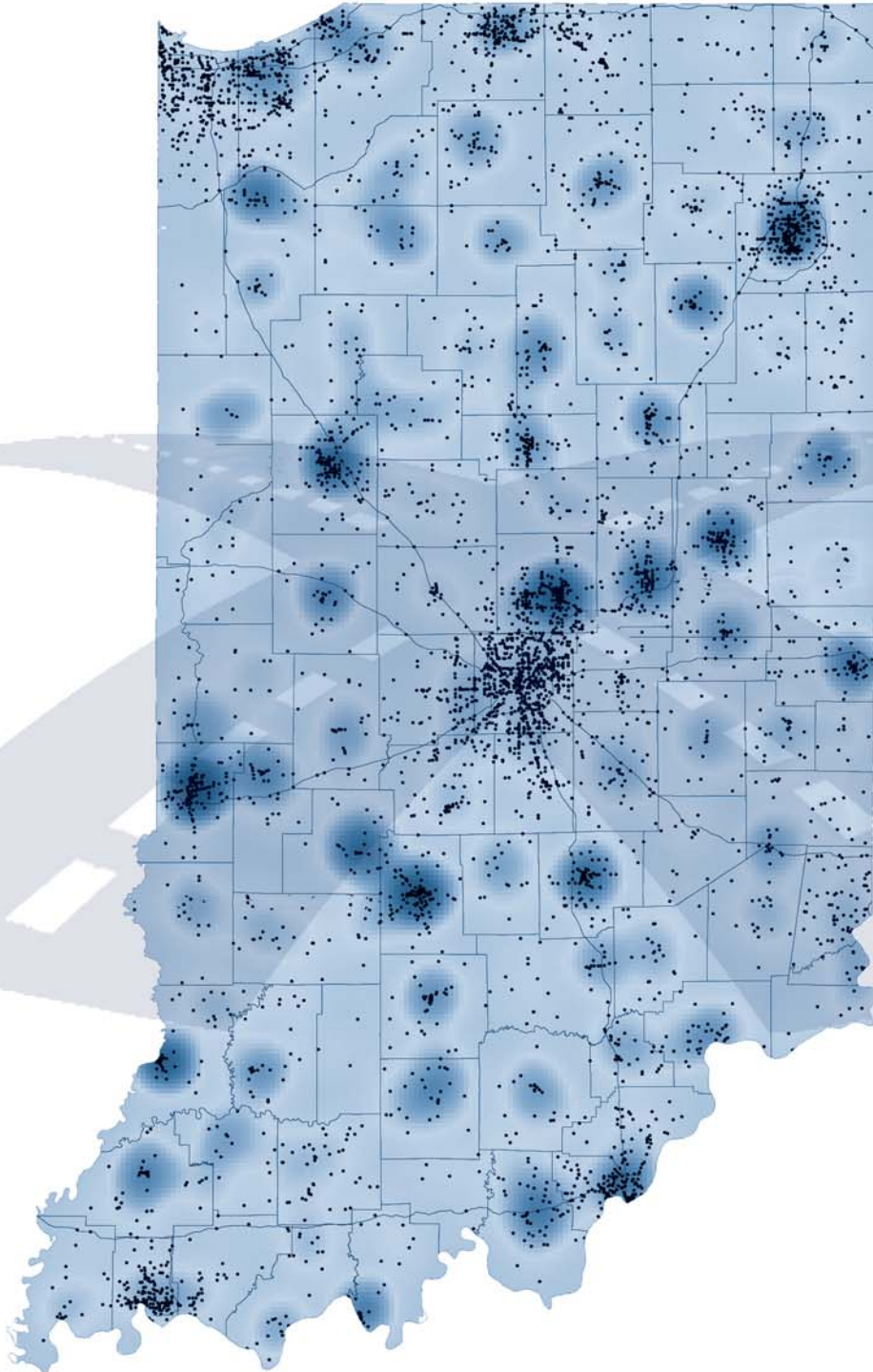
**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.





# VEHICLES



## VEHICLES, 2009

The vehicles section summarizes data on motor vehicles involved in Indiana collisions in 2009. Special emphasis is given to passenger vehicles (passenger cars, pickup trucks, sport utility vehicles, and vans), large trucks, and school buses. Except as noted, motorcycles and mopeds are described in the Motorcycles section of this report. Vehicle data are categorized by collision severity, vehicle use, locality (rural/urban), road class, and primary factors.

### HIGHLIGHTS

Vehicles involved in Indiana collisions per 100,000 registered vehicles decreased on average between 2005 and 2009.

In 2009, large trucks accounted for 3.5 percent of the vehicles involved in all collisions, and nearly 11 percent of the vehicles involved in fatal collisions.

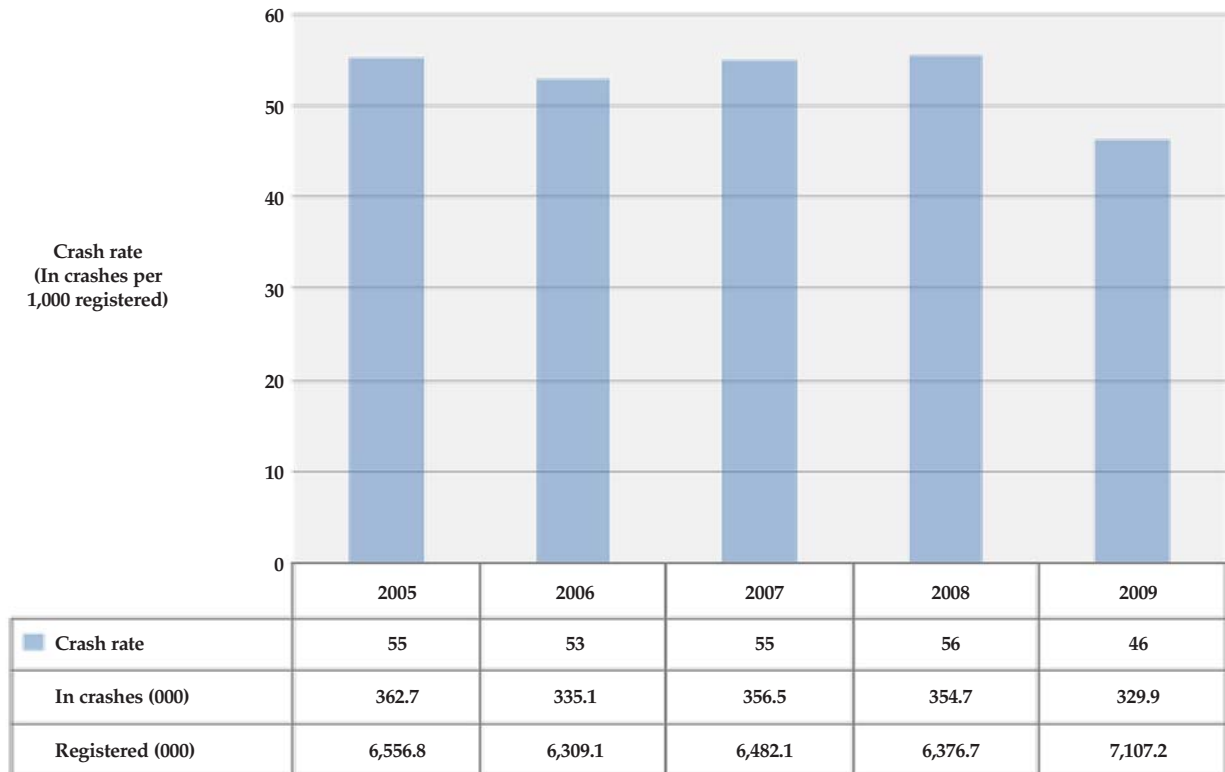
For every 1,000 passenger cars involved in collisions, 5.9 were involved in fatal collisions on *interstates*.

*Failure to yield right of way* was the most common collision primary factor in serious injury collisions involving passenger vehicle types.

Nearly 90 percent of the collisions involving school buses in 2009 were property damage only collisions.

- ▶ While the number of registered vehicles increased (11 percent) from 2008 to 2009, the number of motor vehicles involved in collisions decreased (7 percent) during the same time period.
- ▶ Per 1,000 registered vehicles, the crash rate decreased from 56 in 2008 to 46 in 2009.

Figure 18. Motor vehicles involved in Indiana collisions, 2005-2009



**Notes:**

Vehicle counts exclude unit types reported as *bicycles* and *pedestrians*. Registered vehicles excludes all non-motor vehicle types.

**Sources:**

*Motor vehicles involved* Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.  
*Registered vehicles* Indiana Bureau of Motor Vehicles, as of June 8, 2010.

- In 2009, *other* vehicles were four times as likely to have been involved in a fatal collision as *passenger vehicles* (10 versus 2.5 per 1,000 total involved, respectively). Excluding motorcycles, the fatal collision rate for *other* vehicles was 6.1, about 2.5 times more likely than passenger vehicles.
- Among all vehicle types, *motorcycles/mopeds* were most likely to have been involved in a fatal collision in 2009 (35.2 per 1,000 total involved). This is up from 32.7 per 1,000 involved in 2008.
- In 2009, *large trucks* accounted for 3.5 percent of the vehicles involved in all collisions, but nearly 11 percent of the vehicles involved in fatal collisions.
- While *motorcycles/mopeds* represented only 1 percent of all vehicles involved in all collisions, they accounted for over 11 percent of vehicles involved in fatal collisions.

Table 34. Motor vehicles involved in Indiana collisions, by collision severity, 2009

| Vehicle type                | Vehicles involved in... |              |                  |              |                           |              |                               |              |                                 |              | Vehicles in fatal collisions per 1,000 in all collisions |
|-----------------------------|-------------------------|--------------|------------------|--------------|---------------------------|--------------|-------------------------------|--------------|---------------------------------|--------------|--|
|                             | All collisions          |              | Fatal collisions |              | Incapacitating collisions |              | Non-incapacitating collisions |              | Property damage only collisions |              |  |
|                             | Count                   | % Total      | Count            | % Total      | Count                     | % Total      | Count                         | % Total      | Count                           | % Total      |  |
| <b>Passenger vehicles</b>   | <b>304,393</b>          | <b>92.3%</b> | <b>767</b>       | <b>75.1%</b> | <b>3,799</b>              | <b>84.4%</b> | <b>50,888</b>                 | <b>93.1%</b> | <b>248,939</b>                  | <b>92.3%</b> | <b>2.5</b>   |
| Passenger car               | 187,981                 | 57.0%        | 417              | 40.8%        | 2,308                     | 51.3%        | 31,800                        | 58.2%        | 153,456                         | 56.9%        | 2.2  |
| Pickup truck                | 47,058                  | 14.3%        | 166              | 16.3%        | 640                       | 14.2%        | 7,289                         | 13.3%        | 38,963                          | 14.4%        | 3.5  |
| Sport utility vehicle (SUV) | 46,232                  | 14.0%        | 130              | 12.7%        | 556                       | 12.4%        | 7,819                         | 14.3%        | 37,727                          | 14.0%        | 2.8  |
| Van                         | 23,122                  | 7.0%         | 54               | 5.3%         | 295                       | 6.6%         | 3,980                         | 7.3%         | 18,793                          | 7.0%         | 2.3  |
| <b>Other vehicles</b>       | <b>25,513</b>           | <b>7.7%</b>  | <b>254</b>       | <b>24.9%</b> | <b>703</b>                | <b>15.6%</b> | <b>3,744</b>                  | <b>6.9%</b>  | <b>20,812</b>                   | <b>7.7%</b>  | <b>10.0</b>  |
| Buses                       | 1,821                   | 0.6%         | 6                | 0.6%         | 18                        | 0.4%         | 206                           | 0.4%         | 1,591                           | 0.6%         | 3.3  |
| Large trucks                | 11,591                  | 3.5%         | 110              | 10.8%        | 173                       | 3.8%         | 1,205                         | 2.2%         | 10,103                          | 3.7%         | 9.5  |
| Motorcycle/moped            | 3,354                   | 1.0%         | 118              | 11.6%        | 445                       | 9.9%         | 1,831                         | 3.4%         | 960                             | 0.4%         | 35.2   |
| Other vehicle types         | 870                     | 0.3%         | 4                | 0.4%         | 15                        | 0.3%         | 130                           | 0.2%         | 721                             | 0.3%         | 4.6  |
| Unknown vehicle type        | 7,877                   | 2.4%         | 16               | 1.6%         | 52                        | 1.2%         | 372                           | 0.7%         | 7,437                           | 2.8%         | 2.0  |
| <b>Total vehicles</b>       | <b>329,906</b>          | <b>100%</b>  | <b>1,021</b>     | <b>100%</b>  | <b>4,502</b>              | <b>100%</b>  | <b>54,632</b>                 | <b>100%</b>  | <b>269,751</b>                  | <b>100%</b>  |  |

**Notes:**

Vehicle counts exclude unit types reported as *bicycles* and *pedestrians*.

*Other vehicle types* include *combination vehicle*, *farm vehicle*, and *motor home/recreational vehicle*.

*Unknown vehicle type* includes vehicles reported as *unknown*, blank or invalid codes.

*Non-incapacitating* includes collisions with injuries reported as *non-incapacitating* and *possible* injuries.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Vehicles used for *personal* use represented the highest percentage of vehicles involved in collisions across all collision severity categories.
- The fatal collision rate per 1,000 vehicles involved in all collisions was highest for *commercial* use vehicles (10), *ambulances* (7.6), and *fire* vehicles (4).
- Among public emergency vehicles (police, ambulance, and fire), *police* have the highest count of fatal collisions.

Table 35. Motor vehicles involved in Indiana collisions by vehicle use and collision severity, 2009

| Vehicle use           | Vehicles involved in... |             |                  |             |                           |             |                               |             |                                 |             | Vehicles in fatal collisions per 1,000 in all collisions |
|-----------------------|-------------------------|-------------|------------------|-------------|---------------------------|-------------|-------------------------------|-------------|---------------------------------|-------------|--|
|                       | All collisions          |             | Fatal collisions |             | Incapacitating collisions |             | Non-incapacitating collisions |             | Property damage only collisions |             |  |
|                       | Count                   | % Total     | Count            | % Total     | Count                     | % Total     | Count                         | % Total     | Count                           | % Total     |  |
| Personal              | 302,914                 | 91.8%       | 888              | 87.0%       | 4,202                     | 93.3%       | 52,134                        | 95.4%       | 245,690                         | 91.1%       | 2.9  |
| Commercial            | 10,790                  | 3.3%        | 108              | 10.6%       | 168                       | 3.7%        | 1,132                         | 2.1%        | 9,382                           | 3.5%        | 10.0   |
| Police                | 2,561                   | 0.8%        | 6                | 0.6%        | 35                        | 0.8%        | 332                           | 0.6%        | 2,188                           | 0.8%        | 2.3  |
| Other                 | 2,437                   | 0.7%        | 5                | 0.5%        | 29                        | 0.6%        | 242                           | 0.4%        | 2,161                           | 0.8%        | 2.1  |
| Rental, not leased    | 1,393                   | 0.4%        | 2                | 0.2%        | 13                        | 0.3%        | 175                           | 0.3%        | 1,203                           | 0.4%        | 1.4  |
| School                | 1,160                   | 0.4%        | 3                | 0.3%        | 17                        | 0.4%        | 120                           | 0.2%        | 1,020                           | 0.4%        | 2.6  |
| Highway department    | 457                     | 0.1%        | 1                | 0.1%        | 3                         | 0.1%        | 39                            | 0.1%        | 414                             | 0.2%        | 2.2  |
| Ambulance             | 395                     | 0.1%        | 3                | 0.3%        | 4                         | 0.1%        | 51                            | 0.1%        | 337                             | 0.1%        | 7.6  |
| Public utilities      | 316                     | 0.1%        | 0                | 0.0%        | 1                         | 0.0%        | 35                            | 0.1%        | 280                             | 0.1%        | 0.0  |
| Fire                  | 250                     | 0.1%        | 1                | 0.1%        | 4                         | 0.1%        | 20                            | 0.0%        | 225                             | 0.1%        | 4.0  |
| Military              | 82                      | 0.0%        | 0                | 0.0%        | 1                         | 0.0%        | 8                             | 0.0%        | 73                              | 0.0%        | 0.0  |
| Unknown               | 7,151                   | 2.2%        | 4                | 0.4%        | 25                        | 0.6%        | 344                           | 0.6%        | 6,778                           | 2.5%        | 0.6  |
| <b>Total vehicles</b> | <b>329,906</b>          | <b>100%</b> | <b>1,021</b>     | <b>100%</b> | <b>4,502</b>              | <b>100%</b> | <b>54,632</b>                 | <b>100%</b> | <b>269,751</b>                  | <b>100%</b> |  |

**Notes:**

Vehicle counts exclude unit types reported as *bicycles* and *pedestrians*.

*Unknown vehicle use* includes vehicles reported as *unknown*, blank or invalid codes.

*Commercial* use includes buses, taxis, etc.

*Other* use includes government, postal, etc.

*Public utilities* use includes gas, electric, etc.

*Non-incapacitating* includes collisions with injuries reported as *non-incapacitating* and *possible* injuries.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In 2009, nearly 21 percent of the vehicles involved in serious injury collisions in *rural* locales were *pickup trucks*, compared to 13 percent in *urban* locales.
- Twice as many *large trucks* were involved in serious injury collisions in *rural* as *urban* locales.
- *Passenger cars* were involved in serious injury collisions in *urban* (59.2 percent) more than *rural* (40.8 percent) locales overall, and in all months.
- August (459) and July (455) were the months with the highest number of vehicles involved in serious injury collisions.

**Table 36. Passenger vehicles and large trucks involved in serious injury collisions, by locality, vehicle type, and month, 2009**

| Month                                      | Passenger cars |              | Pickup trucks |              | SUVs         |              | Vans         |              | Large trucks |              |
|--|----------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|  | Rural          | Urban        | Rural         | Urban        | Rural        | Urban        | Rural        | Urban        | Rural        | Urban        |
| January                                    | 89             | 114          | 46            | 26           | 35           | 18           | 6            | 9            | 23           | 7            |
| February                                   | 93             | 117          | 40            | 17           | 24           | 28           | 18           | 19           | 17           | 19           |
| March                                      | 62             | 125          | 34            | 30           | 20           | 29           | 6            | 15           | 15           | 6            |
| April                                      | 81             | 127          | 29            | 29           | 25           | 30           | 7            | 10           | 9            | 8            |
| May  | 95             | 151          | 40            | 25           | 18           | 32           | 16           | 17           | 13           | 6            |
| June                                       | 96             | 134          | 27            | 28           | 29           | 32           | 12           | 20           | 18           | 6            |
| July                                       | 118            | 130          | 45            | 36           | 32           | 30           | 16           | 18           | 20           | 10           |
| August                                     | 101            | 158          | 41            | 43           | 28           | 40           | 18           | 15           | 12           | 3            |
| September                                  | 87             | 127          | 53            | 23           | 29           | 31           | 16           | 21           | 15           | 6            |
| October                                    | 102            | 154          | 31            | 28           | 25           | 19           | 18           | 17           | 18           | 14           |
| November                                   | 97             | 124          | 36            | 21           | 29           | 28           | 9            | 13           | 14           | 4            |
| December                                   | 92             | 151          | 44            | 34           | 32           | 43           | 15           | 18           | 15           | 5            |
| <b>TOTAL</b>                               | <b>1,113</b>   | <b>1,612</b> | <b>466</b>    | <b>340</b>   | <b>326</b>   | <b>360</b>   | <b>157</b>   | <b>192</b>   | <b>189</b>   | <b>94</b>    |
| <b>Total rural</b>                         | <b>2,251</b>   |              |               |              |              |              |              |              |              |              |
| <b>Total urban</b>                         | <b>2,598</b>   |              |               |              |              |              |              |              |              |              |
| <b>Total vehicle type</b>                  | <b>2,725</b>   |              | <b>806</b>    |              | <b>686</b>   |              | <b>349</b>   |              | <b>283</b>   |              |
| <b>% rural/urban of total vehicle type</b> | <b>40.8%</b>   | <b>59.2%</b> | <b>57.8%</b>  | <b>42.2%</b> | <b>47.5%</b> | <b>52.5%</b> | <b>45.0%</b> | <b>55.0%</b> | <b>66.8%</b> | <b>33.2%</b> |
| <b>% of total rural or urban</b>           | <b>49.4%</b>   | <b>62.0%</b> | <b>20.7%</b>  | <b>13.1%</b> | <b>14.5%</b> | <b>13.9%</b> | <b>7.0%</b>  | <b>7.4%</b>  | <b>8.4%</b>  | <b>3.6%</b>  |

**Notes:**

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

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Pickup trucks (February) and SUVs (January) were involved more in *rural* serious injury collisions in the winter months , while passenger cars (July), vans (August), and large trucks (August) were involved more in the summer months.
- Generally *pickup* and *large trucks* had the highest percentages per month of *rural* serious injury collisions.

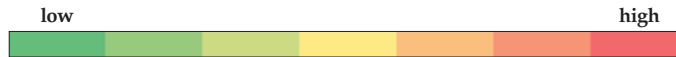


Table 37. Percentage of passenger vehicles and large trucks involved in rural serious injury collisions, by month, 2009

| Month     | % Rural        |               |       |       |              |
|-----------|----------------|---------------|-------|-------|--------------|
|           | Passenger cars | Pickup trucks | SUVs  | Vans  | Large trucks |
| January   | 43.8%          | 63.9%         | 66.0% | 40.0% | 76.7%        |
| February  | 44.3%          | 70.2%         | 46.2% | 48.6% | 47.2%        |
| March     | 33.2%          | 53.1%         | 40.8% | 28.6% | 71.4%        |
| April     | 38.9%          | 50.0%         | 45.5% | 41.2% | 52.9%        |
| May       | 38.6%          | 61.5%         | 36.0% | 48.5% | 68.4%        |
| June      | 41.7%          | 49.1%         | 47.5% | 37.5% | 75.0%        |
| July      | 47.6%          | 55.6%         | 51.6% | 47.1% | 66.7%        |
| August    | 39.0%          | 48.8%         | 41.2% | 54.5% | 80.0%        |
| September | 40.7%          | 69.7%         | 48.3% | 43.2% | 71.4%        |
| October   | 39.8%          | 52.5%         | 56.8% | 51.4% | 56.3%        |
| November  | 43.9%          | 63.2%         | 50.9% | 40.9% | 77.8%        |
| December  | 37.9%          | 56.4%         | 42.7% | 45.5% | 75.0%        |

**Notes:**

Includes only those where locality was known (urban/rural).  
Scale represents rural involvement within vehicle type by month.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- For every 1,000 large trucks involved in collisions, 21.9 were involved in fatal collisions on *U.S. routes* and 15.1 on *state roads*.
- For every 1,000 passenger cars involved in collisions, 5.9 were involved in fatal collisions on *interstates*.

**Table 38. Vehicles involved in fatal collisions by vehicle type and road class, per 1,000 in all collisions, 2009**

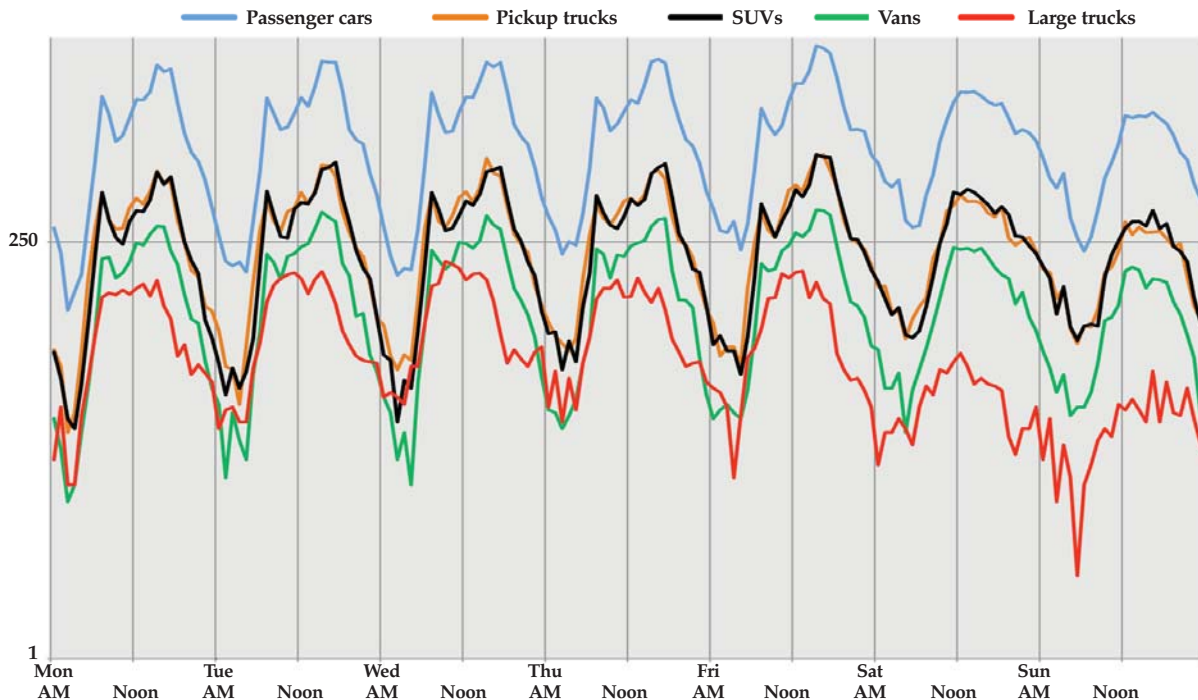
| Vehicle        | Road class |        |       |            |            |
|----------------|------------|--------|-------|------------|------------|
|                | Local/city | County | State | U.S. route | Interstate |
| Passenger cars | 0.8        | 5.2    | 4.2   | 4.3        | 5.9        |
| Pickup trucks  | 1.7        | 8.0    | 5.2   | 5.2        | 6.4        |
| SUVs           | 1.6        | 6.6    | 4.8   | 3.7        | 4.2        |
| Vans           | 0.9        | 1.9    | 5.5   | 8.7        | 1.9        |
| Large trucks   | 2.9        | 1.4    | 15.1  | 21.9       | 14.1       |

**Note:**  
Excludes unknown road class.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- The distribution of passenger vehicles (excluding large trucks) involved in Indiana collisions in 2009 generally followed similar patterns across all passenger vehicle types.
- For all vehicles except large trucks, the highest number of vehicles involved in collisions occurred on Friday afternoons between the 3:00 to 5:00pm hours.
- Wednesday mornings during the 9:00 to 11:00am time period held the highest number of vehicles involved in collisions for large trucks.
- For all vehicle types, the lowest per day total number of vehicles involved in collisions occurred on Sundays.

**Figure 19. Passenger vehicles and large trucks involved in collisions by time of day and day of week, 2009**



**Notes:**  
Excludes vehicles where time of day and/or day of week were unknown.  
Y-axis is measured in a log scale.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- *Failure to yield right of way* was the collision primary factor with the largest number of vehicles involved in serious injury collisions across all passenger vehicle types.
- About 60 percent of passenger cars, pickup trucks, SUVs, and vans involved in serious injury collisions were identified as the vehicle attributed to the primary factor of the collision.
- About 90 percent of passenger cars, pickup trucks, SUVs, and vans involved in serious injury collisions with *ran off the road right* as the primary factor were identified as the vehicle attributable to the primary factor of the collisions.
- Over 86 percent of SUVs involved in serious injury collisions with *overcorrecting/oversteering* as the primary factor were identified as the vehicle attributable to the primary factor of the collisions.

**Table 39. Passenger vehicles in Indiana collisions, by the top ten primary serious injury collision factors, and vehicle type, 2009**

| Top 10 primary factors                     | Passenger vehicles involved in... |                           |   | Vehicle attributed to primary factor as % of serious injury |
|--|-----------------------------------|---------------------------|---|---|
|  | All collisions                    | Serious injury collisions | Serious injury collisions where contributing circumstance of vehicle matched collision primary factor |   |
| <b>Passenger cars</b>                      | <b>187,981</b>                    | <b>2,725</b>              | <b>1,743</b>  | <b>64.0%</b>  |
| Failure to yield right of way              | 36,052                            | 612                       | 355   | 58.0%   |
| Following too closely                      | 33,383                            | 241                       | 111   | 46.1%   |
| Disregard signal/reg sign                  | 8,266                             | 239                       | 119   | 49.8%   |
| Ran off road right                         | 6,258                             | 227                       | 214   | 94.3%   |
| Other - driver (explained in narrative)    | 18,663                            | 204                       | 136   | 66.7%   |
| Left of center                             | 2,854                             | 176                       | 97  | 55.1%   |
| Unsafe speed                               | 3,884                             | 162                       | 115   | 71.0%   |
| Speed too fast for weather conditions      | 8,088                             | 126                       | 85  | 67.5%   |
| Alcoholic beverages                        | 2,860                             | 104                       | 65  | 62.5%   |
| Driver distracted (explained in narrative) | 7,836                             | 85                        | 41  | 48.2%   |
| Top 10 subtotal                            | 128,144                           | 2,176                     | 1,338   | 61.5%   |
| Top 10 as % of passenger car total         | 68.2%                             | 79.9%                     | 76.8%   |   |
| <b>Pickup trucks</b>                       | <b>47,058</b>                     | <b>806</b>                | <b>503</b>  | <b>62.4%</b>  |
| Failure to yield right of way              | 7,466                             | 163                       | 82  | 50.3%   |
| Ran off road right                         | 1,986                             | 85                        | 80  | 94.1%   |
| Disregard signal/reg sign                  | 1,718                             | 66                        | 25  | 37.9%   |
| Other - driver (explained in narrative)    | 4,980                             | 61                        | 42  | 68.9%   |
| Left of center                             | 1,040                             | 60                        | 33  | 55.0%   |
| Following too closely                      | 7,020                             | 50                        | 19  | 38.0%   |
| Unsafe speed                               | 883                               | 48                        | 31  | 64.6%   |
| Alcoholic beverages                        | 850                               | 35                        | 26  | 74.3%   |
| Speed too fast for weather conditions      | 2,240                             | 32                        | 18  | 56.3%   |
| Driver distracted (explained in narrative) | 1,948                             | 32                        | 19  | 59.4%   |
| Top 10 subtotal                            | 30,131                            | 632                       | 375   | 59.3%   |
| Top 10 as % of pickup truck total          | 64.0%                             | 78.4%                     | 74.6%   |   |
| <b>Sport utility vehicles (SUVs)</b>       | <b>46,232</b>                     | <b>686</b>                | <b>409</b>  | <b>59.6%</b>  |
| Failure to yield right of way              | 7,444                             | 129                       | 63  | 48.8%   |
| Disregard signal/reg sign                  | 1,886                             | 72                        | 33  | 45.8%   |
| Other - driver (explained in narrative)    | 4,533                             | 60                        | 38  | 63.3%   |
| Following too closely                      | 9,064                             | 53                        | 18  | 34.0%   |
| Left of center                             | 728                               | 53                        | 22  | 41.5%   |
| Ran off road right                         | 1,601                             | 46                        | 45  | 97.8%   |
| Unsafe speed                               | 816                               | 31                        | 16  | 51.6%   |
| Speed too fast for weather conditions      | 2,361                             | 31                        | 19  | 61.3%   |
| Overcorrecting/oversteering                | 615                               | 29                        | 25  | 86.2%   |
| Driver illness                             | 191                               | 26                        | 14  | 53.8%   |
| Top 10 subtotal                            | 29,239                            | 530                       | 293   | 55.3%   |
| Top 10 as % of SUV total                   | 63.2%                             | 77.3%                     | 71.6%   |   |
| <b>Vans</b>                                | <b>23,122</b>                     | <b>349</b>                | <b>207</b>  | <b>59.3%</b>  |
| Failure to yield right of way              | 4,185                             | 85                        | 45  | 52.9%   |
| Disregard signal/reg sign                  | 1,062                             | 35                        | 19  | 54.3%   |
| Other - driver (explained in narrative)    | 2,456                             | 35                        | 24  | 68.6%   |
| Following too closely                      | 3,897                             | 28                        | 14  | 50.0%   |
| Left of center                             | 332                               | 22                        | 9   | 40.9%   |
| Ran off road right                         | 615                               | 18                        | 16  | 88.9%   |
| Driver distracted (explained in narrative) | 943                               | 16                        | 9   | 56.3%   |
| Pedestrian action                          | 86                                | 14                        | 14  | 100.0%  |
| Speed too fast for weather conditions      | 922                               | 13                        | 7   | 53.8%   |
| Driver illness                             | 116                               | 12                        | 10  | 83.3%   |
| Top 10 subtotal                            | 14,614                            | 278                       | 167   | 60.1%   |
| Top 10 as % of van total                   | 63.2%                             | 79.7%                     | 80.7%   |   |

**Notes:**

Top 10 primary factors are counts of vehicles, by each vehicle type, involved in collisions. For example, there were 36,052 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.

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



- For passenger cars, pickup trucks and SUVs, collisions that involved the vehicle colliding with a *pedestrian* were most likely to result in a serious injury.
- For all passenger vehicle types involved in serious injury collisions, the top three objects collided with by count were *another motor vehicle, a tree, and a pedestrian*.

**Table 40. Passenger vehicles involved in serious injury collisions by the top ten object collided with, vehicle type, and collision severity, 2009**

| Object collided with                 | Passenger vehicles involved in... |                           | Serious injury as % of total |
|--------------------------------------|-----------------------------------|---------------------------|------------------------------|
|                                      | All collisions                    | Serious injury collisions |                              |
| <b>Passenger cars</b>                | <b>187,981</b>                    | <b>2,725</b>              | <b>1.4%</b>                  |
| Another motor vehicle                | 152,299                           | 1,947                     | 1.3%                         |
| Tree                                 | 2,408                             | 140                       | 5.8%                         |
| Pedestrian                           | 859                               | 119                       | 13.9%                        |
| Utility pole                         | 2,549                             | 90                        | 3.5%                         |
| Off roadway                          | 2,270                             | 73                        | 3.2%                         |
| Ditch                                | 2,293                             | 50                        | 2.2%                         |
| Bicycle                              | 605                               | 44                        | 7.3%                         |
| Other                                | 2,707                             | 33                        | 1.2%                         |
| Embankment                           | 822                               | 29                        | 3.5%                         |
| Other post/pole or support           | 1,117                             | 22                        | 2.0%                         |
| Top 10 subtotal                      | 167,929                           | 2,547                     | 1.5%                         |
| Top 10 as % of passenger car total   | 89.3%                             | 93.5%                     |                              |
| <b>Pickup trucks</b>                 | <b>47,058</b>                     | <b>806</b>                | <b>1.7%</b>                  |
| Another motor vehicle                | 36,230                            | 532                       | 1.5%                         |
| Tree                                 | 896                               | 57                        | 6.4%                         |
| Pedestrian                           | 230                               | 43                        | 18.7%                        |
| Utility pole                         | 926                               | 26                        | 2.8%                         |
| Off roadway                          | 706                               | 22                        | 3.1%                         |
| Ditch                                | 702                               | 22                        | 3.1%                         |
| Other                                | 771                               | 18                        | 2.3%                         |
| Overtum/rollover                     | 210                               | 11                        | 5.2%                         |
| Bicycle                              | 128                               | 10                        | 7.8%                         |
| Embankment                           | 241                               | 9                         | 3.7%                         |
| Top 10 subtotal                      | 41,040                            | 750                       | 1.8%                         |
| Top 10 as % of pickup truck total    | 87.2%                             | 93.1%                     |                              |
| <b>Sport utility vehicles (SUVs)</b> | <b>46,232</b>                     | <b>686</b>                | <b>1.5%</b>                  |
| Another motor vehicle                | 36,703                            | 478                       | 1.3%                         |
| Tree                                 | 975                               | 35                        | 3.6%                         |
| Pedestrian                           | 190                               | 26                        | 13.7%                        |
| Overtum/rollover                     | 303                               | 20                        | 6.6%                         |
| Utility pole                         | 679                               | 17                        | 2.5%                         |
| Ditch                                | 639                               | 16                        | 2.5%                         |
| Off roadway                          | 649                               | 12                        | 1.8%                         |
| Bicycle                              | 138                               | 12                        | 8.7%                         |
| Other                                | 585                               | 11                        | 1.9%                         |
| Embankment                           | 228                               | 8                         | 3.5%                         |
| Top 10 subtotal                      | 41,089                            | 635                       | 1.5%                         |
| Top 10 as % of SUV total             | 88.9%                             | 92.6%                     |                              |
| <b>Vans</b>                          | <b>23,122</b>                     | <b>349</b>                | <b>1.5%</b>                  |
| Another motor vehicle                | 18,849                            | 257                       | 1.4%                         |
| Pedestrian                           | 122                               | 22                        | 18.0%                        |
| Tree                                 | 209                               | 15                        | 7.2%                         |
| Utility pole                         | 271                               | 10                        | 3.7%                         |
| Ditch                                | 228                               | 7                         | 3.1%                         |
| Wall/building/tunnel                 | 132                               | 6                         | 4.5%                         |
| Off roadway                          | 205                               | 4                         | 2.0%                         |
| Culvert                              | 29                                | 4                         | 13.8%                        |
| Other                                | 353                               | 3                         | 0.8%                         |
| Overtum/rollover                     | 50                                | 3                         | 6.0%                         |
| Railway vehicle/train/engine         | 7                                 | 3                         | 42.9%                        |
| Top 10 subtotal                      | 20,455                            | 334                       | 1.6%                         |
| Top 10 as % of van total             | 88.5%                             | 95.7%                     |                              |

**Note:**

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- The largest percentage of pre-collision action for each vehicle type was *going straight*.
- Nearly 8 percent of large trucks were *turning right* prior to the collision, compared to approximately 3 percent for each passenger vehicle type.
- Over 9 percent of pickup trucks were *backing* prior to the collision, compared to under 5 percent of passenger cars.

**Table 41. Passenger vehicles and large trucks in collisions by the pre-collision action and vehicle type, 2009**

| Pre-collision action          | Vehicle type   |               |               |               |                               |               |               |               |               |               | Totals         |               |
|-------------------------------|----------------|---------------|---------------|---------------|-------------------------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|
|                               | Passenger cars |               | Pickup trucks |               | Sport utility vehicles (SUVs) |               | Vans          |               | Large trucks  |               |                |               |
|                               | Count          | % Total       | Count         | % Total       | Count                         | % Total       | Count         | % Total       | Count         | % Total       | Count          | % Total       |
| Going straight                | 93,365         | 49.7%         | 23,525        | 50.0%         | 22,149                        | 47.9%         | 11,001        | 47.6%         | 5,462         | 47.1%         | 155,502        | 49.2%         |
| Slowing or stopped in traffic | 31,352         | 16.7%         | 6,687         | 14.2%         | 9,058                         | 19.6%         | 4,123         | 17.8%         | 1,157         | 10.0%         | 52,377         | 16.6%         |
| Parked                        | 16,121         | 8.6%          | 3,470         | 7.4%          | 3,027                         | 6.5%          | 1,756         | 7.6%          | 815           | 7.0%          | 25,189         | 8.0%          |
| Turning left                  | 14,579         | 7.8%          | 3,189         | 6.8%          | 3,102                         | 6.7%          | 1,701         | 7.4%          | 861           | 7.4%          | 23,432         | 7.4%          |
| Backing                       | 9,111          | 4.8%          | 4,367         | 9.3%          | 3,359                         | 7.3%          | 1,740         | 7.5%          | 1,029         | 8.9%          | 19,606         | 6.2%          |
| Turning right                 | 5,911          | 3.1%          | 1,696         | 3.6%          | 1,374                         | 3.0%          | 760           | 3.3%          | 896           | 7.7%          | 10,637         | 3.4%          |
| Changing lanes                | 3,361          | 1.8%          | 625           | 1.3%          | 782                           | 1.7%          | 443           | 1.9%          | 534           | 4.6%          | 5,745          | 1.8%          |
| Starting in traffic           | 2,903          | 1.5%          | 682           | 1.4%          | 840                           | 1.8%          | 358           | 1.5%          | 148           | 1.3%          | 4,931          | 1.6%          |
| Entering traffic lane         | 3,174          | 1.7%          | 651           | 1.4%          | 624                           | 1.3%          | 365           | 1.6%          | 115           | 1.0%          | 4,929          | 1.6%          |
| Avoiding object in roadway    | 1,689          | 0.9%          | 414           | 0.9%          | 435                           | 0.9%          | 160           | 0.7%          | 85            | 0.7%          | 2,783          | 0.9%          |
| Driving left of center        | 1,375          | 0.7%          | 443           | 0.9%          | 318                           | 0.7%          | 126           | 0.5%          | 37            | 0.3%          | 2,299          | 0.7%          |
| Overtaking/passing            | 1,248          | 0.7%          | 363           | 0.8%          | 331                           | 0.7%          | 155           | 0.7%          | 100           | 0.9%          | 2,197          | 0.7%          |
| Leaving traffic lane          | 1,229          | 0.7%          | 336           | 0.7%          | 268                           | 0.6%          | 151           | 0.7%          | 101           | 0.9%          | 2,085          | 0.7%          |
| Merging                       | 801            | 0.4%          | 175           | 0.4%          | 194                           | 0.4%          | 86            | 0.4%          | 86            | 0.7%          | 1,342          | 0.4%          |
| Making U turn                 | 395            | 0.2%          | 58            | 0.1%          | 97                            | 0.2%          | 46            | 0.2%          | 57            | 0.5%          | 653            | 0.2%          |
| Crossing the median           | 321            | 0.2%          | 82            | 0.2%          | 54                            | 0.1%          | 31            | 0.1%          | 13            | 0.1%          | 501            | 0.2%          |
| Unattended moving vehicle     | 164            | 0.1%          | 79            | 0.2%          | 50                            | 0.1%          | 38            | 0.2%          | 35            | 0.3%          | 366            | 0.1%          |
| Unknown                       | 882            | 0.5%          | 216           | 0.5%          | 170                           | 0.4%          | 82            | 0.4%          | 60            | 0.5%          | 1,410          | 0.4%          |
| <b>Total</b>                  | <b>187,981</b> | <b>100.0%</b> | <b>47,058</b> | <b>100.0%</b> | <b>46,232</b>                 | <b>100.0%</b> | <b>23,122</b> | <b>100.0%</b> | <b>11,591</b> | <b>100.0%</b> | <b>315,984</b> | <b>100.0%</b> |

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- *Failure to yield right of way* and *other-driver* were the primary factors with the highest number of large trucks in serious injury collisions.
- Only 5.6 percent of large trucks involved in serious injury collisions with the primary factor of *left of center* were identified as the vehicle attributed to the primary contributing factor of the collisions.
- Of the 283 large trucks involved in serious injury collisions, 121 (42.8 percent) were identified as the vehicle attributed to the primary contributing factor of the collision.

**Table 42. Number of large trucks by the top ten primary serious injury collision factors, and collision severity, 2009**

| Top 10 primary collision factors        | Large trucks involved in... |                           |  | Large truck attributed to primary factor as % of serious injury |
|---|-----------------------------|---------------------------|--|---|
|   | All collisions              | Serious injury collisions | Serious injury collisions where large truck contributing circumstance matched collision primary factor |   |
| <b>Large trucks</b>                     | <b>11,591</b>               | <b>283</b>                | <b>121</b>   | <b>42.8%</b>  |
| Failure to yield right of way           | 1,192                       | 39                        | 19   | 48.7%   |
| Other - driver                          | 1,566                       | 39                        | 20   | 51.3%   |
| Speed too fast for weather conditions   | 608                         | 35                        | 17   | 48.6%   |
| Following too closely                   | 1,094                       | 27                        | 10   | 37.0%   |
| Disregard signal/reg sign               | 269                         | 23                        | 11   | 47.8%   |
| Left of center                          | 204                         | 18                        | 1  | 5.6%  |
| Improper lane usage                     | 1,088                       | 11                        | 2  | 18.2%   |
| Unsafe speed                            | 210                         | 11                        | 4  | 36.4%   |
| Pedestrian action                       | 21                          | 9                         | 8  | 88.9%   |
| Ran off road right                      | 383                         | 8                         | 6  | 75.0%   |
| Driver illness                          | 35                          | 8                         | 6  | 75.0%   |
| <i>Top 10 subtotal</i>                  | <i>6,670</i>                | <i>228</i>                | <i>104</i>   | <i>45.6%</i>  |
| <i>Top 10 as % of large truck total</i> | <i>57.5%</i>                | <i>80.6%</i>              | <i>86.0%</i>   |   |

**Notes:**

Top 10 primary factors are counts of vehicles, by each vehicle type, involved in collisions. For example, there were 1,192 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.

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Of the large trucks involved in collisions, 2.4 percent were involved in serious injury collisions.
- Of the large trucks involved in collisions that collided with *another motor vehicle*, 2.7 percent were serious injury collisions.

Table 43. Large trucks involved in serious injury collisions by the top ten objects collided with, and collision severity, 2009

| Object collided with             | Large trucks involved in... |                           | Serious injury as % of total |
|----------------------------------|-----------------------------|---------------------------|------------------------------|
|                                  | All collisions              | Serious injury collisions |                              |
| <b>Large trucks</b>              | <b>11,591</b>               | <b>283</b>                | <b>2.4%</b>                  |
| Another motor vehicle            | 8,723                       | 234                       | 2.7%                         |
| Pedestrian                       | 19                          | 11                        | 57.9%                        |
| Other                            | 571                         | 8                         | 1.4%                         |
| Off roadway                      | 161                         | 5                         | 3.1%                         |
| Utility pole                     | 191                         | 2                         | 1.0%                         |
| Overtum/rollover                 | 137                         | 2                         | 1.5%                         |
| Ditch                            | 136                         | 2                         | 1.5%                         |
| Tree                             | 66                          | 2                         | 3.0%                         |
| Railway vehicle/train/engine     | 11                          | 2                         | 18.2%                        |
| Bridge pier or abutment          | 9                           | 2                         | 22.2%                        |
| Top 10 subtotal                  | 10,024                      | 270                       | 2.7%                         |
| Top 10 as % of large truck total | 86.5%                       | 95.4%                     |                              |

**Note:**

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Nearly 5 percent of large trucks with trailers involved in fatal collisions revealed a *hazard placard*, with one large truck reporting a *hazard release*.
- Four percent of single unit large trucks involved in fatal collisions revealed a *hazard placard*, with none reporting a *hazard release*.
- Slightly over 2 percent of all large trucks involved in collisions revealed a *hazard placard*, with 1.5 percent reporting a *hazard release*.

Table 44. Large trucks involved in collisions, by hazard placard and release, and collision severity, 2009

|                                | Large trucks involved in... |                       |                  |                             |                                  |                                      |                                 |
|--------------------------------|-----------------------------|-----------------------|------------------|-----------------------------|----------------------------------|--------------------------------------|---------------------------------|
|                                | All collisions              | % of total collisions | Fatal collisions | % of total fatal collisions | Incapacitating injury collisions | Non-incapacitating injury collisions | Property damage only collisions |
| <b>Large truck w/trailer</b>   | <b>7,312</b>                |                       | <b>85</b>        |                             | <b>111</b>                       | <b>754</b>                           | <b>6,362</b>                    |
| w/hazard placard               | 198                         | 2.7%                  | 4                | 4.7%                        | 3                                | 21                                   | 170                             |
| hazard release                 | 137                         | 1.9%                  | 1                | 1.2%                        | 1                                | 15                                   | 120                             |
| <b>Large truck single unit</b> | <b>4,279</b>                |                       | <b>25</b>        |                             | <b>62</b>                        | <b>451</b>                           | <b>3,741</b>                    |
| w/hazard placard               | 65                          | 1.5%                  | 1                | 4.0%                        | 1                                | 5                                    | 58                              |
| hazard release                 | 41                          | 1.0%                  | 0                | 0.0%                        | 0                                | 4                                    | 37                              |
| <b>Total large trucks</b>      | <b>11,591</b>               |                       | <b>110</b>       |                             | <b>173</b>                       | <b>1,205</b>                         | <b>10,103</b>                   |
| w/hazard placard               | 263                         | 2.3%                  | 5                | 4.5%                        | 4                                | 26                                   | 228                             |
| hazard release                 | 178                         | 1.5%                  | 1                | 0.9%                        | 1                                | 19                                   | 157                             |

**Notes:**

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

Non-incapacitating includes collisions with injuries reported as *non-incapacitating* and *possible* injuries.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Total collisions involving school buses decreased from 2008 to 2009; however, each category of injury collisions (fatal, incapacitating, and non-incapacitating) increased for the same time frame.
- From 2008 to 2009, total fatal injuries for individuals involved in school bus collisions decreased from 4 to 2.
- Nearly 90 percent (748/837) of the collisions involving school buses in 2009 were property damage only collisions.

**Table 45. Indiana collisions involving school buses and known injuries, by collision severity, 2005-2009**

|  | 2005         |               | 2006       |               | 2007       |               | 2008       |               | 2009       |               |
|--|--------------|---------------|------------|---------------|------------|---------------|------------|---------------|------------|---------------|
|  | Count        | %             | Count      | %             | Count      | %             | Count      | %             | Count      | %             |
| <b>Total collisions involving school buses</b> | <b>1,021</b> | <b>100.0%</b> | <b>853</b> | <b>100.0%</b> | <b>826</b> | <b>100.0%</b> | <b>957</b> | <b>100.0%</b> | <b>837</b> | <b>100.0%</b> |
| Fatal  | 5            | 0.5%          | 3          | 0.4%          | 4          | 0.5%          | 1          | 0.1%          | 2          | 0.2%          |
| Incapacitating                                 | 14           | 1.4%          | 5          | 0.6%          | 5          | 0.6%          | 9          | 0.9%          | 10         | 1.2%          |
| Non-incapacitating                             | 123          | 12.0%         | 124        | 14.5%         | 74         | 9.0%          | 59         | 6.2%          | 77         | 9.2%          |
| Property damage only                           | 879          | 86.1%         | 721        | 84.5%         | 743        | 90.0%         | 888        | 92.8%         | 748        | 89.4%         |
| <b>Known injuries</b>                          |              |               |            |               |            |               |            |               |            |               |
| <b>Fatal</b>                                   | <b>5</b>     | <b>100.0%</b> | <b>4</b>   | <b>100.0%</b> | <b>4</b>   | <b>100.0%</b> | <b>4</b>   | <b>100.0%</b> | <b>2</b>   | <b>100.0%</b> |
| School bus occupant                            | 1            | 20.0%         | 0          | 0.0%          | 1          | 25.0%         | 4          | 100.0%        | 0          | 0.0%          |
| Non-motorist                                   | 1            | 20.0%         | 0          | 0.0%          | 2          | 50.0%         | 0          | 0.0%          | 2          | 100.0%        |
| Other vehicle occupant                         | 3            | 60.0%         | 4          | 100.0%        | 1          | 25.0%         | 0          | 0.0%          | 0          | 0.0%          |
| <b>Incapacitating</b>                          | <b>14</b>    | <b>100.0%</b> | <b>6</b>   | <b>100.0%</b> | <b>5</b>   | <b>100.0%</b> | <b>10</b>  | <b>100.0%</b> | <b>10</b>  | <b>100.0%</b> |
| School bus occupant                            | 0            | 0.0%          | 1          | 16.7%         | 0          | 0.0%          | 4          | 40.0%         | 0          | 0.0%          |
| Non-motorist                                   | 3            | 21.4%         | 0          | 0.0%          | 0          | 0.0%          | 1          | 10.0%         | 1          | 10.0%         |
| Other vehicle occupant                         | 11           | 78.6%         | 5          | 83.3%         | 5          | 100.0%        | 5          | 50.0%         | 9          | 90.0%         |
| <b>Non-incapacitating</b>                      | <b>277</b>   | <b>100.0%</b> | <b>318</b> | <b>100.0%</b> | <b>171</b> | <b>100.0%</b> | <b>188</b> | <b>100.0%</b> | <b>227</b> | <b>100.0%</b> |
| School bus occupant                            | 166          | 59.9%         | 176        | 55.3%         | 98         | 57.3%         | 137        | 72.9%         | 167        | 73.6%         |
| Non-motorist                                   | 5            | 1.8%          | 4          | 1.3%          | 7          | 4.1%          | 8          | 4.3%          | 5          | 2.2%          |
| Other vehicle occupant                         | 106          | 38.3%         | 138        | 43.4%         | 66         | 38.6%         | 43         | 22.9%         | 55         | 24.2%         |

**Note:**

*Non-incapacitating* includes *non-incapacitating* and *possible* injuries.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Twelve school buses were involved in serious injury collisions in 2009; five (41.7 percent) of those buses were identified as the vehicle attributable to the primary factor of the collision.
- Of the 694 school bus collisions involving the top ten primary factors, there were only three in which the school bus was the vehicle attributable to the primary factor.

Table 46. Number of school buses by the top ten primary collision factors, and collision severity, 2009

| Top ten primary collision factors     | School buses involved in... |                           |  | School buses attributed to primary factor as % of serious injury |
|---------------------------------------|-----------------------------|---------------------------|--|--|
|                                       | All collisions              | Serious injury collisions | Serious injury collisions where contributing circumstance matched collision primary factor |  |
| <b>School buses</b>                   | <b>850</b>                  | <b>12</b>                 | <b>5</b>   | <b>41.7%</b>   |
| Other-driver                          | 166                         | 3                         | 0  | 0.0%   |
| Failure to yield right of way         | 108                         | 2                         | 2  | 100.0%   |
| Following too closely                 | 101                         | 0                         | 0  | na   |
| Improper turning                      | 75                          | 0                         | 0  | na   |
| Unsafe backing                        | 73                          | 0                         | 0  | na   |
| Speed too fast for weather conditions | 46                          | 0                         | 0  | na   |
| Roadway surface condition             | 42                          | 0                         | 0  | na   |
| Driver distracted                     | 33                          | 2                         | 1  | 50.0%  |
| Disregard signal/reg sign             | 26                          | 2                         | 0  | 0.0%   |
| Improper lane usage                   | 24                          | 0                         | 0  | na   |
| Top 10 subtotal                       | 694                         | 9                         | 3  | 33.3%  |
| Top 10 as % of school bus total       | 81.6%                       | 75.0%                     | 60.0%  |  |

**Notes:**

Top 10 primary factors are counts of vehicles, by each vehicle type, involved in collisions. For example, there were 108 school buses 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.

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Eighty-eight percent (749/850) of school buses involved in collisions collided with *another motor vehicle* in 2009.
- The two school buses involved in fatal collisions in 2009 collided with a *pedestrian*.

Table 47. School buses involved in collisions by the top ten objects collided with, and collision severity, 2009

| Object collided with            | School buses involved in... |                  |                                  |                                      | Property damage only collisions |
|---------------------------------|-----------------------------|------------------|----------------------------------|--------------------------------------|---------------------------------|
|                                 | All collisions              | Fatal collisions | Incapacitating injury collisions | Non-incapacitating injury collisions |                                 |
| <b>School buses</b>             | <b>850</b>                  | <b>2</b>         | <b>10</b>                        | <b>79</b>                            | <b>759</b>                      |
| Another motor vehicle           | 749                         | 0                | 9                                | 65                                   | 675                             |
| Other                           | 13                          | 0                | 0                                | 3                                    | 10                              |
| Other post/pole/support         | 13                          | 0                | 0                                | 0                                    | 13                              |
| Utility pole                    | 9                           | 0                | 0                                | 0                                    | 9                               |
| Wall/building/tunnel            | 8                           | 0                | 0                                | 0                                    | 8                               |
| Pedestrian                      | 6                           | 2                | 1                                | 3                                    | 0                               |
| Deer                            | 6                           | 0                | 0                                | 1                                    | 5                               |
| Light/luminaire support         | 6                           | 0                | 0                                | 1                                    | 5                               |
| Tree                            | 4                           | 0                | 0                                | 1                                    | 3                               |
| Ditch                           | 4                           | 0                | 0                                | 1                                    | 3                               |
| Animal other than deer          | 4                           | 0                | 0                                | 0                                    | 4                               |
| Top 10 subtotal                 | 822                         | 2                | 10                               | 75                                   | 735                             |
| Top 10 as % of school bus total | 96.7%                       | 100.0%           | 100.0%                           | 94.9%                                | 96.8%                           |

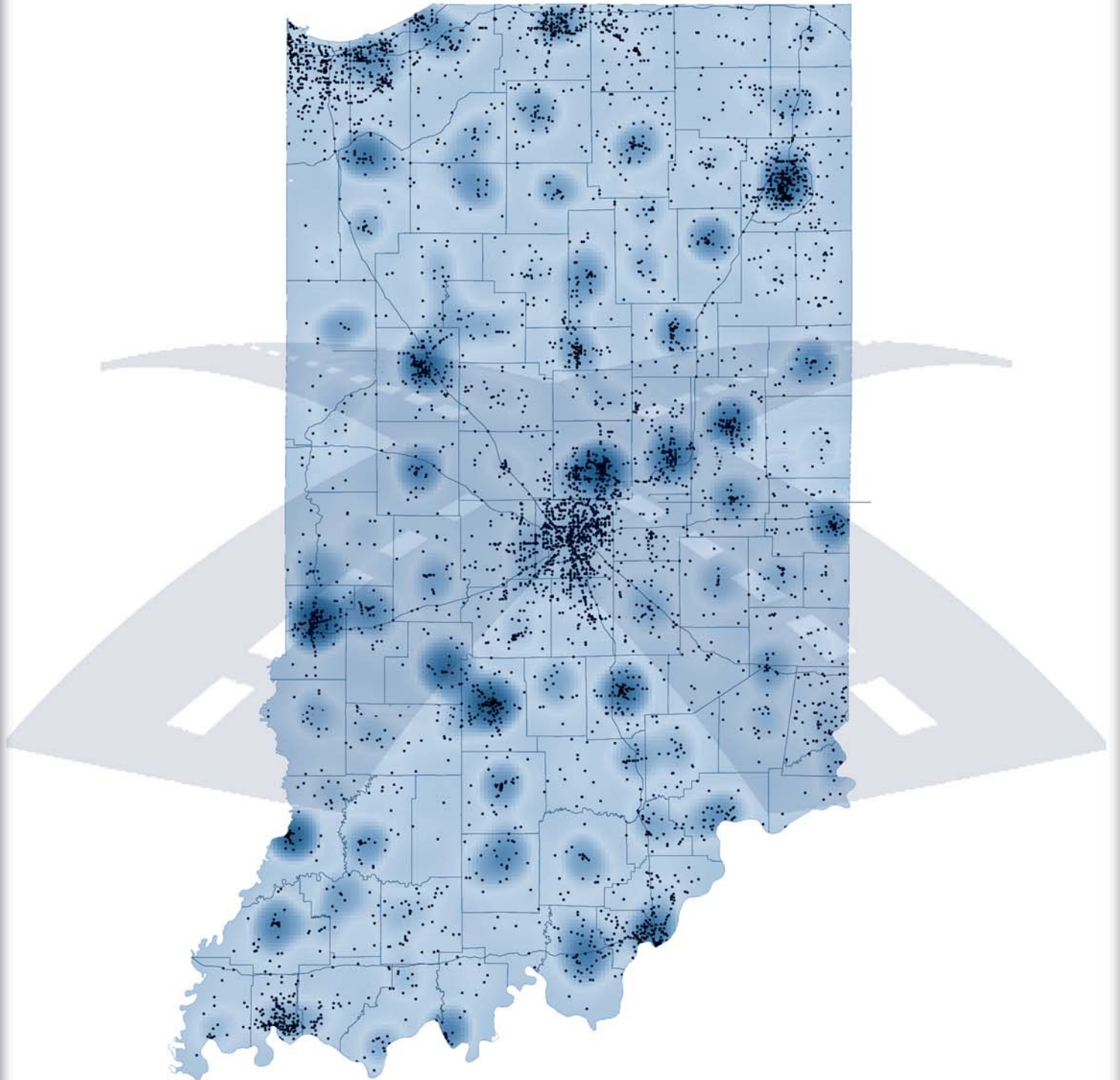
**Note:**

*Non-incapacitating* includes collisions with injuries reported as *non-incapacitating* and *possible* injuries.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

# MOTORCYCLES



## MOTORCYCLES, 2009

Rates of motorcycle collisions and injuries declined in 2009. The number of collisions dropped from 3,822 in 2008 to 3,276 in 2009. Serious injuries declined from 628 to 579 during the same period. Nonetheless, the five-year trend in motorcyclist injuries is still positive, with serious injuries reflecting the largest average annual growth rate (4.1 percent) from 2005 to 2009. Overall in 2009, slightly more than half of the motorcyclists in collisions were properly licensed. Other highlights are noted below.

### HIGHLIGHTS

There was a 14.3 percent decline in overall collisions with injuries in 2009, though on average since 2005 these collisions have increased by 3.6 percent.

There is a declining five-year trend in serious injury rates for both single- and multi-vehicle motorcycle crashes, although single-vehicle collisions are declining more slowly.

The highest serious injury rate in 2009 was experienced by unhelmeted riders from 45 to 54 years of age.

In 2009, non-helmeted riders comprised 77 percent of motorcyclists killed.

Overall, other vehicles are more likely to be the unit attributable in motorcycle-involved collisions, but there are differences within primary factor categories. For example, when unsafe

speed is a primary factor, motorcyclists are 19 times more likely to be the unit attributable than the vehicles with which they crash.

During the 2005-2009 period, the odds of motorcycle alcohol involvement was always greater than that of other vehicles, by factors ranging from 2.2 to 5.9.

There were decreases across all categories of motorcycle operator blood alcohol content (BAC) from 2008 to 2009.

Across all but the 65 and older age range, helmeted riders reported lower serious injury rates in 2009.

Compared to helmeted riders, non-helmeted motorcyclists have a much larger percentage of injuries located to the neck and above (28 percent versus 9 percent).

The highest fatality rates among objects of impact are when motorcyclists collide with fixed objects such as trees, road and bridge infrastructure, posts, signs, and mailboxes.

In multi-vehicle collisions with serious injuries, motorcyclists are much more likely than the other units to be alcohol-involved.



- ▶ There were significant declines in all injury categories from 2008 to 2009.
- ▶ However, motorcyclist injuries continue to grow on an average annual basis.

**Table 48. Motorcycle rider injuries, 2005-2009**

| Injury status         | 2005         | 2006         | 2007         | 2008         | 2009         | % change<br>2008-2009 | Average<br>annual change |
|-----------------------|--------------|--------------|--------------|--------------|--------------|-----------------------|--------------------------|
| <b>Serious injury</b> | <b>508</b>   | <b>578</b>   | <b>690</b>   | <b>628</b>   | <b>579</b>   | <b>-7.8%</b>          | <b>4.1%</b>              |
| Fatal                 | 112          | 108          | 122          | 130          | 111          | -14.6%                | 0.3%                     |
| Incapacitating        | 396          | 470          | 568          | 498          | 468          | -6.0%                 | 5.3%                     |
| <b>Other injury</b>   | <b>1,957</b> | <b>2,020</b> | <b>2,231</b> | <b>2,497</b> | <b>2,018</b> | <b>-19.2%</b>         | <b>1.6%</b>              |
| Non-incapacitating    | 1,794        | 1,935        | 2,176        | 2,459        | 1,986        | -19.2%                | 3.5%                     |
| Other injury          | 163          | 85           | 55           | 38           | 32           | -15.8%                | -32.5%                   |
| <b>Not injured</b>    | <b>631</b>   | <b>729</b>   | <b>882</b>   | <b>979</b>   | <b>889</b>   | <b>-9.2%</b>          | <b>9.6%</b>              |
| <b>Total</b>          | <b>3,096</b> | <b>3,327</b> | <b>3,803</b> | <b>4,104</b> | <b>3,486</b> | <b>-15.1%</b>         | <b>3.7%</b>              |

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- ▶ In 2009, the percent of motorcycle collisions with injuries was at a five-year low (71.3 percent).
- ▶ From 2008 to 2009, there were significant declines in every collision severity category.
- ▶ There was a 14.3 percent decline in overall collisions with injuries in 2009, though on average since 2005 these collisions have increased by 3.6 percent.

**Table 49. Number of collisions involving motorcycles by severity, 2005-2009**

| Motorcycle<br>collision severity | 2005         | 2006         | 2007         | 2008         | 2009         | Average<br>annual change | Change,<br>2008 to 2009 |
|----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------------------|-------------------------|
| Fatal                            | 113          | 104          | 117          | 125          | 111          | 0.0%                     | -11.2%                  |
| Incapacitating                   | 379          | 440          | 525          | 462          | 438          | 4.6%                     | -5.2%                   |
| Non-incapacitating               | 1,604        | 1,713        | 1,969        | 2,184        | 1,786        | 3.6%                     | -18.2%                  |
| Property damage only             | 810          | 841          | 945          | 1,051        | 941          | 4.2%                     | -10.5%                  |
| <b>Total</b>                     | <b>2,906</b> | <b>3,098</b> | <b>3,556</b> | <b>3,822</b> | <b>3,276</b> | <b>3.6%</b>              | <b>-14.3%</b>           |
| <i>Percent injury collisions</i> | 72.1%        | 72.9%        | 73.4%        | 72.5%        | 71.3%        |                          |                         |

**Note:**

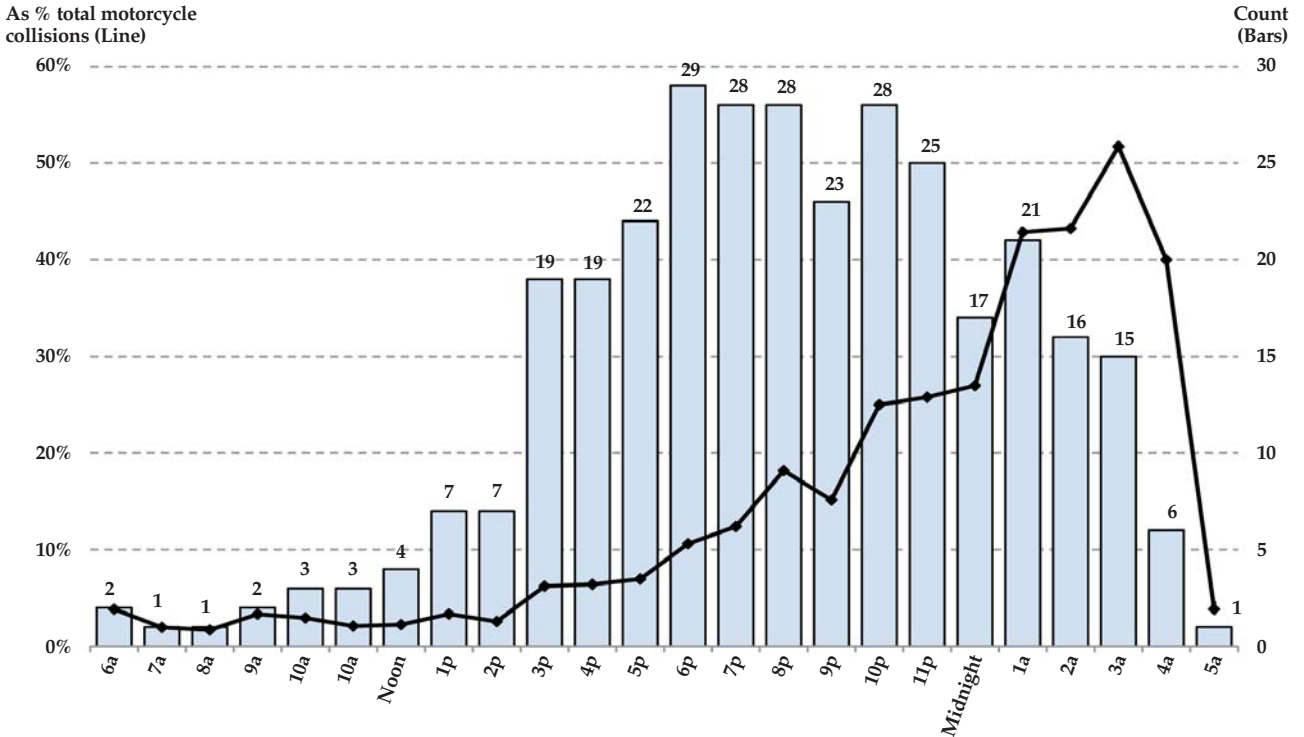
For all tables and exhibits in this section, unless otherwise noted, *motorcycles* includes *mopeds*.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Based on crashes in 2009, alcohol-related motorcycle collisions exhibit several sharp changes over a 24-hour cycle from 6am to 5am:
  - The number of alcohol-related motorcycle collisions more than doubles after 2pm, and peaks around 6pm and after.
  - Between 9pm and 3am, the percentage of collisions that are alcohol-related grows from 15 percent to 52 percent.
  - Alcohol collisions and percent of all collisions that are alcohol-related decline quickly after 3am.

Figure 20. Count and percent of total motorcycle collisions that are alcohol-involved by hour, 2009

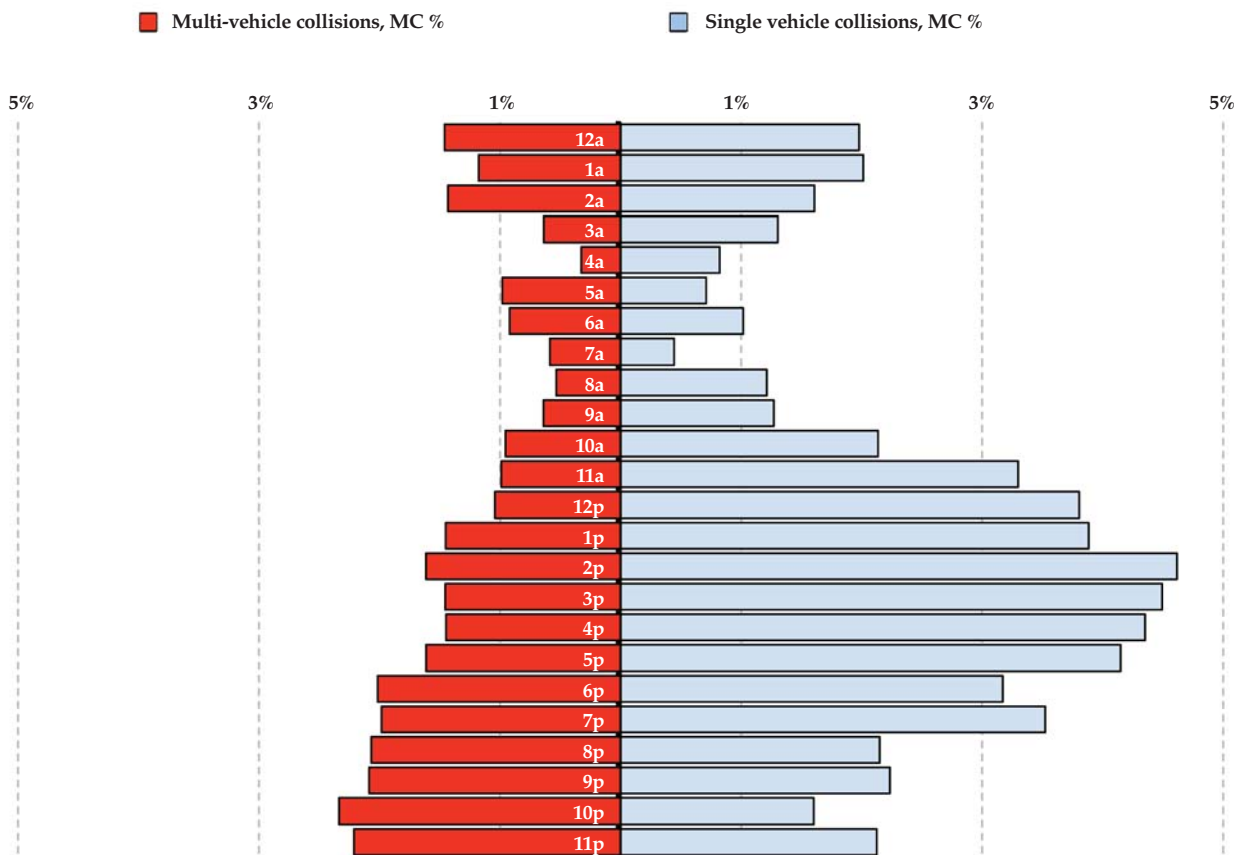


**Note:**  
Total motorcycle collisions = 3,276. Total alcohol-related collisions = 327.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Considering all multi-vehicle collisions occurring in the hour starting 3pm, 1.5 percent involved motorcycles. During that same hour, 4.5 percent of all single vehicle collisions involved motorcycles.
- At nearly all hours, motorcycles tend to be involved proportionally more often in single than in multi-vehicle collisions.

**Figure 21. Proportion of total motor vehicle collisions with motorcycles (MC) involved, by time of day, 2009**



**Notes:**

N = 3,276 motorcycle collisions (single vehicle = 1,493 and multi-vehicle = 1,783).

N = 186,384 other non-motorcycle collisions (single vehicle = 59,167 and multi-vehicle = 127,217).

Bars present the differential involvement of motorcycles among all single and multi-vehicle collisions hourly across a daily cycle.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- The comparison of collision severity by type of collision suggests several consistent trends:
  - Each year, motorcycles are involved in more multi- than single vehicle collisions.
  - Each year, fatal collision rates are higher for multi-vehicle motorcycle collisions.
  - Each year, serious injury rates are higher for single vehicle collisions.

Table 50. Probability of motorcycle collision severity by vehicles involved, 2005-2009

| Type of motorcycle collision | Year | Total motorcycle collisions | Collision severity |                |                    |                      | Serious injury percent |
|------------------------------|------|-----------------------------|--------------------|----------------|--------------------|----------------------|------------------------|
|                              |      |                             | Fatal              | Incapacitating | Non-incapacitating | Property damage only |                        |
| Single vehicle               | 2005 | 1,341                       | 3.6%               | 14.4%          | 62.6%              | 19.5%                | 18.0%                  |
|                              | 2006 | 1,463                       | 2.9%               | 16.6%          | 63.7%              | 16.8%                | 19.5%                  |
|                              | 2007 | 1,644                       | 3.1%               | 17.4%          | 63.3%              | 16.2%                | 20.5%                  |
|                              | 2008 | 1,794                       | 3.0%               | 13.4%          | 65.9%              | 17.7%                | 16.3%                  |
|                              | 2009 | 1,493                       | 3.2%               | 15.3%          | 62.6%              | 19.0%                | 18.5%                  |
| Multi-vehicle                | 2005 | 1,565                       | 4.2%               | 11.9%          | 48.9%              | 35.1%                | 16.0%                  |
|                              | 2006 | 1,635                       | 3.8%               | 12.0%          | 47.8%              | 36.4%                | 15.8%                  |
|                              | 2007 | 1,912                       | 3.5%               | 12.5%          | 48.6%              | 35.5%                | 16.0%                  |
|                              | 2008 | 2,028                       | 3.6%               | 10.9%          | 49.4%              | 36.1%                | 14.5%                  |
|                              | 2009 | 1,783                       | 3.5%               | 11.8%          | 47.8%              | 36.9%                | 15.3%                  |
| <b>Mean annual rates</b>     |      |                             |                    |                |                    |                      |                        |
| <i>Single vehicle</i>        |      | 1,547                       | 3.1%               | 15.4%          | 63.6%              | 17.8%                | 18.6%                  |
| <i>Multi-vehicle</i>         |      | 1,785                       | 3.7%               | 11.8%          | 48.5%              | 36.0%                | 15.5%                  |

**Note:**

*Serious injury* includes *fatal* and *incapacitating* collision severity.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In 2009, higher rates of fatal and incapacitating motorcycle collisions occurred under several different circumstances:
  - Under *cloudy or poor visibility* conditions
  - At *interchange / ramp* road junctions
  - On *curves*
  - On *highways*
  - In *dark (unlighted)* conditions

**Table 51. Characteristics of motorcycle collisions by collision severity, 2009**

| Characteristics           | Collision severity (number of collisions) |                |                    |                      |       | Probability of collision severity |                |                |                                 |
|---------------------------|---|----------------|--------------------|----------------------|-------|-----------------------------------|----------------|----------------|---------------------------------|
|                           | Fatal                                     | Incapacitating | Non-incapacitating | Property damage only | Total | Fatal                             | Incapacitating | Serious injury | Serious injury change 2008-2009 |
| <b>Weather conditions</b> |   |                |                    |                      |       |                                   |                |                |                                 |
| Clear                     | 80  | 355            | 1,430              | 762                  | 2,627 | 3.0%                              | 13.5%          | 16.6%          | 0.9                             |
| Cloudy or poor visibility | 27  | 77             | 276                | 137                  | 517   | 5.2%                              | 14.9%          | 20.1%          | 6.0                             |
| Extreme weather           | 4   | 6              | 78                 | 40                   | 128   | 3.1%                              | 4.7%           | 7.8%           | -6.1                            |
| <b>Road junctions</b>     |   |                |                    |                      |       |                                   |                |                |                                 |
| No junction involved      | 67  | 277            | 1,172              | 596                  | 2,112 | 3.2%                              | 13.1%          | 16.3%          | 0.1                             |
| Intersections             | 42  | 148            | 571                | 325                  | 1,086 | 3.9%                              | 13.6%          | 17.5%          | 3.9                             |
| Interchange/ramp          | 2   | 13             | 42                 | 20                   | 77    | 2.6%                              | 16.9%          | 19.5%          | 1.8                             |
| <b>Road character</b>     |   |                |                    |                      |       |                                   |                |                |                                 |
| Straight/level            | 58  | 260            | 1,160              | 666                  | 2,144 | 2.7%                              | 12.1%          | 14.8%          | 1.2                             |
| Curves                    | 35  | 107            | 383                | 139                  | 664   | 5.3%                              | 16.1%          | 21.4%          | 2.4                             |
| Straight/grade/hillcrest  | 18  | 67             | 230                | 113                  | 428   | 4.2%                              | 15.7%          | 19.9%          | 1.0                             |
| Non-roadway crash         |   | 4              | 11                 | 21                   | 36    | 0.0%                              | 11.1%          | 11.1%          | 1.9                             |
| <b>Road class</b>         |   |                |                    |                      |       |                                   |                |                |                                 |
| Local/city road           | 30  | 198            | 868                | 478                  | 1,574 | 1.9%                              | 12.6%          | 14.5%          | 0.9                             |
| Highway                   | 47  | 136            | 471                | 199                  | 853   | 5.5%                              | 15.9%          | 21.5%          | 2.5                             |
| County road               | 25  | 76             | 308                | 127                  | 536   | 4.7%                              | 14.2%          | 18.8%          | 2.7                             |
| Other (unknown)           | 1   | 16             | 68                 | 109                  | 194   | 0.5%                              | 8.2%           | 8.8%           | 1.6                             |
| Interstate                | 8   | 12             | 69                 | 26                   | 115   | 7.0%                              | 10.4%          | 17.4%          | -3.2                            |
| <b>Light conditions</b>   |   |                |                    |                      |       |                                   |                |                |                                 |
| Daylight                  | 60  | 301            | 1,328              | 707                  | 2,396 | 2.5%                              | 12.6%          | 15.1%          | 0.3                             |
| Dark (lighted)            | 18  | 64             | 184                | 109                  | 375   | 4.8%                              | 17.1%          | 21.9%          | 8.5                             |
| Dark (not lighted)        | 27  | 54             | 174                | 78                   | 333   | 8.1%                              | 16.2%          | 24.3%          | 2.1                             |
| Dawn/dusk                 | 6   | 19             | 95                 | 41                   | 161   | 3.7%                              | 11.8%          | 15.5%          | 2.1                             |

**Notes:**

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

*Weather conditions* are defined as follows:

*Cloudy or 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.*

*Road junctions* are defined as follows:

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

*Interchange/ramp* includes *interchange and ramp.*

*Road character* is defined as follows:

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

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

*Road class* is defined as follows:

*Highway* includes *state road and US route.*

*Serious injury* includes *fatal and incapacitating* collision severity.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Overall, *other vehicles* are more likely to be the unit attributable in motorcycle-involved collisions, but there are notable differences within primary factor categories.
- When *unsafe speed* is a primary factor, motorcyclists are 19 times more likely to be the unit attributable than the vehicles with which they crash.
- When *alcoholic beverages* (which should not be considered a primary factor) is a primary factor, motorcyclists are nearly 4 times more likely to be unit attributable than other involved vehicles.
- When *improper passing* is a primary factor, motorcyclists are 3 times more likely to be the unit attributable than the vehicles with which they crash.
- Motorcyclists are least likely to be unit attributable when the primary factor is *failure to yield right away or improper turning*.

**Table 52. Vehicles involved in motorcycle (MC) collisions, by vehicle type, primary factor, and risk of vehicle attributability to collision occurrence, 2009**

| Primary factor                        | Count of vehicles attributable |                | Count of vehicles not attributable |                | % Attributable |                | Risk of attributability |
|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|----------------|-------------------------|
|                                       | MC                             | Other vehicles | MC                                 | Other vehicles | MC             | Other vehicles |                         |
| <b>Unsafe actions</b>                 | <b>526</b>                     | <b>836</b>     | <b>883</b>                         | <b>536</b>     | <b>37.3%</b>   | <b>60.9%</b>   | <b>0.61</b>             |
| Failure to yield right of way         | 115                            | 484            | 490                                | 108            | 19.0%          | 81.8%          | 0.23                    |
| Following too closely                 | 160                            | 103            | 118                                | 157            | 57.6%          | 39.6%          | 1.45                    |
| Unsafe backing                        | 0                              | 107            | 114                                | 3              | 0.0%           | 97.3%          | --                      |
| Disregard signal/reg sign             | 57                             | 39             | 42                                 | 74             | 57.6%          | 34.5%          | 1.67                    |
| Improper lane usage                   | 33                             | 37             | 37                                 | 32             | 47.1%          | 53.6%          | 0.88                    |
| Unsafe speed                          | 60                             | 3              | 7                                  | 59             | 89.6%          | 4.8%           | 18.51                   |
| Improper passing                      | 41                             | 12             | 16                                 | 43             | 71.9%          | 21.8%          | 3.30                    |
| Improper turning                      | 20                             | 34             | 39                                 | 17             | 33.9%          | 66.7%          | 0.51                    |
| Left of center                        | 34                             | 14             | 16                                 | 36             | 68.0%          | 28.0%          | 2.43                    |
| Speed too fast for weather conditions | 5                              | 0              | 1                                  | 6              | 83.3%          | 0.0%           | --                      |
| Wrong way on one way                  | 1                              | 3              | 3                                  | 1              | 25.0%          | 75.0%          | 0.33                    |
| <b>Distractions</b>                   | <b>31</b>                      | <b>35</b>      | <b>39</b>                          | <b>33</b>      | <b>44.3%</b>   | <b>51.5%</b>   | <b>0.86</b>             |
| Cell phone usage                      | 1                              | 3              | 3                                  | 1              | 25.0%          | 75.0%          | 0.33                    |
| Other distraction                     | 30                             | 32             | 36                                 | 32             | 45.5%          | 50.0%          | 0.91                    |
| <b>Cognitive impairment</b>           | <b>29</b>                      | <b>11</b>      | <b>11</b>                          | <b>33</b>      | <b>72.5%</b>   | <b>25.0%</b>   | <b>2.90</b>             |
| Alcoholic beverages                   | 26                             | 8              | 8                                  | 30             | 76.5%          | 21.1%          | 3.63                    |
| Driver illness                        | 2                              | 1              | 1                                  | 2              | 66.7%          | 33.3%          | 2.00                    |
| Driver asleep or fatigued             | 0                              | 2              | 2                                  | 0              | 0.0%           | 100.0%         | --                      |
| Illegal drugs                         | 1                              | 0              | 0                                  | 1              | 100.0%         | 0.0%           | --                      |
| <b>Loss of control</b>                | <b>23</b>                      | <b>10</b>      | <b>12</b>                          | <b>24</b>      | <b>65.7%</b>   | <b>29.4%</b>   | <b>2.23</b>             |
| Ran off road                          | 10                             | 8              | 9                                  | 10             | 52.6%          | 44.4%          | 1.18                    |
| Overcorrecting/oversteering           | 13                             | 2              | 3                                  | 14             | 81.3%          | 12.5%          | 6.50                    |
| <b>Other factors</b>                  | <b>140</b>                     | <b>114</b>     | <b>88</b>                          | <b>93</b>      | <b>61.4%</b>   | <b>55.1%</b>   | <b>1.11</b>             |
| Reaction to pedestrian action         | 2                              | 0              | 0                                  | 3              | 100.0%         | 0.0%           | --                      |
| Unspecified factor                    | 136                            | 114            | 88                                 | 88             | 60.7%          | 56.4%          | 1.08                    |
| Violation of license restriction      | 1                              | 0              | 0                                  | 1              | 100.0%         | 0.0%           | --                      |
| (Driver not a factor)                 | 1                              | 0              | 0                                  | 1              | 100.0%         | 0.0%           | --                      |
| <b>Total</b>                          | <b>749</b>                     | <b>1,006</b>   | <b>1,033</b>                       | <b>719</b>     | <b>42.0%</b>   | <b>58.3%</b>   | <b>0.72</b>             |

**Notes:**

A vehicle is *attributable* to the occurrence of a collision when the officer marks a contributing circumstance for that vehicle that also matches the collision primary factor.

Data exclude collisions where the primary factor was a vehicle or environmental circumstance.

*Risk of attributability* defined as ratio of % *Attributable (motorcycles)* to % *Attributable (other vehicles)*. A value greater than 1 indicates that motorcycles are more likely to have been attributable to the collision occurring for that particular factor.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Considering all collisions, motorcycles in collisions are much more likely than other vehicles to be classified as speeding.
- In 2009, motorcycles were nearly 11 times more likely to be speeding than the other vehicles involved.
- During the 2005-2009 period, the number of motorcycles in collisions classified as not speeding grew 4.2 percent annually.

**Table 53. Vehicles involved in motorcycle collisions, by speeding involvement, 2005-2009**

| Speeding/<br>vehicle type                     | 2005       | 2006       | 2007        | 2008       | 2009        | Average<br>annual change |
|---|------------|------------|-------------|------------|-------------|--------------------------|
| <b>Not speeding</b>                           |            |            |             |            |             |                          |
| Motorcycles                                   | 2,660      | 2,833      | 3,293       | 3,552      | 3,055       | 4.2%                     |
| Other vehicles                                | 1,603      | 1,658      | 1,922       | 2,035      | 1,783       | 3.2%                     |
| <b>Speeding</b>                               |            |            |             |            |             |                          |
| Motorcycles                                   | 305        | 330        | 363         | 363        | 299         | 0.1%                     |
| Other vehicles                                | 31         | 27         | 14          | 22         | 16          | -7.8%                    |
| <b>Odds of speeding (within vehicle type)</b> |            |            |             |            |             |                          |
| Motorcycles                                   | 0.115      | 0.116      | 0.110       | 0.102      | 0.098       |                          |
| Other vehicles                                | 0.019      | 0.016      | 0.007       | 0.011      | 0.009       |                          |
| <b>Odds ratio (motorcycles/others)</b>        | <b>5.9</b> | <b>7.2</b> | <b>15.1</b> | <b>9.5</b> | <b>10.9</b> |                          |

**Notes:**

*Other vehicles* includes *unknown* unit type.

*Odds of speeding* calculated as *type of vehicle speeding / type of vehicle not speeding*.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Among vehicles involved in motorcycle collisions, motorcycle alcohol involvement is growing at a faster annual rate than other vehicles.
- During the 2005-2009 period, the odds of motorcycle alcohol involvement was always greater than that of other vehicles, by factors ranging from 2.2 to 5.9.

**Table 54. Vehicles involved in motorcycle collisions, by operator alcohol status, 2005-2009**

| Alcohol-related/<br>type of vehicle                      | 2005       | 2006       | 2007       | 2008       | 2009       | Average<br>annual change |
|--|------------|------------|------------|------------|------------|--------------------------|
| <b>No alcohol</b>  |            |            |            |            |            |                          |
| Motorcycles  | 2,678      | 2,847      | 3,288      | 3,540      | 3,061      | 4.0%                     |
| Other vehicles   | 1,558      | 1,606      | 1,889      | 2,021      | 1,760      | 3.7%                     |
| <b>Alcohol-related</b>                                   |            |            |            |            |            |                          |
| Motorcycles  | 287        | 316        | 368        | 375        | 293        | 1.6%                     |
| Other vehicles   | 76         | 79         | 47         | 36         | 39         | -12.9%                   |
| <b>Odds of alcohol-related<br/>(within vehicle type)</b> |            |            |            |            |            |                          |
| Motorcycles  | 0.107      | 0.111      | 0.112      | 0.106      | 0.096      |                          |
| Other vehicles   | 0.049      | 0.049      | 0.025      | 0.018      | 0.022      |                          |
| <b>Odds ratio (motorcycles/other vehicles)</b>           | <b>2.2</b> | <b>2.3</b> | <b>4.5</b> | <b>5.9</b> | <b>4.3</b> |                          |

**Notes:**

*Other vehicles* includes *unknown* unit type.

*Odds of alcohol-related* calculated as units alcohol-related / not alcohol-related.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Across all but the 65 and older age range, helmeted riders reported lower serious injury rates in 2009.
- Male and female riders had similar serious injury rates.
- Injured occupants on motorcycles have slightly higher serious injury rates than operators (21 versus 16 percent, respectively).
- Individuals with *motorcycle/endorsement* had lower serious injury rates than other license groups.

**Table 55. Motorcyclists involved in collisions, by rider characteristics and injury status, 2009**

| Characteristics                  | Individual injury status |                |                    |            | Total        | Probability of injury status |                |                |
|----------------------------------|--------------------------|----------------|--------------------|------------|--------------|------------------------------|----------------|----------------|
|                                  | Fatal                    | Incapacitating | Non-incapacitating | All other  |              | Fatal                        | Incapacitating | Serious injury |
| <b>Helmet use/age</b>            |                          |                |                    |            |              |                              |                |                |
| <b>Helmet</b>                    | <b>21</b>                | <b>96</b>      | <b>569</b>         | <b>301</b> | <b>987</b>   | <b>2.1%</b>                  | <b>9.7%</b>    | <b>11.9%</b>   |
| Under 16                         | -                        | 4              | 28                 | 2          | 34           | 0.0%                         | 11.8%          | 11.8%          |
| 16-20                            | 1                        | 8              | 55                 | 31         | 95           | 1.1%                         | 8.4%           | 9.5%           |
| 21-24                            | 1                        | 8              | 55                 | 32         | 96           | 1.0%                         | 8.3%           | 9.4%           |
| 25-34                            | 3                        | 15             | 102                | 59         | 179          | 1.7%                         | 8.4%           | 10.1%          |
| 35-44                            | 6                        | 18             | 92                 | 54         | 170          | 3.5%                         | 10.6%          | 14.1%          |
| 45-54                            | 3                        | 23             | 115                | 57         | 198          | 1.5%                         | 11.6%          | 13.1%          |
| 55-64                            | 4                        | 12             | 88                 | 44         | 148          | 2.7%                         | 8.1%           | 10.8%          |
| 65 and older                     | 3                        | 8              | 34                 | 22         | 67           | 4.5%                         | 11.9%          | 16.4%          |
| <b>No helmet indicated</b>       | <b>85</b>                | <b>349</b>     | <b>1,292</b>       | <b>531</b> | <b>2,257</b> | <b>3.8%</b>                  | <b>15.5%</b>   | <b>19.2%</b>   |
| Under 16                         | -                        | 14             | 59                 | 23         | 96           | 0.0%                         | 14.6%          | 14.6%          |
| 16-20                            | 4                        | 24             | 160                | 50         | 238          | 1.7%                         | 10.1%          | 11.8%          |
| 21-24                            | 3                        | 40             | 130                | 50         | 223          | 1.3%                         | 17.9%          | 19.3%          |
| 25-34                            | 20                       | 58             | 232                | 102        | 412          | 4.9%                         | 14.1%          | 18.9%          |
| 35-44                            | 24                       | 76             | 256                | 108        | 464          | 5.2%                         | 16.4%          | 21.6%          |
| 45-54                            | 24                       | 96             | 298                | 117        | 535          | 4.5%                         | 17.9%          | 22.4%          |
| 55-64                            | 9                        | 33             | 120                | 61         | 223          | 4.0%                         | 14.8%          | 18.8%          |
| 65 and older                     | 1                        | 8              | 37                 | 20         | 66           | 1.5%                         | 12.1%          | 13.6%          |
| <b>Gender</b>                    |                          |                |                    |            |              |                              |                |                |
| <b>Male</b>                      | <b>100</b>               | <b>389</b>     | <b>1,625</b>       | <b>853</b> | <b>2,967</b> | <b>3.4%</b>                  | <b>13.1%</b>   | <b>16.5%</b>   |
| Operator                         | 100                      | 377            | 1,587              | 846        | 2,910        | 3.4%                         | 13.0%          | 16.4%          |
| Injured occupant                 | -                        | 12             | 38                 | 7          | 57           | 0.0%                         | 21.1%          | 21.1%          |
| <b>Female</b>                    | <b>11</b>                | <b>79</b>      | <b>361</b>         | <b>64</b>  | <b>515</b>   | <b>2.1%</b>                  | <b>15.3%</b>   | <b>17.5%</b>   |
| Operator                         | 7                        | 31             | 170                | 58         | 266          | 2.6%                         | 11.7%          | 14.3%          |
| Injured occupant                 | 4                        | 48             | 191                | 6          | 249          | 1.6%                         | 19.3%          | 20.9%          |
| <b>Type of individual</b>        |                          |                |                    |            |              |                              |                |                |
| Operators                        | 107                      | 408            | 1,757              | 904        | 3,176        | 3.4%                         | 12.8%          | 16.2%          |
| Injured occupants                | 4                        | 60             | 229                | 13         | 306          | 1.3%                         | 19.6%          | 20.9%          |
| <b>Operators' license status</b> |                          |                |                    |            |              |                              |                |                |
| Motorcycle / endorsement         | 43                       | 194            | 852                | 518        | 1,607        | 2.7%                         | 12.1%          | 14.7%          |
| Other operator license           | 53                       | 159            | 665                | 303        | 1,180        | 4.5%                         | 13.5%          | 18.0%          |
| No License                       | 11                       | 51             | 208                | 71         | 341          | 3.2%                         | 15.0%          | 18.2%          |
| Percent with MC license          | 40.2%                    | 48.0%          | 49.4%              | 58.1%      | 51.4%        |                              |                |                |

**Notes:**

n = 3,804 individuals where helmet use is known.

n = 4,100 individuals where gender is known.

n = 3,666 motorcycle operators where license status is known.

*Non-incapacitating* includes *non-incapacitating* and *possible* injuries.

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

*Motorcycle/endorsement* license status includes *motorcycle*, *chauffeur w/mc endorsement*, *learner motorcycle*, *operators w/mc endorsement*, and *PP chauffeur w/mc endorsement*.

*No helmet indicated* excludes *null* and *unknown* safety equipment types.

*Serious injury* includes *fatal* and *incapacitating* injuries.

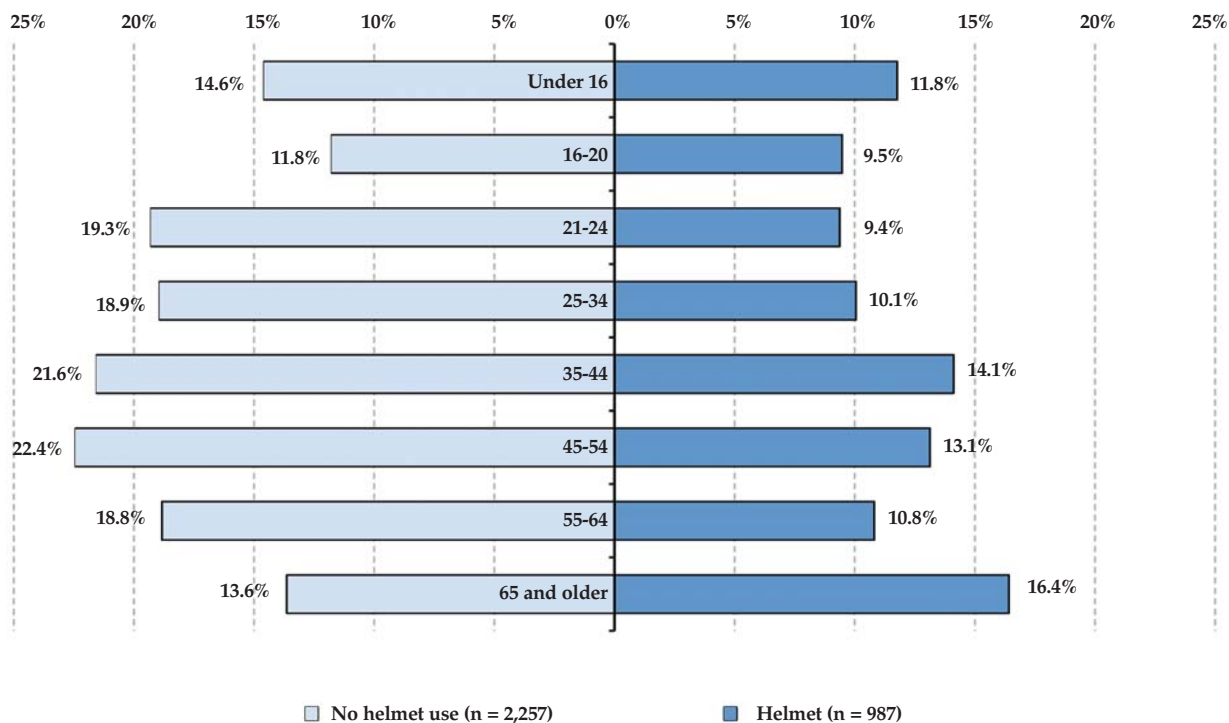
**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



- Riders with no reported helmet use have higher *serious injury* rates for all ages except 65 and older.
- The highest serious injury rate in 2009 was experienced by unhelmeted riders from 45 to 54 years of age.

Figure 22. Serious injuries as percent of total motorcyclist injuries, by helmet use and age, 2009



**Notes:**

Includes cases where *helmet use* and *age* are known (n=3,244).

*Serious injury* includes *fatal* and *incapacitating* injuries.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In comparison to helmeted motorcycle riders:
  - Non-helmeted motorcyclists have a much larger percentage of injuries located to the neck and above (28 percent versus 9 percent).
  - Non-helmeted motorcyclists have a higher percentage of injuries classified as minor or severe bleeding (18 percent versus 8 percent).

Table 56. Nature and location of injuries to motorcycle operators and passengers, by reported helmet use, 2009

| Nature of injury                    | Location of injury |             |            |            |            |               | Total        | Percent of injuries by nature |
|-------------------------------------|--------------------|-------------|------------|------------|------------|---------------|--------------|-------------------------------|
|                                     | Neck and above     | Entire body | Torso      | Arms       | Legs       | Not indicated |              |                               |
| <b>No helmet indicated</b>          | <b>634</b>         | <b>170</b>  | <b>179</b> | <b>321</b> | <b>434</b> | <b>520</b>    | <b>2,258</b> | <b>100%</b>                   |
| Burns                               | -                  | 2           | 1          | -          | -          | -             | 3            | 0.1%                          |
| Fracture/dislocation                | 50                 | 18          | 27         | 58         | 140        | -             | 293          | 13.0%                         |
| Internal                            | 79                 | 21          | 17         | 1          | 3          | -             | 121          | 5.4%                          |
| Minor bleeding                      | 167                | 16          | 7          | 51         | 42         | 1             | 284          | 12.6%                         |
| No injury or unknown                | -                  | -           | -          | -          | -          | 513           | 513          | 22.7%                         |
| None visible                        | 2                  | 1           | 6          | -          | 1          | 6             | 16           | 0.7%                          |
| Other                               | 24                 | 3           | -          | 3          | 11         | -             | 41           | 1.8%                          |
| Other minor injury                  | 211                | 103         | 120        | 204        | 228        | -             | 866          | 38.4%                         |
| Severe bleeding                     | 100                | 5           | 1          | 4          | 7          | -             | 117          | 5.2%                          |
| Severed                             | 1                  | 1           | -          | -          | 2          | -             | 4            | 0.2%                          |
| <i>Percent injuries by location</i> | 28.1%              | 7.5%        | 7.9%       | 14.2%      | 19.2%      | 23.0%         | 100%         |                               |
| <b>Helmet</b>                       | <b>84</b>          | <b>75</b>   | <b>103</b> | <b>194</b> | <b>230</b> | <b>301</b>    | <b>987</b>   | <b>100%</b>                   |
| Burns                               | -                  | 1           | -          | -          | -          | -             | 1            | 0.1%                          |
| Fracture/dislocation                | 6                  | 8           | 14         | 41         | 62         | 1             | 132          | 13.4%                         |
| Internal                            | 11                 | 5           | 15         | 1          | 1          | -             | 33           | 3.3%                          |
| Minor bleeding                      | 13                 | 4           | 6          | 21         | 21         | -             | 65           | 6.6%                          |
| No injury or unknown                | -                  | 1           | -          | 1          | -          | 297           | 299          | 30.3%                         |
| None visible                        | 1                  | 1           | -          | -          | 2          | 3             | 7            | 0.7%                          |
| Other                               | 4                  | 3           | 1          | 2          | 1          | -             | 11           | 1.1%                          |
| Other minor injury                  | 40                 | 50          | 66         | 124        | 139        | -             | 419          | 42.5%                         |
| Severe bleeding                     | 9                  | 2           | 1          | 3          | 3          | -             | 18           | 1.8%                          |
| Severed                             | -                  | -           | -          | 1          | 1          | -             | 2            | 0.2%                          |
| <i>Percent injuries by location</i> | 8.5%               | 7.6%        | 10.4%      | 19.7%      | 23.3%      | 30.5%         | 100%         |                               |

**Notes:**

n = 3,804 individuals where helmet use is known.

*Other minor injuries* includes abrasion, complaint of pain, and contusion/bruise.

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

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

*Not indicated* includes null and invalid.

*No helmet indicated* excludes null and unknown safety equipment types.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Non-helmeted riders comprised 77 percent of motorcyclists killed.
- Nearly 58 percent of fatalities were the result of injuries to the neck and above of unhelmeted riders. This increases to 66 percent if you consider all motorcycle fatalities.
- Regardless of helmet status, *internal* is the largest single proportion of fatal injury *location* (50 percent of all fatalities).

**Table 57. Percentage of total motorcyclist fatalities by helmet use and nature and location of injuries, 2009**

| Helmet use/nature of injury | Location       |              |              |             | Percent by nature | Total fatalities |
|-----------------------------|----------------|--------------|--------------|-------------|-------------------|------------------|
|                             | Neck and above | Entire body  | Torso        | Legs        |                   |                  |
| <b>No helmet use</b>        | <b>57.7%</b>   | <b>12.6%</b> | <b>6.3%</b>  |             | <b>76.6%</b>      | <b>85</b>        |
| Contusion/bruise            | 2.7%           | 0.9%         |              |             | 3.6%              | 4                |
| Fracture/dislocation        | 9.0%           |              | 0.9%         |             | 9.9%              | 11               |
| Internal                    | 22.5%          | 9.0%         | 5.4%         |             | 36.9%             | 41               |
| Minor bleeding              | 1.8%           |              |              |             | 1.8%              | 2                |
| Other                       | 6.3%           | 0.9%         |              |             | 7.2%              | 8                |
| Severe bleeding             | 15.3%          | 0.9%         |              |             | 16.2%             | 18               |
| Severe burn                 |                | 0.9%         |              |             | 0.9%              | 1                |
| <b>Helmet</b>               | <b>4.5%</b>    | <b>5.4%</b>  | <b>7.2%</b>  | <b>1.8%</b> | <b>18.9%</b>      | <b>21</b>        |
| Abrasion                    |                | 0.9%         |              |             | 0.9%              | 1                |
| Contusion/bruise            |                | 0.9%         |              |             | 0.9%              | 1                |
| Fracture/dislocation        | 0.9%           |              |              | 0.9%        | 1.8%              | 2                |
| Internal                    | 2.7%           | 0.9%         | 6.3%         |             | 9.9%              | 11               |
| No injury or unknown        |                | 0.9%         |              |             | 0.9%              | 1                |
| Severe bleeding             | 0.9%           | 0.9%         | 0.9%         | 0.9%        | 3.6%              | 4                |
| Severe burn                 |                | 0.9%         |              |             | 0.9%              | 1                |
| <b>Unknown</b>              | <b>3.6%</b>    |              | <b>0.9%</b>  |             | <b>4.5%</b>       | <b>5</b>         |
| Internal                    | 2.7%           |              | 0.9%         |             | 3.6%              | 4                |
| Severe bleeding             | 0.9%           |              |              |             | 0.9%              | 1                |
| <b>Percent by location</b>  | <b>65.8%</b>   | <b>18.0%</b> | <b>14.4%</b> | <b>1.8%</b> | <b>100%</b>       |                  |
| <b>Total fatalities</b>     | <b>73</b>      | <b>20</b>    | <b>16</b>    | <b>2</b>    |                   | <b>111</b>       |

**Note:**

No helmet indicated excludes null and unknown safety equipment types.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

► The highest fatality rates among objects of impact are when motorcyclists collide with fixed objects such as *trees, road and bridge infrastructure, posts, signs, and mailboxes.*

**Table 58. Probability of injury status of motorcycle operators and passengers by object of impact, 2009**

| Objects of impact                        | Total        | Probability of injury status (sum = 100%) |                |                    |              | Serious injury rate |
|--|--------------|---|----------------|--------------------|--------------|---------------------|
|  |              | Fatal                                     | Incapacitating | Non-incapacitating | Other        |                     |
| <b>Animals</b>                           | <b>182</b>   | <b>2.2%</b>                               | <b>15.4%</b>   | <b>61.0%</b>       | <b>21.4%</b> | <b>17.6%</b>        |
| Deer                                     | 125          | 3.2%                                      | 15.2%          | 62.4%              | 19.2%        | 18.4%               |
| Animal other than deer                   | 57           | 0.0%                                      | 15.8%          | 57.9%              | 26.3%        | 15.8%               |
| <b>Another motor vehicle</b>             | <b>1,765</b> | <b>3.3%</b>                               | <b>12.5%</b>   | <b>51.3%</b>       | <b>32.9%</b> | <b>15.8%</b>        |
| <b>Fell from vehicle (non-collision)</b> | <b>292</b>   | <b>0.7%</b>                               | <b>16.4%</b>   | <b>64.7%</b>       | <b>18.2%</b> | <b>17.1%</b>        |
| <b>Off the roadway</b>                   | <b>440</b>   | <b>2.5%</b>                               | <b>15.2%</b>   | <b>63.2%</b>       | <b>19.1%</b> | <b>17.7%</b>        |
| Off roadway                              | 238          | 2.1%                                      | 13.9%          | 62.2%              | 21.8%        | 16.0%               |
| Ditch                                    | 152          | 1.3%                                      | 15.1%          | 66.4%              | 17.1%        | 16.4%               |
| Embankment                               | 40           | 5.0%                                      | 25.0%          | 60.0%              | 10.0%        | 30.0%               |
| Culvert                                  | 10           | 20.0%                                     | 10.0%          | 50.0%              | 20.0%        | 30.0%               |
| <b>Other actions</b>                     | <b>481</b>   | <b>2.1%</b>                               | <b>10.8%</b>   | <b>65.9%</b>       | <b>21.2%</b> | <b>12.9%</b>        |
| Other                                    | 369          | 1.1%                                      | 10.3%          | 65.0%              | 23.6%        | 11.4%               |
| Overturn/rollover                        | 112          | 5.4%                                      | 12.5%          | 68.8%              | 13.4%        | 17.9%               |
| <b>Other traffic units</b>               | <b>25</b>    | <b>4.0%</b>                               | <b>4.0%</b>    | <b>52.0%</b>       | <b>40.0%</b> | <b>8.0%</b>         |
| Pedestrian                               | 10           | 0.0%                                      | 0.0%           | 50.0%              | 50.0%        | 0.0%                |
| Bicycle                                  | 7            | 0.0%                                      | 0.0%           | 42.9%              | 57.1%        | 0.0%                |
| Animal drawn vehicle                     | 5            | 0.0%                                      | 20.0%          | 60.0%              | 20.0%        | 20.0%               |
| Work zone maintenance equipment          | 2            | 0.0%                                      | 0.0%           | 100.0%             | 0.0%         | 0.0%                |
| Railway vehicle/train/engine             | 1            | 100.0%                                    | 0.0%           | 0.0%               | 0.0%         | 100.0%              |
| <b>Post, sign, mailbox</b>               | <b>61</b>    | <b>9.8%</b>                               | <b>18.0%</b>   | <b>62.3%</b>       | <b>9.8%</b>  | <b>27.9%</b>        |
| Mailbox                                  | 20           | 5.0%                                      | 15.0%          | 65.0%              | 15.0%        | 20.0%               |
| Utility pole                             | 18           | 27.8%                                     | 11.1%          | 61.1%              | 0.0%         | 38.9%               |
| Other post/pole or support               | 17           | 0.0%                                      | 17.6%          | 70.6%              | 11.8%        | 17.6%               |
| Highway traffic sign post                | 5            | 0.0%                                      | 40.0%          | 40.0%              | 20.0%        | 40.0%               |
| Light/luminaire Support                  | 1            | 0.0%                                      | 100.0%         | 0.0%               | 0.0%         | 100.0%              |
| <b>Road and bridge infrastructure</b>    | <b>173</b>   | <b>7.5%</b>                               | <b>20.8%</b>   | <b>58.4%</b>       | <b>13.3%</b> | <b>28.3%</b>        |
| Curb                                     | 109          | 5.5%                                      | 18.3%          | 61.5%              | 14.7%        | 23.9%               |
| Guardrail face                           | 39           | 10.3%                                     | 30.8%          | 46.2%              | 12.8%        | 41.0%               |
| Median barrier                           | 12           | 8.3%                                      | 16.7%          | 66.7%              | 8.3%         | 25.0%               |
| Bridge rail                              | 9            | 22.2%                                     | 22.2%          | 55.6%              | 0.0%         | 44.4%               |
| Guardrail end                            | 3            | 0.0%                                      | 0.0%           | 66.7%              | 33.3%        | 0.0%                |
| Impact attenuator/crash cushion          | 1            | 0.0%                                      | 0.0%           | 100.0%             | 0.0%         | 0.0%                |
| <b>Tree</b>                              | <b>25</b>    | <b>16.0%</b>                              | <b>12.0%</b>   | <b>52.0%</b>       | <b>20.0%</b> | <b>28.0%</b>        |
| <b>Wall, fence, building</b>             | <b>29</b>    | <b>3.4%</b>                               | <b>3.4%</b>    | <b>51.7%</b>       | <b>41.4%</b> | <b>6.9%</b>         |
| Fence                                    | 19           | 5.3%                                      | 0.0%           | 52.6%              | 42.1%        | 5.3%                |
| Wall/building/tunnel                     | 10           | 0.0%                                      | 10.0%          | 50.0%              | 40.0%        | 10.0%               |
| <b>Unknown</b>                           | <b>13</b>    | <b>0.0%</b>                               | <b>7.7%</b>    | <b>46.2%</b>       | <b>46.2%</b> | <b>7.7%</b>         |
| <b>Total</b>                             | <b>3,486</b> | <b>3.2%</b>                               | <b>13.4%</b>   | <b>57.0%</b>       | <b>26.4%</b> | <b>16.6%</b>        |

**Note:**

*Serious injury includes fatal and incapacitating injuries.*

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Considering motorcycles involved, single vehicle collisions involved alcohol proportionately more often than in multi-vehicle collisions.
- In multi-vehicle collisions with serious injuries, motorcyclists are much more likely than the *other units* to be alcohol-involved.

**Table 59. Individuals involved in motorcycle collisions by vehicle type, driver alcohol status, and individual injury status, 2009**

| Type of vehicle/alcohol status  | Individual injury status |                |                    |              | Total        |
|---------------------------------|--------------------------|----------------|--------------------|--------------|--------------|
|                                 | Fatal                    | Incapacitating | Non-incapacitating | All other    |              |
| <b>Single vehicle collision</b> |                          |                |                    |              |              |
| <b>Motorcycle and moped</b>     | <b>49</b>                | <b>243</b>     | <b>1,026</b>       | <b>318</b>   | <b>1,636</b> |
| Alcohol-related unit            | 17                       | 40             | 129                | 29           | 215          |
| Percent alcohol-related         | 34.7%                    | 16.5%          | 12.6%              | 9.1%         | 13.1%        |
| <b>Multi-vehicle collision</b>  |                          |                |                    |              |              |
| <b>Motorcycle and moped</b>     | <b>62</b>                | <b>225</b>     | <b>960</b>         | <b>603</b>   | <b>1,850</b> |
| Alcohol-related unit            | 9                        | 19             | 46                 | 24           | 98           |
| Percent alcohol-related         | 14.5%                    | 8.4%           | 4.8%               | 4.0%         | 5.3%         |
| <b>All other units/vehicles</b> | <b>2</b>                 | <b>1</b>       | <b>84</b>          | <b>1,500</b> | <b>1,587</b> |
| Alcohol-related unit            | -                        | -              | 4                  | 35           | 39           |
| Percent alcohol-related         | 0.0%                     | 0.0%           | 4.8%               | 2.3%         | 2.5%         |

**Notes:**

Non-incapacitating includes non-incapacitating and possible injuries.  
 All other injury status includes not reported, null, refused, and unknown.  
 Excludes pedestrians and pedalcyclists.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- There were decreases across all categories of BAC from 2008 to 2009.
- The smallest proportional decrease was in seriously impaired (0.15 and greater) motorcycle operators.

**Table 60. Motorcycle operators involved in collisions by blood alcohol content (BAC) (g/dL), 2005-2009**

| BAC range, g/dL                   | 2005         | 2006         | 2007         | 2008         | 2009         | Average annual change | Change 2008-2009 | Percent change, 2008-2009 |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|-----------------------|------------------|---------------------------|
| <b>Total motorcycle operators</b> | <b>2,813</b> | <b>3,008</b> | <b>3,468</b> | <b>3,726</b> | <b>3,180</b> | <b>3.8%</b>           | <b>-546</b>      | <b>-14.7%</b>             |
| No BAC reported                   | 2,621        | 2,805        | 3,269        | 3,487        | 3,007        | 4.1%                  | -480             | -13.8%                    |
| Percent total operators           | 93.2%        | 93.3%        | 94.3%        | 93.6%        | 94.6%        |                       |                  |                           |
| < 0.01                            | 67           | 62           | 66           | 96           | 54           | 0.2%                  | -42              | -43.8%                    |
| Percent total operators           | 2.4%         | 2.1%         | 1.9%         | 2.6%         | 1.7%         |                       |                  |                           |
| 0.01 < 0.08                       | 27           | 33           | 23           | 40           | 28           | 9.0%                  | -12              | -30.0%                    |
| Percent total operators           | 1.0%         | 1.1%         | 0.7%         | 1.1%         | 0.9%         |                       |                  |                           |
| 0.08 < 0.15                       | 35           | 38           | 40           | 51           | 43           | 6.4%                  | -8               | -15.7%                    |
| Percent total operators           | 1.2%         | 1.3%         | 1.2%         | 1.4%         | 1.4%         |                       |                  |                           |
| 0.15 and greater                  | 63           | 70           | 70           | 52           | 48           | -5.6%                 | -4               | -7.7%                     |
| Percent total operators           | 2.2%         | 2.3%         | 2.0%         | 1.4%         | 1.5%         |                       |                  |                           |

**Notes:**

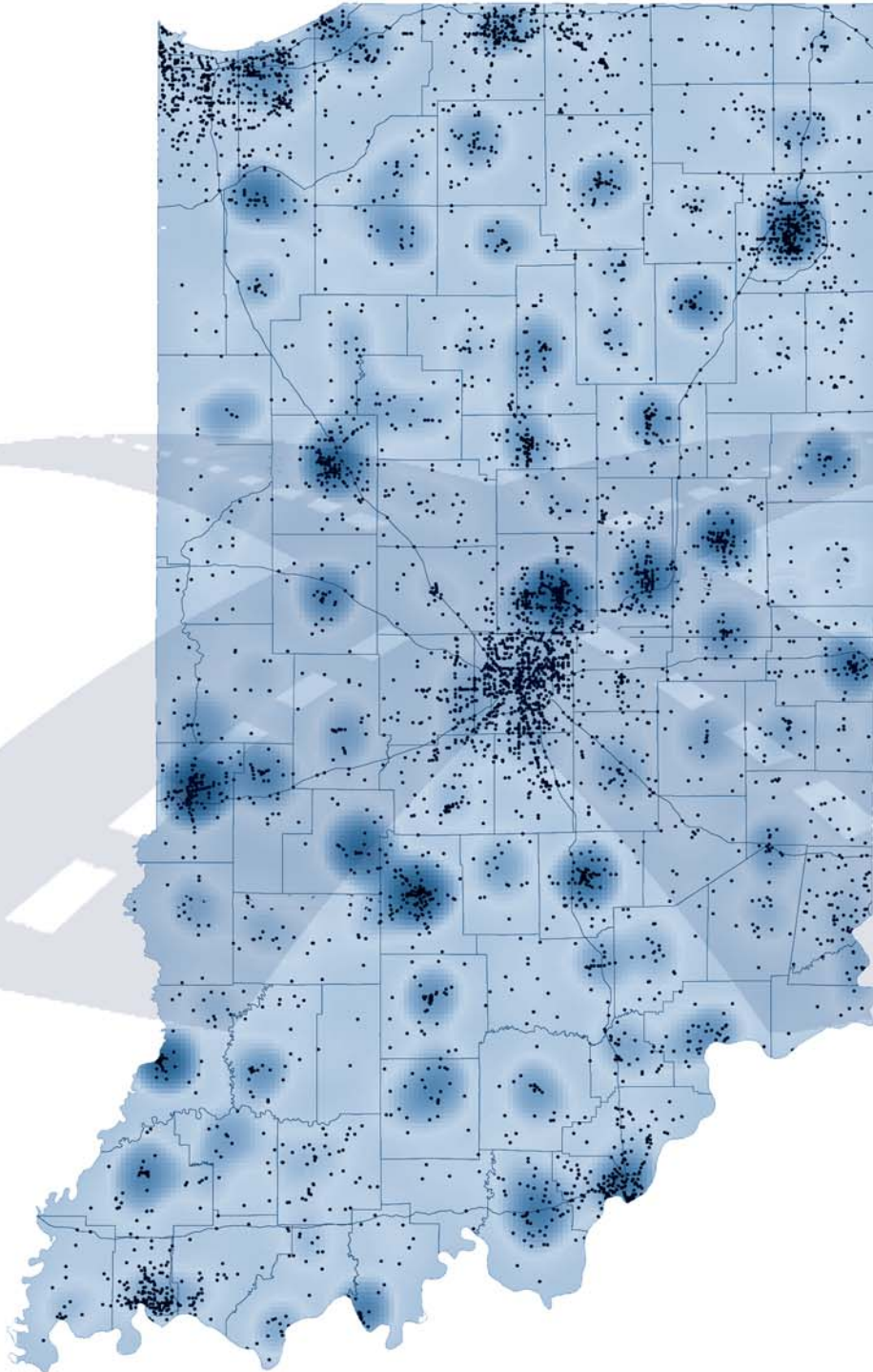
Includes all individual injury status categories.  
 g/dL = grams per deciliter.  
 No BAC reported for 2008 includes one invalid record.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



# PEOPLE



## PEOPLE, 2008

This section on people looks at individuals involved in Indiana fatal and non-fatal collisions in 2009. Tables and figures summarize individuals involved by age, gender, locality (rural/urban), type of injury (fatal, incapacitating, non-incapacitating), physical condition (normal, drinking, asleep/fatigued), as well as restraint usage. Data include descriptions of drivers, occupants, pedestrians, and pedalcyclists.

### HIGHLIGHTS

In 2009, there were a total of 304,412 individuals involved in motor vehicle collisions, of which 692 individuals were killed.

In 2009, there were 657 drivers involved in collisions for every 10,000 licensed drivers.

After a high of 1,898 in 2008, pedestrian involvement in collisions fell in 2009 to 1,719.

On average from 2005 to 2009, restraint use increased 1.7 percent annually.

- There were a total of 304,412 individuals involved in motor vehicle collisions in 2009, of which 692 were killed.
- Of all age groups, males ages 18 to 20 involved in collisions had the highest fatality rate (27.3 per 100,000 population).
- Among females involved in collisions, those ages 16 to 17 were killed at the highest rate (17.0 per 100,000 population), and had the highest injury rate (2,209.3 per 100,000 population).
- Males were killed in traffic collisions at a rate more than twice that of females (15.3 vs 6.4 per 100,000 population).
- There were 5,866 children (age 15 and under) involved in collisions, including 35 deaths.

**Table 61. Individuals involved in collisions, by age, gender, and injury status, 2009**

| Age group    | Population       |                  |                  | Fatalities |            |            | Fatalities per 100K population |            |             | Non-fatal/unknown injuries |               |               | Non-fatal/unknown injuries per 100k population |              |              |
|--------------|------------------|------------------|------------------|------------|------------|------------|--------------------------------|------------|-------------|----------------------------|---------------|---------------|--|--------------|--------------|
|              | Male             | Female           | Total            | Male       | Female     | Total      | Male                           | Female     | Total       | Male                       | Female        | Total         | Male   | Female       | Total        |
| < 4          | 183,004          | 175,184          | 358,188          | 3          | 2          | 5          | 1.6                            | 1.1        | 1.4         | 427                        | 378           | 808           | 233.3  | 215.8        | 225.6        |
| 4 - 7        | 179,066          | 171,020          | 350,086          | 1          | 4          | 5          | 0.6                            | 2.3        | 1.4         | 415                        | 399           | 816           | 231.8  | 233.3        | 233.1        |
| 8 - 15       | 357,234          | 342,222          | 699,456          | 13         | 12         | 25         | 3.6                            | 3.5        | 3.6         | 1,243                      | 1,419         | 2,670         | 348.0  | 414.6        | 381.7        |
| 16 - 17      | 93,462           | 88,173           | 181,635          | 9          | 15         | 24         | 9.6                            | 17.0       | 13.2        | 1,557                      | 1,948         | 3,507         | 1,665.9  | 2,209.3      | 1,930.8      |
| 18 - 20      | 146,760          | 139,751          | 286,511          | 40         | 14         | 54         | 27.3                           | 10.0       | 18.8        | 2,575                      | 2,829         | 5,407         | 1,754.6  | 2,024.3      | 1,887.2      |
| 21 - 24      | 182,264          | 175,145          | 357,409          | 49         | 18         | 67         | 26.9                           | 10.3       | 18.7        | 2,377                      | 2,626         | 5,005         | 1,304.2  | 1,499.3      | 1,400.4      |
| 25 - 34      | 424,914          | 413,974          | 838,888          | 90         | 31         | 121        | 21.2                           | 7.5        | 14.4        | 4,133                      | 4,646         | 8,780         | 972.7  | 1,122.3      | 1,046.6      |
| 35 - 44      | 428,615          | 421,547          | 850,162          | 85         | 21         | 106        | 19.8                           | 5.0        | 12.5        | 3,488                      | 3,818         | 7,315         | 813.8  | 905.7        | 860.4        |
| 45 - 54      | 465,936          | 473,235          | 939,171          | 79         | 27         | 106        | 17.0                           | 5.7        | 11.3        | 3,499                      | 3,681         | 7,182         | 751.0  | 777.8        | 764.7        |
| 55 - 64      | 356,841          | 376,175          | 733,016          | 40         | 21         | 61         | 11.2                           | 5.6        | 8.3         | 2,308                      | 2,615         | 4,924         | 646.8  | 695.2        | 671.7        |
| 65 - 74      | 201,454          | 235,218          | 436,672          | 37         | 18         | 55         | 18.4                           | 7.7        | 12.6        | 1,060                      | 1,330         | 2,390         | 526.2  | 565.4        | 547.3        |
| 75 and over  | 145,138          | 246,781          | 391,919          | 39         | 24         | 63         | 26.9                           | 9.7        | 16.1        | 828                        | 1,068         | 1,899         | 570.5  | 432.8        | 484.5        |
| Unknown age  | 0                | 0                | 0                | 0          | 0          | 0          | na                             | na         | na          | 3                          | 2             | 40            | na   | na           | na           |
| <b>TOTAL</b> | <b>3,164,688</b> | <b>3,258,425</b> | <b>6,423,113</b> | <b>485</b> | <b>207</b> | <b>692</b> | <b>15.3</b>                    | <b>6.4</b> | <b>10.8</b> | <b>23,913</b>              | <b>26,759</b> | <b>50,743</b> | <b>755.6</b>                                   | <b>821.2</b> | <b>790.0</b> |

**Notes:**

Gender totals include cases of individuals with unknown or unreported gender types, thus may not equal the sum of male and female.

Non-fatal/unknown injuries includes injury status of incapacitating, non-incapacitating, possible, unknown, not reported, refused (treatment), and invalid injury categories.

**Sources:**

Individuals in collisions: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Population: US Census Bureau, Population Estimates, State Characteristics; SC-EST2009-agesex-res: Annual Estimates of the Resident

Population by Single-Year

of Age and Sex for States: April 1, 2000 to July 1, 2009. Release date: June 2010. File: July 1, 2009.



- Individuals are more likely to be killed or suffer an incapacitating injury in rural collisions than in urban collisions, regardless of age.
- Of the 25 child (age 15 and under) fatalities where locality was known, 17 (68 percent) occurred in rural areas.
- Individuals age 75 and over in rural collisions were most likely of any age group/locality to have been killed in a collision.
- Individuals aged 64 to 74 are over 8 times more likely to be killed in a rural collision than an urban collision, while children age 4 to 7 are over twice as likely to be seriously injured in a rural than an urban collision.

Table 62. Individuals with fatal or incapacitating injuries in traffic collisions, by age and locale, 2009



| Age group    | Rural      |                |                |             |                         | Urban      |                |                |             |                         | Relative risk (rural to urban) |                |
|--------------|------------|----------------|----------------|-------------|-------------------------|------------|----------------|----------------|-------------|-------------------------|--------------------------------|----------------|
|              | Fatalities | Incapacitating | Total involved | % Fatal     | % Incapacitating injury | Fatalities | Incapacitating | Total involved | % Fatal     | % Incapacitating injury | Fatal                          | Incapacitating |
| < 4          | 3          | 15             | 266            | 1.1%        | 5.6%                    | 1          | 18             | 467            | 0.2%        | 3.9%                    | 5.27                           | 1.46           |
| 4 - 7        | 4          | 16             | 254            | 1.6%        | 6.3%                    | 0          | 12             | 459            | 0.0%        | 2.6%                    | na                             | 2.41           |
| 8 - 15       | 10         | 63             | 904            | 1.1%        | 7.0%                    | 7          | 48             | 1,287          | 0.5%        | 3.7%                    | 2.03                           | 1.87           |
| 16 - 17      | 16         | 91             | 1,603          | 1.0%        | 5.7%                    | 6          | 63             | 1,475          | 0.4%        | 4.3%                    | 2.45                           | 1.33           |
| 18 - 20      | 36         | 171            | 2,133          | 1.7%        | 8.0%                    | 16         | 118            | 2,679          | 0.6%        | 4.4%                    | 2.83                           | 1.82           |
| 21 - 24      | 42         | 134            | 1,642          | 2.6%        | 8.2%                    | 17         | 162            | 2,862          | 0.6%        | 5.7%                    | 4.31                           | 1.44           |
| 25 - 34      | 78         | 249            | 2,911          | 2.7%        | 8.6%                    | 34         | 270            | 4,953          | 0.7%        | 5.5%                    | 3.90                           | 1.57           |
| 35 - 44      | 78         | 219            | 2,355          | 3.3%        | 9.3%                    | 25         | 219            | 4,008          | 0.6%        | 5.5%                    | 5.31                           | 1.70           |
| 45 - 54      | 68         | 223            | 2,334          | 2.9%        | 9.6%                    | 32         | 246            | 4,054          | 0.8%        | 6.1%                    | 3.69                           | 1.57           |
| 55 - 64      | 40         | 153            | 1,598          | 2.5%        | 9.6%                    | 15         | 145            | 2,759          | 0.5%        | 5.3%                    | 4.60                           | 1.82           |
| 65 - 74      | 41         | 76             | 838            | 4.9%        | 9.1%                    | 8          | 73             | 1,331          | 0.6%        | 5.5%                    | 8.14                           | 1.65           |
| 75 and over  | 35         | 54             | 550            | 6.4%        | 9.8%                    | 18         | 65             | 1,174          | 1.5%        | 5.5%                    | 4.15                           | 1.77           |
| Unknown age  | 0          | 0              | 36             | 0.0%        | 0.0%                    | 0          | 1              | 2              | 0.0%        | 50.0%                   | na                             | na             |
| <b>Total</b> | <b>451</b> | <b>1,464</b>   | <b>17,424</b>  | <b>2.6%</b> | <b>8.4%</b>             | <b>179</b> | <b>1,440</b>   | <b>27,510</b>  | <b>0.7%</b> | <b>5.2%</b>             | <b>3.98</b>                    | <b>1.61</b>    |

**Notes:**

Excludes *pedestrians, pedalcyclists*, and individuals with an unknown locality.

*Total involved* includes individuals with a reported injury status of fatal, *incapacitating, non-incapacitating* and *possible* injuries.

*Relative risk (rural to urban)* is the likelihood of a selected injury status in rural areas divided by the likelihood of the same injury status in urban areas.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In 2009, pedestrians and motorcycle riders had the highest rate of fatalities per 1,000 involved (32 and 31.8, respectively).
- Compared to drivers of motor vehicles, non-motorists have much lower rates of non-injury.

**Table 63. Individuals involved in collisions, by person type and injury status, 2009**

| Unit type/person type          | Fatalities per 1,000 total involved |            | Injury status  |                    |                      |                | Total individuals | % not injured |
|--------------------------------|-------------------------------------|------------|----------------|--------------------|----------------------|----------------|-------------------|---------------|
|                                | Fatal                               |            | Incapacitating | Non-incapacitating | Unknown/other injury | Not injured    |                   |               |
| <b>Vehicle occupants</b>       |                                     |            |                |                    |                      |                |                   |               |
| Driver                         | 384                                 | 1.3        | 1,754          | 28,148             | 3,985                | 251,550        | 285,821           | 88.0%         |
| Passenger                      | 135                                 | 10.9       | 682            | 11,283             | 93                   | 218            | 12,411            | 1.8%          |
| <b>Motorcycle/moped riders</b> | 111                                 | 31.8       | 468            | 1,986              | 32                   | 889            | 3,486             | 25.5%         |
| <b>Non-occupants</b>           |                                     |            |                |                    |                      |                |                   |               |
| Pedestrians                    | 55                                  | 32.0       | 211            | 1,255              | 34                   | 164            | 1,719             | 9.5%          |
| Pedalcyclists                  | 7                                   | 7.2        | 64             | 739                | 9                    | 156            | 975               | 16.0%         |
| <b>TOTAL</b>                   | <b>692</b>                          | <b>2.3</b> | <b>3,179</b>   | <b>43,411</b>      | <b>4,153</b>         | <b>252,977</b> | <b>304,412</b>    | <b>83.1%</b>  |

**Notes:**

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

Non-incapacitating includes non-incapacitating and possible injuries.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In 2009, there were 657 drivers involved in collisions for every 10,000 licensed drivers, up from 627 in 2008. (This is due in large part to an 11 percent decline in licensed drivers from 2008 to 2009 as reported by the Indiana BMV.)
- The 16 and 17 age group represents the lowest percentage of licensed drivers (2.1 percent), but the highest rates per 10,000 licensed drivers involved in fatal collisions (4.0) and all collisions (1,856.2).
- Drivers age 21 to 24 had the highest rate (1.7) of drivers killed per 10,000 licensed drivers.

**Table 64. Drivers in collisions by age and rate, 2009**

| Age          | Licensed drivers |               | Drivers in fatal collisions |               |                     | Drivers killed |               |                     | Drivers in all collisions |               |                     |
|--------------|------------------|---------------|-----------------------------|---------------|---------------------|----------------|---------------|---------------------|---------------------------|---------------|---------------------|
|              | Count            | % total       | Count                       | % total       | Per 10,000 licensed | Count          | % total       | Per 10,000 licensed | Count                     | % total       | Per 10,000 licensed |
| < 16         | 0                | 0.0%          | 5                           | 0.5%          | na                  | 3              | 0.6%          | na                  | 1,636                     | 0.6%          | na                  |
| 16 - 17      | 92,021           | 2.1%          | 37                          | 3.7%          | 4.0                 | 12             | 2.4%          | 1.3                 | 17,081                    | 5.9%          | 1,856.2             |
| 18 - 20      | 229,275          | 5.2%          | 76                          | 7.7%          | 3.3                 | 34             | 6.9%          | 1.5                 | 30,485                    | 10.5%         | 1,329.6             |
| 21 - 24      | 287,073          | 6.5%          | 93                          | 9.4%          | 3.2                 | 50             | 10.2%         | 1.7                 | 30,206                    | 10.5%         | 1,052.2             |
| 25 - 34      | 739,269          | 16.8%         | 176                         | 17.8%         | 2.4                 | 89             | 18.1%         | 1.2                 | 55,858                    | 19.3%         | 755.6               |
| 35 - 44      | 759,567          | 17.3%         | 189                         | 19.1%         | 2.5                 | 89             | 18.1%         | 1.2                 | 48,464                    | 16.8%         | 638.0               |
| 45 - 54      | 866,241          | 19.7%         | 179                         | 18.1%         | 2.1                 | 89             | 18.1%         | 1.0                 | 46,283                    | 16.0%         | 534.3               |
| 55 - 64      | 724,918          | 16.5%         | 119                         | 12.0%         | 1.6                 | 52             | 10.6%         | 0.7                 | 32,451                    | 11.2%         | 447.7               |
| 65 - 74      | 424,380          | 9.7%          | 69                          | 7.0%          | 1.6                 | 37             | 7.5%          | 0.9                 | 15,744                    | 5.4%          | 371.0               |
| 75 and over  | 273,901          | 6.2%          | 48                          | 4.8%          | 1.8                 | 36             | 7.3%          | 1.3                 | 10,741                    | 3.7%          | 392.1               |
| Unknown age  | 0                | 0.0%          | 0                           | 0.0%          | na                  | 0              | 0.0%          | na                  | 52                        | 0.0%          | na                  |
| <b>Total</b> | <b>4,396,645</b> | <b>100.0%</b> | <b>991</b>                  | <b>100.0%</b> | <b>2.3</b>          | <b>491</b>     | <b>100.0%</b> | <b>1.1</b>          | <b>289,001</b>            | <b>100.0%</b> | <b>657.3</b>        |

**Note:**

Licensed and/or permit driver counts were not available or incomplete for 15 year-olds.

**Sources:**

Drivers in collisions: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Licensed drivers: Indiana Bureau of Motor Vehicles, as of June 8, 2010.

- Nearly 55 percent of the drivers in fatal collisions were classified with an apparent physical condition of *normal*.
- Drivers identified at the time of a collision as having a physical condition of *had been drinking* had the highest fatal collision and drivers killed rates.

**Table 65. Drivers involved in collisions, by apparent physical condition, 2009**

| Apparent physical condition | Drivers    |                     |                   |             |                      |
|-----------------------------|------------|---------------------|-------------------|-------------|----------------------|
|                             | Killed     | In fatal collisions | In all collisions | Killed rate | Fatal collision rate |
| Normal                      | 134        | 553                 | 272,415           | 0.5         | 2.0                  |
| Had been drinking           | 78         | 114                 | 7,809             | 10.0        | 14.6                 |
| Asleep/fatigued             | 11         | 14                  | 2,694             | 4.1         | 5.2                  |
| Illness                     | 13         | 14                  | 1,438             | 9.0         | 9.7                  |
| Drugs/medication            | 8          | 13                  | 1,176             | 6.8         | 11.1                 |
| Handicapped                 | 2          | 2                   | 258               | 7.8         | 7.8                  |
| Unknown                     | 256        | 296                 | 3,900             | 65.6        | 75.9                 |
| <b>Total</b>                | <b>502</b> | <b>1,006</b>        | <b>289,690</b>    | <b>1.7</b>  | <b>3.5</b>           |

**Notes:**

*Killed rate* is defined as drivers killed per 1,000 in all collisions for each condition.

*Fatal collision rate* is defined as drivers in fatal collisions per 1,000 in all collisions for each condition.

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010

- Of drivers killed in collisions, nearly 5 percent had no license and one had a probationary license.
- Drivers with a motorcycle license had the highest risk of fatality (nearly 1 percent), followed by those with no license (0.6 percent).
- When involved in a collision, drivers with a commercial license had the highest percentage (92.7 percent) of non-injury.

**Table 66. Drivers involved in collisions, by license type and injury status, 2009**

| License type          | Driver injury status |                  |                |                    |               |                |               | Total          | Fatal, as % overall total |
|-----------------------|----------------------|------------------|----------------|--------------------|---------------|----------------|---------------|----------------|---------------------------|
|                       | Fatal                | % of fatal total | Incapacitating | Non-incapacitating | Unknown/other | No injury      | % Not injured |                |                           |
| Operator              | 365                  | 74.8%            | 1,669          | 26,115             | 3,516         | 219,604        | 87.4%         | 251,269        | 0.1%                      |
| Commercial driver     | 22                   | 4.5%             | 74             | 737                | 152           | 12,539         | 92.7%         | 13,524         | 0.2%                      |
| Motorcycle            | 62                   | 12.7%            | 214            | 1,246              | 89            | 5,108          | 76.0%         | 6,719          | 0.9%                      |
| No license            | 24                   | 4.9%             | 92             | 653                | 49            | 3,491          | 81.0%         | 4,309          | 0.6%                      |
| Chauffeur             | 10                   | 2.0%             | 34             | 311                | 50            | 3,364          | 89.3%         | 3,769          | 0.3%                      |
| Probationary operator | 1                    | 0.2%             | 7              | 190                | 30            | 1,899          | 89.3%         | 2,127          | 0.0%                      |
| Learner permit        | 4                    | 0.8%             | 43             | 318                | 29            | 1,540          | 79.6%         | 1,934          | 0.2%                      |
| Unknown license type  | 0                    | 0.0%             | 10             | 129                | 39            | 1,360          | 88.4%         | 1,538          | 0.0%                      |
| <b>Total</b>          | <b>488</b>           | <b>100.0%</b>    | <b>2,143</b>   | <b>29,699</b>      | <b>3,954</b>  | <b>248,905</b> | <b>87.3%</b>  | <b>285,189</b> | <b>0.2%</b>               |

**Notes:**

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

*Chauffeur* includes *chauffeur* and *public passenger chauffeur* license.

*Motorcycle* includes *motorcycle, chauffeur with MC endorsement, operators with MC endorsement, and public passenger chauffeur with MC endorsement.*

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

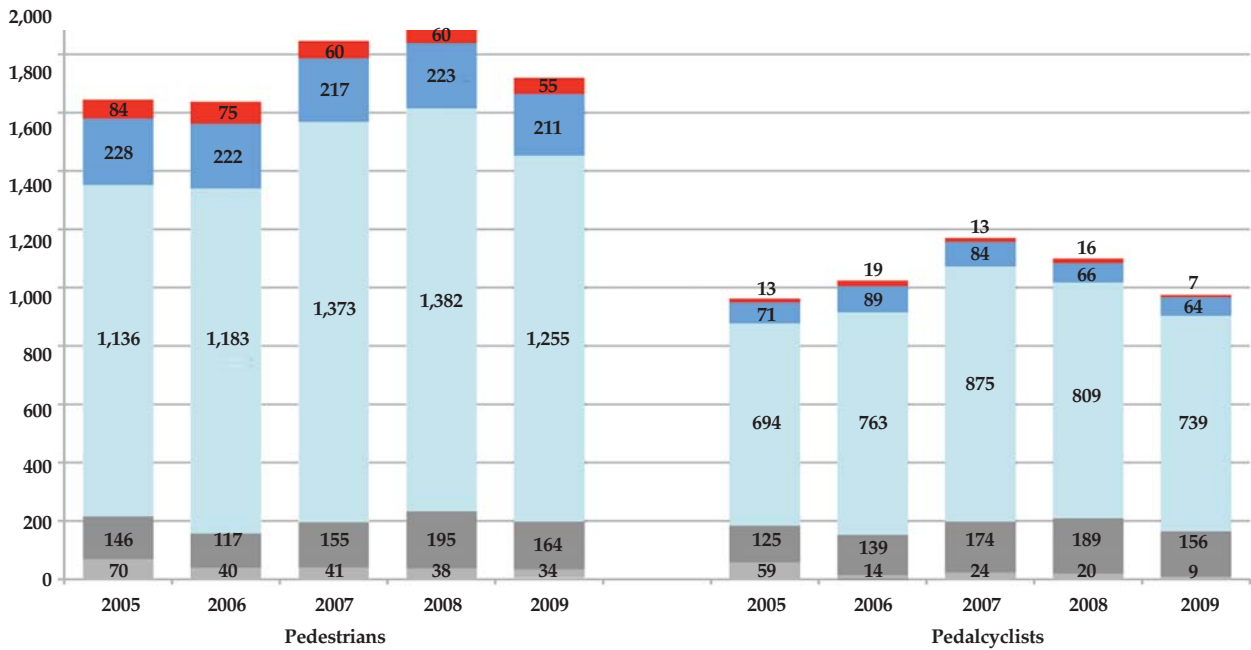
*Non-incapacitating* includes *non-incapacitating and possible injuries.*

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- After a high of 1,898 in 2008, pedestrian involvement in collisions fell in 2009 to 1,719.
- All categories of pedestrian and pedalcyclist injuries fell in number from 2008 to 2009.
- After a high in 2007, pedalcyclist involvement in collisions continued to decrease in 2009.
- Pedalcyclist fatalities reached a five-year low in 2009 in number as well as in proportion (7 and 0.7 percent, respectively).

Figure 23. Pedestrians and pedalcyclists involved in collisions, by injury status, 2005-2009



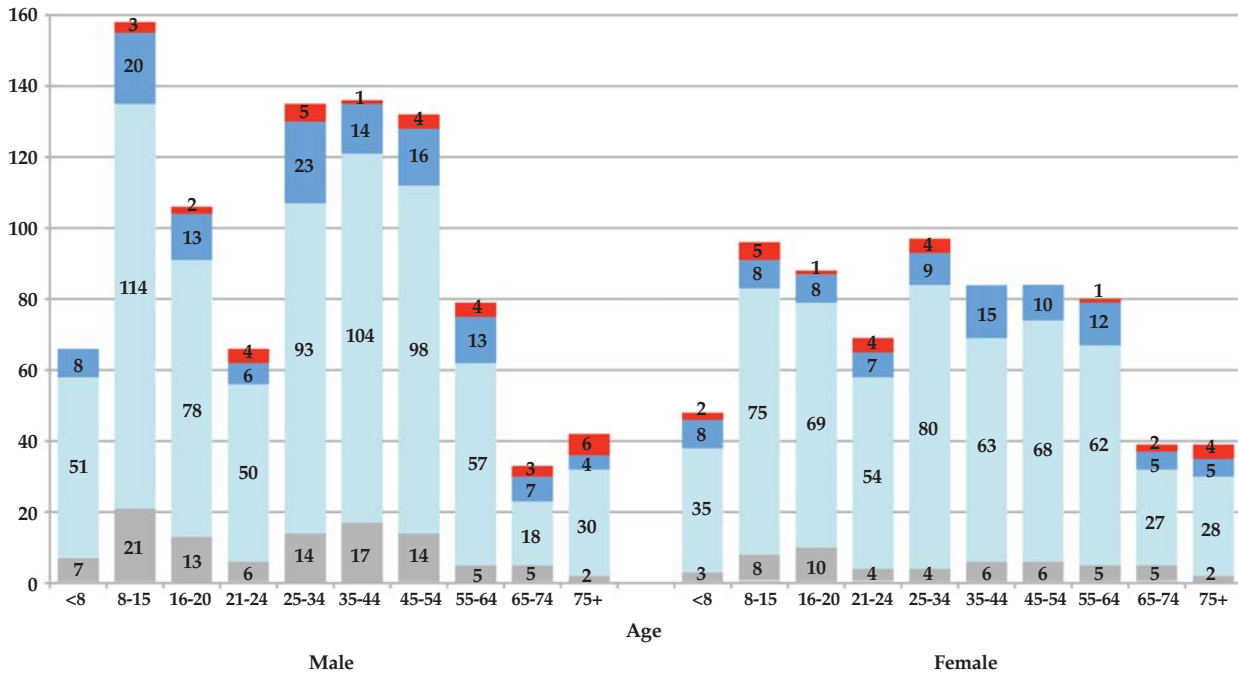
**Notes:**  
*Non-incapacitating* includes injury statuses reported as *non-incapacitating* and *possible*.  
*No injury* includes the injury status of *blank*.  
*Unknown* includes the injury statuses of *unknown*, *not reported*, and *refused* (treatment).

**Source:**  
 Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Fatal
- Incapacitating
- Non-incapacitating
- No injury
- Unknown

- There were a total of 953 male and 724 female pedestrians involved in collisions in 2009.
- Ten (7 females, 3 males) of the pedestrians killed were children (ages 15 and under), and 358 other pedestrian children were involved in collisions.
- Of all the age/gender groups, males ages 8 to 15 had the largest number of pedestrians involved in collisions.

Figure 24. Pedestrians involved in motor vehicle collisions, by age, gender, and injury status, 2009



**Notes:**  
 Excludes pedestrians with missing or invalid age or gender and unknown injuries.  
 Non-incapacitating includes injury statuses reported as non-incapacitating and possible.

**Source:**  
 Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Fatal
- Incapacitating
- Non-incapacitating
- No injury

- In 2009, *on roadway* was the pedestrian action with the highest number of fatalities, while *crossing at an intersection* was the action with the highest number for pedestrians surviving collisions.
- Of the known pedestrian actions, *working* and being *on the roadway* posed the highest risk of fatality.

**Table 67. Pedestrians involved in motor vehicle collisions, by pedestrian action, 2009**

| Pedestrian action               | Fatalities | Survivors    | Total involved | % Fatal     |
|---------------------------------|------------|--------------|----------------|-------------|
| Working                         | 2          | 19           | 21             | 9.5%        |
| On roadway                      | 22         | 228          | 250            | 8.8%        |
| Unknown                         | 1          | 18           | 19             | 5.3%        |
| Crossing not at intersection    | 15         | 287          | 302            | 5.0%        |
| Getting in/out of vehicle       | 1          | 37           | 38             | 2.6%        |
| With traffic                    | 1          | 38           | 39             | 2.6%        |
| Other                           | 6          | 255          | 261            | 2.3%        |
| Crossing at intersection        | 6          | 328          | 334            | 1.8%        |
| Not in roadway                  | 1          | 111          | 112            | 0.9%        |
| Standing                        | 0          | 123          | 123            | 0.0%        |
| Moving                          | 0          | 115          | 115            | 0.0%        |
| On shoulder                     | 0          | 49           | 49             | 0.0%        |
| Against traffic                 | 0          | 36           | 36             | 0.0%        |
| On designated non-motorist lane | 0          | 20           | 20             | 0.0%        |
| <b>Total</b>                    | <b>55</b>  | <b>1,664</b> | <b>1,719</b>   | <b>3.2%</b> |

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Wednesdays and Fridays were the days with the highest numbers of non-motorists involved in collisions.
- Non-motorists were involved in collisions mainly between the hours of 3pm and 7pm, with the highest proportion hour being between 5pm and 6pm.
- Sundays had the fewest number of non-motorists involved in collisions.

Table 68. Non-motorists involved in collisions, by time of day and day of week, 2009

| Time                |             |              |              |              |              |              |              | Total by hour | % by hour   |
|---------------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|-------------|
|                     | Sun         | Mon          | Tue          | Wed          | Thu          | Fri          | Sat          |               |             |
| 12am-               | 11          | 4            | 1            | 1            | 6            | 3            | 15           | 41            | 1.5%        |
| 1am-                | 8           | 1            | 2            | 2            | 3            | 6            | 9            | 31            | 1.2%        |
| 2am-                | 11          | 0            | 1            | 0            | 0            | 5            | 8            | 25            | 0.9%        |
| 3am-                | 4           | 3            | 0            | 1            | 4            | 4            | 8            | 24            | 0.9%        |
| 4am-                | 3           | 0            | 2            | 4            | 2            | 2            | 2            | 15            | 0.6%        |
| 5am-                | 4           | 2            | 4            | 1            | 6            | 4            | 3            | 24            | 0.9%        |
| 6am-                | 4           | 7            | 1            | 11           | 6            | 11           | 2            | 42            | 1.6%        |
| 7am-                | 2           | 14           | 28           | 26           | 20           | 20           | 2            | 112           | 4.2%        |
| 8am-                | 4           | 15           | 12           | 13           | 11           | 12           | 3            | 70            | 2.6%        |
| 9am-                | 6           | 14           | 10           | 7            | 16           | 13           | 11           | 77            | 2.9%        |
| 10am-               | 4           | 6            | 10           | 14           | 16           | 16           | 12           | 78            | 2.9%        |
| 11am-               | 9           | 18           | 11           | 27           | 14           | 16           | 27           | 122           | 4.5%        |
| 12pm-               | 10          | 23           | 21           | 30           | 19           | 23           | 22           | 148           | 5.5%        |
| 1pm-                | 13          | 21           | 14           | 25           | 17           | 22           | 26           | 138           | 5.1%        |
| 2pm-                | 16          | 22           | 18           | 25           | 30           | 41           | 24           | 176           | 6.5%        |
| 3pm-                | 16          | 38           | 40           | 35           | 35           | 37           | 28           | 229           | 8.5%        |
| 4pm-                | 19          | 31           | 48           | 40           | 36           | 45           | 26           | 245           | 9.1%        |
| 5pm-                | 32          | 34           | 34           | 49           | 40           | 53           | 35           | 277           | 10.3%       |
| 6pm-                | 25          | 34           | 43           | 36           | 30           | 29           | 28           | 225           | 8.4%        |
| 7pm-                | 14          | 32           | 25           | 39           | 35           | 34           | 33           | 212           | 7.9%        |
| 8pm-                | 17          | 11           | 21           | 20           | 22           | 25           | 18           | 134           | 5.0%        |
| 9pm-                | 15          | 15           | 16           | 21           | 13           | 14           | 24           | 118           | 4.4%        |
| 10pm-               | 9           | 6            | 16           | 7            | 14           | 15           | 16           | 83            | 3.1%        |
| 11pm-               | 5           | 2            | 4            | 4            | 8            | 11           | 14           | 48            | 1.8%        |
| <b>Total by day</b> | <b>261</b>  | <b>353</b>   | <b>382</b>   | <b>438</b>   | <b>403</b>   | <b>461</b>   | <b>396</b>   | <b>2,694</b>  | <b>100%</b> |
| <b>% by day</b>     | <b>9.7%</b> | <b>13.1%</b> | <b>14.2%</b> | <b>16.3%</b> | <b>15.0%</b> | <b>17.1%</b> | <b>14.7%</b> | <b>100%</b>   |             |

**Note:** Excludes non-motorists (*pedestrians, pedalcyclists*) with unknown time of day or day of week.

**Source:** Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In 2009, overall *restraint use* was 90 percent, down .02 percentage points from 2008.
- On average from 2005 to 2009, *restraint use* in traffic collisions increased 1.7 percent annually.
- From 2008 to 2009, fatal injuries decreased by 88, as the percentage of restraint use in fatal injury collisions increased 4 percent.
- While restraint use continued to increase each year, fatal injury restraint use remained less than 50 percent.

Table 69. Vehicle occupants involved in traffic collisions, by restraint use and injury status, 2005-2009

| Individuals                        | 2005           | 2006           | 2007           | 2008           | 2009           | Average annual change | 2008 to 2009 change |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|-----------------------|---------------------|
| <b>All occupants</b>               | <b>338,630</b> | <b>309,580</b> | <b>322,929</b> | <b>318,311</b> | <b>297,829</b> | <b>-3.0%</b>          | <b>-20,482</b>      |
| % Restraint use                    | 84.1%          | 85.6%          | 89.0%          | 90.2%          | 90.0%          | 1.7%                  | -0.2%               |
| <b>Fatal injuries</b>              | <b>748</b>     | <b>695</b>     | <b>698</b>     | <b>607</b>     | <b>519</b>     | <b>-8.5%</b>          | <b>-88</b>          |
| % Restraint use                    | 40.8%          | 39.4%          | 43.4%          | 44.0%          | 48.0%          | 4.3%                  | 4.0%                |
| <b>Incapacitating injuries</b>     | <b>3,127</b>   | <b>3,021</b>   | <b>2,786</b>   | <b>2,588</b>   | <b>2,433</b>   | <b>-6.1%</b>          | <b>-155</b>         |
| % Restraint use                    | 61.1%          | 63.6%          | 64.8%          | 71.4%          | 71.5%          | 4.1%                  | 0.1%                |
| <b>Non-incapacitating injuries</b> | <b>51,777</b>  | <b>47,475</b>  | <b>44,343</b>  | <b>40,769</b>  | <b>39,388</b>  | <b>-6.6%</b>          | <b>-1,381</b>       |
| % Restraint use                    | 80.9%          | 82.0%          | 85.6%          | 87.3%          | 87.2%          | 1.9%                  | -0.1%               |
| <b>Unknown/other injuries</b>      | <b>34,280</b>  | <b>21,665</b>  | <b>8,411</b>   | <b>5,818</b>   | <b>4,075</b>   | <b>-39.7%</b>         | <b>-1,743</b>       |
| % Restraint use                    | 84.5%          | 84.2%          | 85.0%          | 88.5%          | 93.3%          | 2.5%                  | 4.8%                |
| <b>Not injured</b>                 | <b>248,698</b> | <b>236,724</b> | <b>266,691</b> | <b>268,529</b> | <b>251,414</b> | <b>0.5%</b>           | <b>-17,115</b>      |
| % Restraint use                    | 85.1%          | 86.8%          | 90.1%          | 91.0%          | 90.7%          | 1.6%                  | -0.3%               |

**Notes:**

Excludes unit types of *farm vehicles, motorcycles, and mopeds.*

*Restraint use* includes the use of one of the following: *lap belt only, harness, airbag deployed and harness, child restraint, or lap and harness.*

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

*Unknown/other 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.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



- For the most part, as restraint use increased, the injury level decreased (fatal to no injury).
- Except for those under age 16, restraint use was lowest for those individuals who were killed.
- Individuals aged 35 to 44 who were killed had the lowest restraint use percentage of all age groups and injury statuses (35.6 percent).

**Table 70. Vehicle occupants involved in collisions, by age, restraint use, and injury severity, 2009**

| Age group          | Injury severity |                |                    |                      |               | Total         |
|--------------------|-----------------|----------------|--------------------|----------------------|---------------|---------------|
|                    | Fatal           | Incapacitating | Non-incapacitating | Unknown/other injury | Not injured   |               |
| <b>&lt;16</b>      | <b>23</b>       | <b>149</b>     | <b>3,328</b>       | <b>68</b>            | <b>1,407</b>  | <b>4,975</b>  |
| % Restraint use    | 52.2%           | 71.1%          | 84.8%              | 80.9%                | 46.4%         | 73.3%         |
| <b>16 - 17</b>     | <b>21</b>       | <b>146</b>     | <b>2,843</b>       | <b>334</b>           | <b>14,765</b> | <b>18,109</b> |
| % Restraint use    | 42.9%           | 62.3%          | 86.4%              | 94.9%                | 91.6%         | 90.6%         |
| <b>18 - 20</b>     | <b>48</b>       | <b>265</b>     | <b>4,304</b>       | <b>462</b>           | <b>26,481</b> | <b>31,560</b> |
| % Restraint use    | 37.5%           | 55.5%          | 84.5%              | 91.3%                | 90.6%         | 89.4%         |
| <b>21 - 24</b>     | <b>55</b>       | <b>247</b>     | <b>3,951</b>       | <b>367</b>           | <b>26,266</b> | <b>30,886</b> |
| % Restraint use    | 45.5%           | 63.6%          | 84.0%              | 91.6%                | 90.5%         | 89.4%         |
| <b>25 - 34</b>     | <b>88</b>       | <b>439</b>     | <b>6,879</b>       | <b>720</b>           | <b>48,612</b> | <b>56,738</b> |
| % Restraint use    | 43.2%           | 68.1%          | 85.4%              | 92.5%                | 90.3%         | 89.5%         |
| <b>35 - 44</b>     | <b>73</b>       | <b>340</b>     | <b>5,452</b>       | <b>760</b>           | <b>42,282</b> | <b>48,907</b> |
| % Restraint use    | 35.6%           | 76.8%          | 88.5%              | 94.2%                | 91.0%         | 90.6%         |
| <b>45 - 54</b>     | <b>72</b>       | <b>345</b>     | <b>5,378</b>       | <b>594</b>           | <b>40,182</b> | <b>46,571</b> |
| % Restraint use    | 48.6%           | 77.7%          | 89.6%              | 93.8%                | 91.2%         | 90.9%         |
| <b>55 - 64</b>     | <b>41</b>       | <b>252</b>     | <b>3,776</b>       | <b>423</b>           | <b>28,269</b> | <b>32,761</b> |
| % Restraint use    | 51.2%           | 80.6%          | 91.2%              | 95.7%                | 91.7%         | 91.6%         |
| <b>65 - 74</b>     | <b>45</b>       | <b>133</b>     | <b>1,901</b>       | <b>195</b>           | <b>13,778</b> | <b>16,052</b> |
| % Restraint use    | 64.4%           | 82.7%          | 92.0%              | 94.9%                | 91.4%         | 91.4%         |
| <b>75 and over</b> | <b>53</b>       | <b>117</b>     | <b>1,539</b>       | <b>151</b>           | <b>9,323</b>  | <b>11,183</b> |
| % Restraint use    | 67.9%           | 82.9%          | 91.5%              | 92.7%                | 90.7%         | 90.6%         |

**Notes:**

Includes only individuals with valid age.

Excludes unit types of *farm vehicles, motorcycles, and mopeds*.

*Restraint use* includes the use of one of the following: *lap belt only, harness, airbag deployed and harness, child restraint, or lap and harness*.

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

*Unknown/other 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.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- The restraint use rate for male occupants of pickup trucks and SUVs was under 25 percent; however, it was higher than the 2008 percentages of under 20 percent.
- Occupants of passenger cars had the highest restraint use percentage of all vehicle types (88.3 percent).
- Of the 4,935 people in pickup trucks killed or with non-fatal injuries, 78.2 percent were properly restrained, an increase from 2008 (77.1 percent).

**Table 71. Vehicle occupants killed and injured in collisions, by restraint use, vehicle type, and gender, 2009**

| Vehicle type               | Fatal      |            | Non-fatal injury |               | Total         |
|----------------------------|------------|------------|------------------|---------------|---------------|
|                            | Male       | Female     | Male             | Female        |               |
| <b>Buses</b>               | <b>1</b>   | <b>0</b>   | <b>141</b>       | <b>200</b>    | <b>342</b>    |
| % Restraint use            | 0.0%       | na         | 18.4%            | 15.5%         | 16.7%         |
| <b>Passenger cars</b>      | <b>178</b> | <b>121</b> | <b>10,181</b>    | <b>16,214</b> | <b>26,694</b> |
| % Restraint use            | 50.6%      | 66.9%      | 84.6%            | 91.2%         | 88.3%         |
| <b>Pickup trucks</b>       | <b>81</b>  | <b>12</b>  | <b>3,467</b>     | <b>1,375</b>  | <b>4,935</b>  |
| % Restraint use            | 24.7%      | 58.3%      | 76.7%            | 85.5%         | 78.2%         |
| <b>SUVs</b>                | <b>49</b>  | <b>24</b>  | <b>2,430</b>     | <b>3,828</b>  | <b>6,331</b>  |
| % Restraint use            | 22.4%      | 33.3%      | 83.3%            | 90.7%         | 87.1%         |
| <b>Vans</b>                | <b>21</b>  | <b>11</b>  | <b>1,326</b>     | <b>1,957</b>  | <b>3,315</b>  |
| % Restraint use            | 76.2%      | 54.5%      | 85.7%            | 90.1%         | 88.1%         |
| <b>Large trucks</b>        | <b>15</b>  | <b>1</b>   | <b>397</b>       | <b>23</b>     | <b>436</b>    |
| % Restraint use            | 53.3%      | 100.0%     | 80.9%            | 78.3%         | 79.8%         |
| <b>Other vehicle types</b> | <b>0</b>   | <b>0</b>   | <b>72</b>        | <b>12</b>     | <b>84</b>     |
| % Restraint use            | na         | na         | 22.2%            | 33.3%         | 23.8%         |

**Notes:**

Excludes unit types of *farm vehicles, motorcycles, and mopeds.*

*Other vehicle types* consists of *unknown, combination vehicles, and motor homes/RVs.*

*Restraint use* includes the use of one of the following: *lap belt only, harness, airbag deployed and harness, child restraint, or lap and harness.*

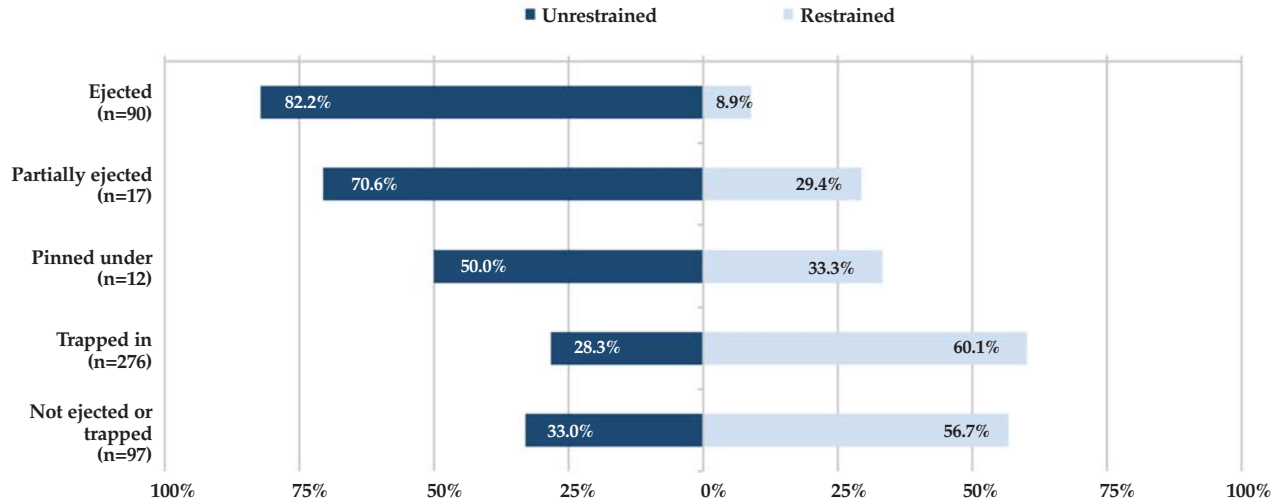
*Non-fatal injury* includes injury statuses of *incapacitating, non-incapacitating, and possible.*

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Persons unrestrained were more likely to be ejected.
- Slightly over 77 percent of those killed and ejected (ejected, partially ejected, pinned under) were known to be unrestrained (92 of 119).
- Over 45 percent (92 of 202) of those killed and known unrestrained were ejected (ejected, partially ejected, pinned under).

Figure 25. Passenger vehicle fatalities in traffic collisions, by ejection status and restraint use, 2009



**Notes:**

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

Excludes unknown ejection status.

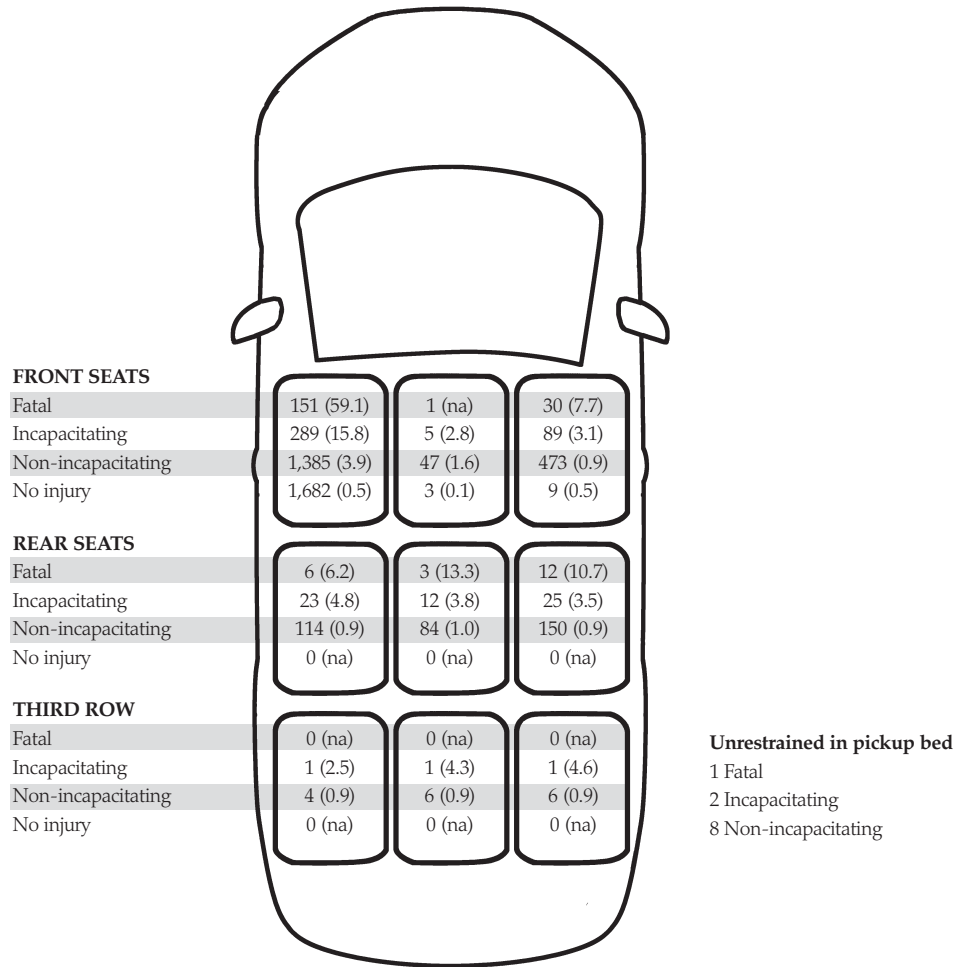
Percents are individuals killed known to be restrained or not restrained as a percent of the total of individuals for each ejection status. For example, 82.2 percent represents 74 individuals killed, ejected, and known not restrained of 90 individuals known to be ejected.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In passenger vehicles, there were 440 drivers and 125 front seat passengers who were not restrained and were killed or suffered incapacitating injuries.
- If involved in a collision, a driver of a passenger vehicle was 59 times more likely to have been killed if unrestrained than a driver who was restrained.
- In 2009, a person sitting in the right rear seat of a passenger vehicle who was unrestrained was more likely to be killed than a front right seat passenger who was unrestrained.

Figure 26. Individuals known to be unrestrained in passenger vehicles involved in collisions, by seat positions, and injury status, 2009



**Notes:**

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

Excludes positions of *outside left, outside center, outside right, and outside rear.*

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

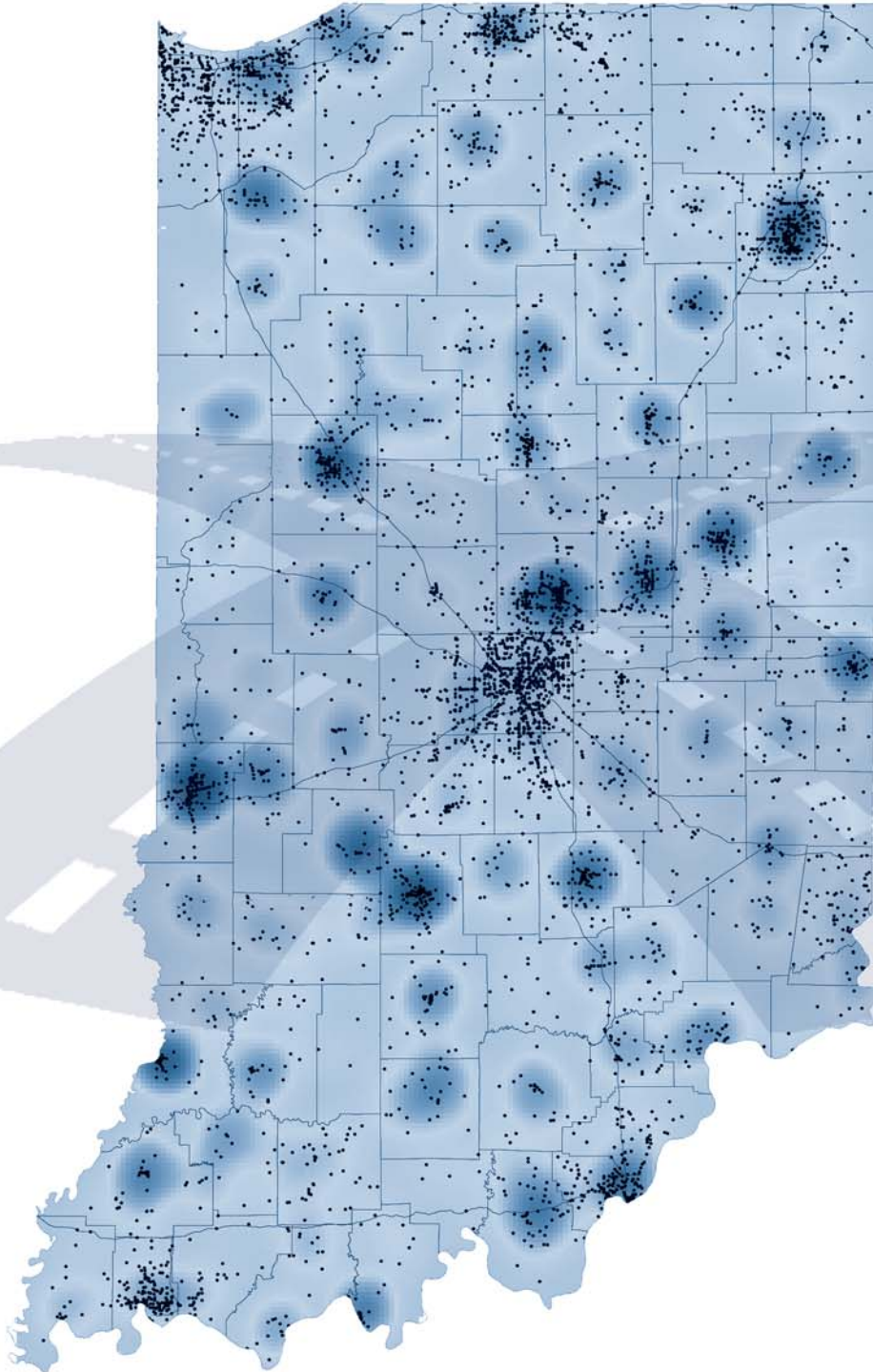
Includes persons in passenger vehicles only (*passenger cars, SUVs, vans, pickup trucks*) where restraint use is known.

na = not applicable; there were no persons in that seat position or no persons in that seat position restrained.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

# ALCOHOL



## ALCOHOL, 2009

As with other indicators of Indiana traffic safety performance, there were further improvements in alcohol metrics from 2008 to 2009. Alcohol-related collisions of all severities decreased from 2008 to 2009 and on average since 2005. Alcohol-related fatalities declined by 78 from 2008 to 2009, and by an average of 12.2 percent from 2005 to 2009. Considering 2008 to 2009 decreases, major declines in the fall season accounted for 82 percent of the reduction in alcohol-related fatalities: August (-10), September (-9), November (-29), December (-16). As in previous years, the preponderance of alcohol-related fatalities and personal injuries occurred within alcohol-related units. Other alcohol-related highlights are noted below.

### Highlights

#### Testing

From 2008 to 2009, the percent of seriously injured drivers with a reported toxicological test declined.

The proportion of *drivers killed* that had toxicological tests varies with age (highest = ages 16-20; lowest = ages <16 and 75+).

*Killed* drivers are much more likely to have been impaired (0.08+) than the *surviving* drivers.

There is a large increase in % *positive drug test results* for *drivers killed* from 2005 (6.5) to 2009 (18.7).

#### Time and Location

*County* roads had the largest proportions of alcohol-involved injuries and fatalities.

*Local/city* roads hosted the highest volume of non-fatal personal injuries in alcohol-related collisions in 2009.

Peak periods for alcohol-related crashes occur later than non-alcohol collisions, shifting to the early morning periods past midnight.

#### Factors in alcohol-related collisions

Age: Based on their shares of total Indiana population, the 16 to 24 age group had disproportionately larger shares of alcohol-related serious injury.

Gender: Among all age groups, males were reported with BACs of 0.15 g/dL or greater more than three times the rate of females in 2009.

Units involved: Alcohol-involvement is typically two or more times more likely for single than multi-vehicle collisions.

Type of units: Mopeds and motorcycles consistently have the highest rates of alcohol-involvement each year among all traffic units.

*Alcoholic beverages* continues to be assigned as the primary factor in more than one-third of alcohol-related collisions.

- ▶ Alcohol-related collisions of all severities decreased from 2008 to 2009 and on average since 2005.
- ▶ The proportion of fatal collisions that were alcohol-related fell sharply from 30.2 percent in 2008 to 24.9 percent in 2009.
- ▶ Alcohol-related collisions decreased 5.9 percent from 2008 to 2009, less than the 7.7 percent decrease in total collisions.

**Table 72. Indiana collisions involving alcohol, 2005-2009**

|                                   | 2005           | 2006           | 2007           | 2008           | 2009           | % change<br>'08-'09 | Average<br>annual change |
|-----------------------------------|----------------|----------------|----------------|----------------|----------------|---------------------|--------------------------|
| <b>All collisions</b>             | <b>208,359</b> | <b>192,721</b> | <b>204,999</b> | <b>205,452</b> | <b>189,676</b> | <b>-7.7%</b>        | <b>-2.1%</b>             |
| Fatal                             | 855            | 817            | 804            | 722            | 631            | -12.6%              | -7.2%                    |
| Incapacitating                    | 3,141          | 3,190          | 3,075          | 2,898          | 2,732          | -5.7%               | -3.4%                    |
| Non-incapacitating                | 38,620         | 35,659         | 34,341         | 32,460         | 30,679         | -5.5%               | -5.6%                    |
| Property damage                   | 165,743        | 153,055        | 166,779        | 169,372        | 155,634        | -8.1%               | -1.3%                    |
| <b>Alcohol-related collisions</b> | <b>13,684</b>  | <b>11,855</b>  | <b>9,943</b>   | <b>9,411</b>   | <b>8,855</b>   | <b>-5.9%</b>        | <b>-10.2%</b>            |
| Fatal                             | 262            | 250            | 233            | 218            | 157            | -28.0%              | -11.4%                   |
| Incapacitating                    | 560            | 583            | 532            | 506            | 406            | -19.8%              | -7.3%                    |
| Non-incapacitating                | 4,136          | 3,617          | 3,025          | 2,719          | 2,563          | -5.7%               | -11.2%                   |
| Property damage                   | 8,726          | 7,405          | 6,153          | 5,968          | 5,729          | -4.0%               | -9.8%                    |
| <b>% Alcohol-related</b>          | <b>6.6%</b>    | <b>6.2%</b>    | <b>4.9%</b>    | <b>4.6%</b>    | <b>4.7%</b>    |                     |                          |
| Fatal                             | 30.6%          | 30.6%          | 29.0%          | 30.2%          | 24.9%          |                     |                          |
| Incapacitating                    | 17.8%          | 18.3%          | 17.3%          | 17.5%          | 14.9%          |                     |                          |
| Non-incapacitating                | 10.7%          | 10.1%          | 8.8%           | 8.4%           | 8.4%           |                     |                          |
| Property damage                   | 5.3%           | 4.8%           | 3.7%           | 3.5%           | 3.7%           |                     |                          |

**Note:**

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

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- ▶ On average from 2005 to 2009, about 29 percent of fatalities have been classified as alcohol-related.
- ▶ Alcohol-related injuries averaged about 10 percent annually during the same period.
- ▶ Alcohol-related fatalities declined by 78 from 2008 to 2009, and by an average of 12.2 percent from 2005 to 2009.
- ▶ Alcohol-related injuries have declined annually on average 6.1 percent from 2005 to 2009.

**Table 73. Individuals killed or injured in alcohol-related collisions, 2005-2009**

|                         | 2005          | 2006          | 2007          | 2008          | 2009          | 2005-2009<br>average | Average<br>annual %<br>change | Change,<br>2008-2009 |               |
|-------------------------|---------------|---------------|---------------|---------------|---------------|----------------------|-------------------------------|----------------------|---------------|
|                         |               |               |               |               |               |                      |                               | Count                | Percent       |
| <b>Total fatalities</b> | <b>938</b>    | <b>899</b>    | <b>898</b>    | <b>815</b>    | <b>692</b>    | <b>848</b>           | <b>-7.2%</b>                  | <b>-123</b>          | <b>-15.1%</b> |
| Alcohol-related         | 293           | 274           | 254           | 246           | 168           | 247                  | -12.2%                        | -78                  | -31.7%        |
| % alcohol-related       | 31.2%         | 30.5%         | 28.3%         | 30.2%         | 24.3%         | 28.9%                | -5.6%                         | -0.06                | -19.6%        |
| <b>Total injuries</b>   | <b>59,250</b> | <b>55,196</b> | <b>52,465</b> | <b>48,837</b> | <b>46,590</b> | <b>52,468</b>        | <b>-5.8%</b>                  | <b>-2,247</b>        | <b>-4.6%</b>  |
| Alcohol-related         | 6,627         | 5,878         | 4,987         | 4,489         | 4,039         | 5,204                | -11.6%                        | -450                 | -10.0%        |
| % alcohol-related       | 11.2%         | 10.6%         | 9.5%          | 9.2%          | 8.7%          | 9.8%                 | -6.1%                         | -0.01                | -5.7%         |

**Notes:**

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

*Injuries* includes *incapacitating*, *non-incapacitating*, and *possible*.

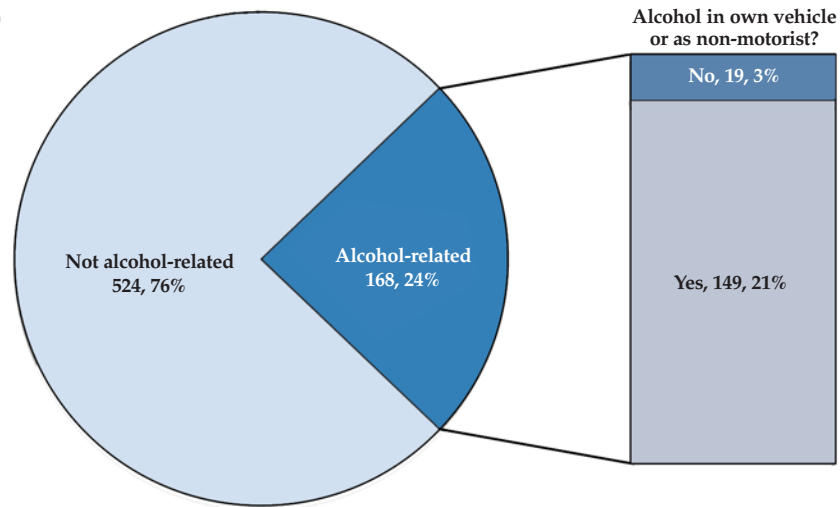
**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

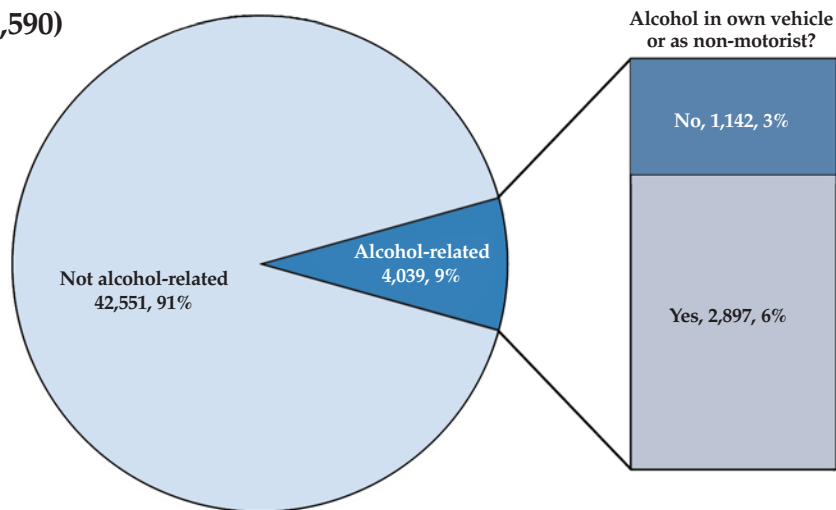
- The preponderance of alcohol-related fatalities and personal injuries occurred within alcohol-related units.
- Eighty-nine percent of all fatalities in alcohol-related collisions were to occupants of vehicles involving alcohol or to alcohol-related non-motorists (149 of 168).
- Seventy-two percent of all non-fatal injuries in alcohol-related collisions were to occupants of vehicles involving alcohol or to alcohol-related non-motorists (2,897 of 4,039).

Figure 27. Fatalities and personal injuries, by alcohol involvement in collision and unit, 2009

Persons killed (n = 692)



Persons injured (n = 46,590)



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

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



- Males across all age groups (except <16) exhibited higher rates of involvement in alcohol-related collisions than females in 2009.
- For both males and females, the age group at highest risk of alcohol-involved fatalities or injuries was 21-24 year-olds.
- After the 21-24 year-old peak in injuries per 100,000, the rate of involvement drops with age.
- Based on their shares of total Indiana population, the 16 to 24 year old age categories had disproportionately larger shares of alcohol-related serious injury.

**Table 74. Alcohol-related injury and fatality rates per 100,000 population for individuals in Indiana motor vehicle collisions by age and gender, 2009**

| Age group    | Males                   |                      |                        | Females                 |                      |                        | Total                   |                      |                        |
|--------------|-------------------------|----------------------|------------------------|-------------------------|----------------------|------------------------|-------------------------|----------------------|------------------------|
|              | Fatalities and injuries | Est. 2009 population | Per 100,000 population | Fatalities and injuries | Est. 2009 population | Per 100,000 population | Fatalities and injuries | Est. 2009 population | Per 100,000 population |
| <16          | 92                      | 719,304              | 12.8                   | 107                     | 688,426              | 15.5                   | 199                     | 1,407,730            | 14.1                   |
| 16-20        | 383                     | 240,222              | 159.4                  | 227                     | 227,924              | 99.6                   | 610                     | 468,146              | 130.3                  |
| 21-24        | 461                     | 182,264              | 252.9                  | 200                     | 175,145              | 114.2                  | 661                     | 357,409              | 184.9                  |
| 25-34        | 668                     | 424,914              | 157.2                  | 315                     | 413,974              | 76.1                   | 983                     | 838,888              | 117.2                  |
| 35-44        | 483                     | 428,615              | 112.7                  | 259                     | 421,547              | 61.4                   | 742                     | 850,162              | 87.3                   |
| 45-54        | 449                     | 465,936              | 96.4                   | 177                     | 473,235              | 37.4                   | 626                     | 939,171              | 66.7                   |
| 55-64        | 178                     | 356,841              | 49.9                   | 94                      | 376,175              | 25.0                   | 272                     | 733,016              | 37.1                   |
| 65-74        | 48                      | 201,454              | 23.8                   | 34                      | 235,218              | 14.5                   | 82                      | 436,672              | 18.8                   |
| 75 +         | 23                      | 145,138              | 15.8                   | 9                       | 246,781              | 3.6                    | 32                      | 391,919              | 8.2                    |
| <b>Total</b> | <b>2,785</b>            | <b>3,164,688</b>     | <b>88.0</b>            | <b>1,422</b>            | <b>3,258,425</b>     | <b>43.6</b>            | <b>4,207</b>            | <b>6,423,113</b>     | <b>65.5</b>            |

**Notes:**

*Injuries includes incapacitating, non-incapacitating, and possible.*

Includes individuals in alcohol-related collisions when *age* and *gender* are known.

**Sources:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Population: US Census Bureau, Population Division, *Annual Estimates of the Resident Population by Single-Year of Age and Sex for the United States and States: April 1, 2000 to July 1, 2009*, accessed August 18, 2010 at <http://www.census.gov/popest/states/asrh/>

- Drivers in the three age groups from 16 to 34 years had the highest alcohol-related rates of injury/fatality per 10,000 licenses.
- Based on their proportions among Indiana operator licenses, the same age groups (16-34) are over-represented in alcohol-related injuries.
- Rates of alcohol-related injuries and fatalities declined with age after the 21-24 year old category.

**Table 75. Driver injury and fatality rates in Indiana motor vehicle collisions per 10,000 operator licenses by age and alcohol involvement, 2009**

| Age group    | Operator licenses, 2009 |               | Alcohol-related collisions |               |                       | Non-alcohol collisions     |               |                       |
|--------------|-------------------------|---------------|----------------------------|---------------|-----------------------|----------------------------|---------------|-----------------------|
|              | Number                  | Percent total | Drivers injured and killed | Percent total | Rate per 10K licenses | Drivers injured and killed | Percent total | Rate per 10K licenses |
| <16          | 5,342                   | 0.1%          | 4                          | 0.1%          | 7.5                   | 205                        | 0.7%          | 383.8                 |
| 16-20        | 321,296                 | 7.3%          | 383                        | 12.7%         | 11.9                  | 5,083                      | 17.2%         | 158.2                 |
| 21-24        | 287,073                 | 6.5%          | 500                        | 16.5%         | 17.4                  | 2,996                      | 10.1%         | 104.4                 |
| 25-34        | 739,269                 | 16.8%         | 772                        | 25.5%         | 10.4                  | 5,561                      | 18.8%         | 75.2                  |
| 35-44        | 759,567                 | 17.3%         | 566                        | 18.7%         | 7.5                   | 4,650                      | 15.7%         | 61.2                  |
| 45-54        | 866,241                 | 19.7%         | 500                        | 16.5%         | 5.8                   | 4,775                      | 16.2%         | 55.1                  |
| 55-64        | 724,918                 | 16.5%         | 211                        | 7.0%          | 2.9                   | 3,384                      | 11.5%         | 46.7                  |
| 65-74        | 424,380                 | 9.6%          | 70                         | 2.3%          | 1.6                   | 1,646                      | 5.6%          | 38.8                  |
| 75 and older | 273,901                 | 6.2%          | 20                         | 0.7%          | 0.7                   | 1,231                      | 4.2%          | 44.9                  |
| <b>TOTAL</b> | <b>4,401,987</b>        | <b>100.0%</b> | <b>3,026</b>               | <b>100.0%</b> | <b>6.9</b>            | <b>29,531</b>              | <b>100.0%</b> | <b>67.1</b>           |

**Notes:**

*Injuries include incapacitating, non-incapacitating, and possible.*

Includes driver injury and fatalities in alcohol- and non-alcohol related collisions where age is known.

**Sources:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Indiana Bureau of Motor Vehicles, as of June 1, 2010.

- From 2008 to 2009, the percent of seriously injured drivers tested declined.
- Roughly two-thirds of drivers killed in collisions are typically tested for alcohol and/or drugs.
- Toxicological testing rates for drivers decline with less serious injury outcomes.

**Table 76. Drivers involved in traffic collisions by individual injury status and alcohol and/or drug tests given, 2005-2009**

| Injury status/test given  | 2005           | 2006           | 2007           | 2008           | 2009           | Change, 2008-09 |              |
|---------------------------|----------------|----------------|----------------|----------------|----------------|-----------------|--------------|
|                           |                |                |                |                |                | Count           | Percent      |
| <b>Fatal</b>              |                |                |                |                |                |                 |              |
| No test reported          | 209            | 215            | 191            | 164            | 176            | 12              | 7.3%         |
| Alcohol and/or drug       | 452            | 394            | 435            | 390            | 315            | -75             | -19.2%       |
| <i>% tested</i>           | 68.4%          | 64.7%          | 69.5%          | 70.4%          | 64.2%          | -0.06           | -8.9%        |
| <b>Incapacitating</b>     |                |                |                |                |                |                 |              |
| No test reported          | 1,948          | 1,962          | 1,861          | 1,830          | 1,716          | -114            | -6.2%        |
| Alcohol and/or drug       | 604            | 617            | 624            | 504            | 441            | -63             | -12.5%       |
| Refused                   | 10             | 4              | 5              | 9              | 5              | -4              | -44.4%       |
| <i>% tested</i>           | 23.6%          | 23.9%          | 25.1%          | 21.5%          | 20.4%          | -0.01           | -5.2%        |
| <b>Non-incapacitating</b> |                |                |                |                |                |                 |              |
| No test reported          | 35,559         | 32,596         | 30,558         | 28,590         | 27,236         | -1,354          | -4.7%        |
| Alcohol and/or drug       | 3,352          | 3,293          | 3,013          | 2,841          | 2,578          | -263            | -9.3%        |
| Refused                   | 166            | 127            | 132            | 123            | 91             | -32             | -26.0%       |
| <i>% tested</i>           | 8.6%           | 9.1%           | 8.9%           | 9.0%           | 8.6%           | -0.004          | -4.3%        |
| <b>All other</b>          |                |                |                |                |                |                 |              |
| No test reported          | 274,620        | 250,791        | 267,811        | 267,469        | 248,945        | -18,524         | -6.9%        |
| Alcohol and/or drug       | 7,640          | 7,557          | 7,588          | 7,272          | 7,002          | -270            | -3.7%        |
| Refused                   | 721            | 574            | 579            | 554            | 496            | -58             | -10.5%       |
| <i>% tested</i>           | 2.7%           | 2.9%           | 2.7%           | 2.6%           | 2.7%           | 0.00            | 3.4%         |
| <b>Total</b>              | <b>325,281</b> | <b>298,130</b> | <b>312,797</b> | <b>309,746</b> | <b>289,001</b> | <b>-20,745</b>  | <b>-6.7%</b> |
| <i>% tested</i>           | 3.7%           | 4.0%           | 3.7%           | 3.6%           | 3.6%           | 0.00            | 0.6%         |

**Notes:**

*Non-incapacitating* includes possible injuries.

*All other* includes not reported, null, refused, unknown, and +.

*No test reported* includes none, null, and +.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Considering all age groups, males were reported with BACs of 0.15 g/dL or greater more than three times the rate of females in 2009.
- About one-third of alcohol and/or drug test results for drivers killed were not reported in ARIES as of March 1, 2010.

**Table 77. Drivers killed and alcohol and/or drug tested, by gender and blood alcohol content (g/dL), 2009**

| Drivers      | Driver fatalities tested |            |            | BAC (g/dL) test results |           |             |           |             |           |          |           |                         |           | As percent of driver fatalities tested: |              |             |              |
|--------------|--------------------------|------------|------------|-------------------------|-----------|-------------|-----------|-------------|-----------|----------|-----------|-------------------------|-----------|---|--------------|-------------|--------------|
|              |                          |            |            | 0 < 0.01                |           | 0.01 < 0.08 |           | 0.08 < 0.15 |           | 0.15 +   |           | Missing or not reported |           | 0.08 +                                  |              | 0.15+       |              |
|              | Female                   | Male       | Total      | Female                  | Male      | Female      | Male      | Female      | Male      | Female   | Male      | Female                  | Male      | Female                                  | Male         | Female      | Male         |
| <16          | 0                        | 1          | 1          | 0                       | 0         | 0           | 0         | 0           | 0         | 0        | 0         | 0                       | 1         | -                                       | 0%           | -           | 0%           |
| 16           | 2                        | 1          | 3          | 0                       | 0         | 1           | 0         | 0           | 0         | 0        | 0         | 1                       | 1         | 0%                                      | 0%           | 0%          | 0%           |
| 17           | 2                        | 2          | 4          | 0                       | 1         | 0           | 0         | 0           | 0         | 0        | 1         | 2                       | 0         | 0%                                      | 50.0%        | 0%          | 50.0%        |
| 18           | 3                        | 9          | 12         | 2                       | 5         | 0           | 0         | 0           | 0         | 0        | 1         | 1                       | 3         | 0%                                      | 11.1%        | 0%          | 11.1%        |
| 19           | 1                        | 9          | 10         | 1                       | 5         | 0           | 1         | 0           | 0         | 0        | 1         | 0                       | 2         | 0%                                      | 11.1%        | 0%          | 11.1%        |
| 20           | 2                        | 5          | 7          | 2                       | 3         | 0           | 1         | 0           | 0         | 0        | 1         | 0                       | 0         | 0%                                      | 20.0%        | 0%          | 20.0%        |
| 21           | 0                        | 8          | 8          | 0                       | 1         | 0           | 1         | 0           | 1         | 0        | 4         | 0                       | 1         | -                                       | 62.5%        | -           | 50.0%        |
| 22           | 2                        | 6          | 8          | 1                       | 2         | 0           | 1         | 0           | 1         | 0        | 1         | 1                       | 1         | 0%                                      | 33.3%        | 0%          | 16.7%        |
| 23           | 2                        | 7          | 9          | 1                       | 1         | 0           | 0         | 0           | 1         | 1        | 2         | 0                       | 3         | 50.0%                                   | 42.9%        | 50.0%       | 28.6%        |
| 24           | 2                        | 5          | 7          | 1                       | 4         | 1           | 0         | 0           | 0         | 0        | 0         | 0                       | 1         | 0%                                      | 0%           | 0%          | 0%           |
| 25-34        | 12                       | 49         | 61         | 8                       | 10        | 0           | 1         | 0           | 6         | 0        | 16        | 4                       | 16        | 0%                                      | 44.9%        | 0%          | 32.7%        |
| 35-44        | 9                        | 56         | 65         | 3                       | 12        | 0           | 4         | 1           | 8         | 0        | 14        | 5                       | 18        | 11.1%                                   | 39.3%        | 0%          | 25.0%        |
| 45-54        | 10                       | 39         | 49         | 2                       | 12        | 2           | 4         | 1           | 2         | 3        | 6         | 2                       | 15        | 40.0%                                   | 20.5%        | 30.0%       | 15.4%        |
| 55-64        | 9                        | 23         | 32         | 6                       | 3         | 0           | 1         | 0           | 0         | 0        | 4         | 3                       | 15        | 0%                                      | 17.4%        | 0%          | 17.4%        |
| 65-74        | 6                        | 15         | 21         | 5                       | 8         | 0           | 0         | 0           | 0         | 0        | 0         | 1                       | 7         | 0%                                      | 0%           | 0%          | 0%           |
| 75 and older | 3                        | 15         | 18         | 1                       | 10        | 0           | 1         | 0           | 0         | 0        | 0         | 2                       | 4         | 0%                                      | 0%           | 0%          | 0%           |
| <b>Total</b> | <b>65</b>                | <b>250</b> | <b>315</b> | <b>33</b>               | <b>77</b> | <b>4</b>    | <b>15</b> | <b>2</b>    | <b>19</b> | <b>4</b> | <b>51</b> | <b>22</b>               | <b>88</b> | <b>9.2%</b>                             | <b>28.0%</b> | <b>6.2%</b> | <b>20.4%</b> |

**Notes:**

Includes only drivers killed in collisions and administered alcohol and/or drug tests.

g/dL = grams per deciliter.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- From 2008 to 2009, there were reduced numbers of *drivers tested* in fatal collisions.
- *Killed* drivers are much more likely to have been impaired (0.08+) than the *surviving* drivers.
- There is a large increase in % *positive drug test results* from 2005 (6.5) to 2009 (18.7).

Table 78. Drivers involved in fatal collisions by test type and results, 2005-2009

|  | 2005       |            | 2006       |            | 2007       |            | 2008       |            | 2009       |            | Change,<br>2008-2009 |            |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------------|------------|
|  | Surviving  | Killed     | Surviving  | Killed     | Surviving  | Killed     | Surviving  | Killed     | Surviving  | Killed     | Surviving            | Killed     |
| <b>All drivers in fatal collisions</b> | <b>644</b> | <b>661</b> | <b>631</b> | <b>609</b> | <b>610</b> | <b>626</b> | <b>561</b> | <b>554</b> | <b>500</b> | <b>491</b> | <b>-61</b>           | <b>-63</b> |
| Total drivers tested                   | 419        | 452        | 424        | 394        | 422        | 435        | 417        | 390        | 316        | 315        | -101                 | -75        |
| % tested, all drivers                  | 65.1%      | 68.4%      | 67.2%      | 64.7%      | 69.2%      | 69.5%      | 74.3%      | 70.4%      | 63.2%      | 64.2%      | -11.1                | -6.2       |
| <b>BAC results</b>                     | <b>644</b> | <b>661</b> | <b>631</b> | <b>609</b> | <b>610</b> | <b>626</b> | <b>561</b> | <b>554</b> | <b>500</b> | <b>491</b> | <b>-61</b>           | <b>-63</b> |
| 0 < 0.01                               | 279        | 253        | 315        | 185        | 305        | 229        | 335        | 229        | 180        | 111        | -155                 | -118       |
| 0.01 < 0/08                            | 18         | 23         | 10         | 21         | 13         | 17         | 14         | 16         | 6          | 19         | -8                   | 3          |
| 0.08 < 0.15                            | 26         | 36         | 24         | 39         | 12         | 29         | 14         | 37         | 6          | 22         | -8                   | -15        |
| 0.15 +                                 | 33         | 86         | 25         | 101        | 22         | 106        | 24         | 82         | 15         | 55         | -9                   | -27        |
| No result                              | 288        | 263        | 257        | 263        | 258        | 245        | 174        | 190        | 293        | 284        | 119                  | 94         |
| % = 0.01+                              | 12.0%      | 21.9%      | 9.4%       | 26.4%      | 7.7%       | 24.3%      | 9.3%       | 24.4%      | 5.4%       | 19.6%      | -3.9                 | -4.8       |
| % = 0.08+                              | 9.2%       | 18.5%      | 7.8%       | 23.0%      | 5.6%       | 21.6%      | 6.8%       | 21.5%      | 4.2%       | 15.7%      | -2.6                 | -5.8       |
| % = 0.15+                              | 5.1%       | 13.0%      | 4.0%       | 16.6%      | 3.6%       | 16.9%      | 4.3%       | 14.8%      | 3.0%       | 11.2%      | -1.3                 | -3.6       |
| <b>Drug test results</b>               | <b>644</b> | <b>661</b> | <b>631</b> | <b>609</b> | <b>610</b> | <b>626</b> | <b>561</b> | <b>554</b> | <b>500</b> | <b>491</b> | <b>-61</b>           | <b>-63</b> |
| Positive                               | 27         | 43         | 54         | 103        | 52         | 110        | 56         | 103        | 22         | 92         | -34                  | -11        |
| Negative                               | 183        | 264        | 200        | 221        | 200        | 253        | 197        | 222        | 134        | 132        | -63                  | -90        |
| Null or pending                        | 434        | 354        | 377        | 285        | 358        | 263        | 308        | 229        | 344        | 267        | 36                   | 38         |
| % Positive (all results)               | 4.2%       | 6.5%       | 8.6%       | 16.9%      | 8.5%       | 17.6%      | 10.0%      | 18.6%      | 4.4%       | 18.7%      | -5.6                 | 0.1        |
| When results are known<br>(neg + pos)  | 210        | 307        | 254        | 324        | 252        | 363        | 253        | 325        | 156        | 224        | -97                  | -101       |
| % Positive                             | 12.9%      | 14.0%      | 21.3%      | 31.8%      | 20.6%      | 30.3%      | 22.1%      | 31.7%      | 14.1%      | 41.1%      | -8.0                 | 9.4        |

**Note:**

g/dL = grams per deciliter.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- The proportion of *drivers killed* that had toxicological tests varies with age (highest = ages 16-20; lowest = ages <16 and 75+).
- Considering only cases with *drug test results reported*, 21-24 year old drivers had the highest rate of *positive* results.

Table 79. Drivers killed in traffic collisions, by age group and substance test results, 2009

| Drivers      | Drivers killed | Driver tests given (all test types) |                  | BAC results |                             | Drug test results reported |                  |                |                             |                               |
|--------------|----------------|-------------------------------------|------------------|-------------|-----------------------------|----------------------------|------------------|----------------|-----------------------------|-------------------------------|
|              |                | Total                               | % drivers killed | Reported    | % reported (drivers killed) | Total                      | % drivers killed | Total positive | % positive (drivers killed) | % positive (reported results) |
| < 16         | 3              | 1                                   | 33.3%            | 0           | 0.0%                        | 0                          | 0.0%             |                | 0.0%                        | -                             |
| 16-20        | 46             | 36                                  | 78.3%            | 26          | 56.5%                       | 27                         | 58.7%            | 13             | 28.3%                       | 48.1%                         |
| 21-24        | 50             | 32                                  | 64.0%            | 25          | 50.0%                       | 24                         | 48.0%            | 15             | 30.0%                       | 62.5%                         |
| 25-34        | 89             | 61                                  | 68.5%            | 42          | 47.2%                       | 45                         | 50.6%            | 18             | 20.2%                       | 40.0%                         |
| 35-44        | 89             | 65                                  | 73.0%            | 42          | 47.2%                       | 46                         | 51.7%            | 17             | 19.1%                       | 37.0%                         |
| 45-54        | 89             | 49                                  | 55.1%            | 32          | 36.0%                       | 36                         | 40.4%            | 18             | 20.2%                       | 50.0%                         |
| 55-64        | 52             | 32                                  | 61.5%            | 15          | 28.8%                       | 21                         | 40.4%            | 6              | 11.5%                       | 28.6%                         |
| 65-74        | 37             | 21                                  | 56.8%            | 13          | 35.1%                       | 14                         | 37.8%            | 2              | 5.4%                        | 14.3%                         |
| 75 +         | 36             | 18                                  | 50.0%            | 12          | 33.3%                       | 11                         | 30.6%            | 3              | 8.3%                        | 27.3%                         |
| <b>Total</b> | <b>491</b>     | <b>315</b>                          | <b>64.2%</b>     | <b>207</b>  | <b>42.2%</b>                | <b>224</b>                 | <b>45.6%</b>     | <b>92</b>      | <b>18.7%</b>                | <b>41.1%</b>                  |

**Notes:**

*Driver tests given* includes *alcohol, alcohol and drug, and drug* test categories from ARIES.

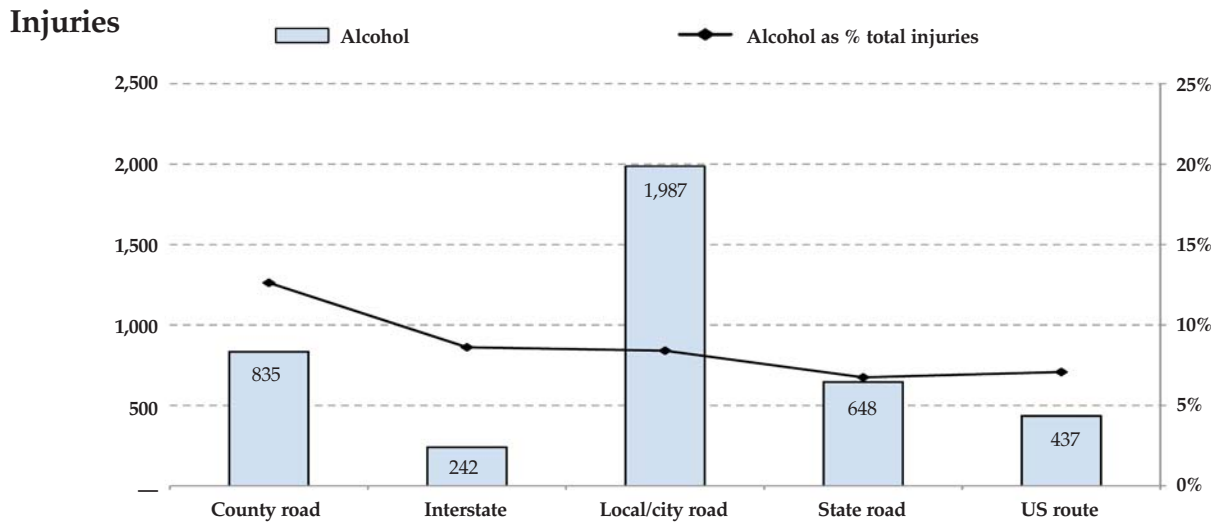
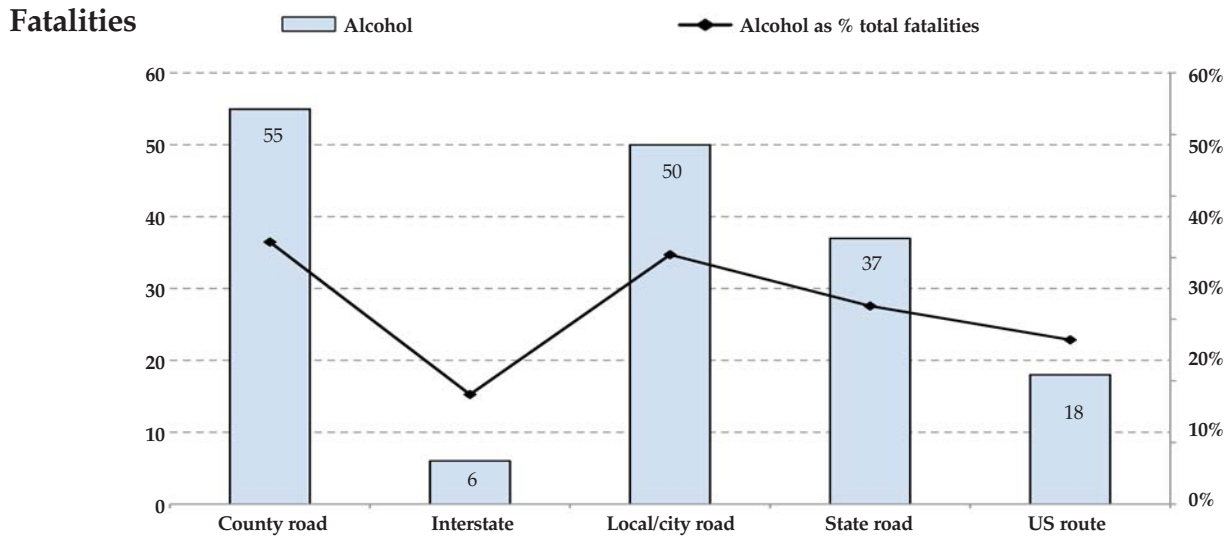
*Total drug tests reported* excludes 16 drug test results reported as *pending*. *Pending cases* are grouped with the *null* or *not tested* cases.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- *Local/city roads* hosted the highest volume of non-fatal personal injuries in alcohol-related collisions in 2009.
- *County roads* reflected the highest volume of fatal injuries (55) in alcohol-related collisions in 2009, followed by *local/city roads* (50) and *state roads* (37).
- *County roads* had the largest proportions of alcohol-involved injuries and fatalities.

Figure 28. Fatalities and injuries by roadway class and alcohol involvement, 2009



**Notes:**  
 Personal injuries excludes null (non-injury) records.  
 Excludes unknown road class (fatal = 7 and injuries = 1,893).

**Source:**  
 Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- *Alcoholic beverages* continues to be assigned as the primary factor in more than one-third of alcohol-related collisions.
- The next most common primary factor is *ran off road right*, which accounted for 31 percent of alcohol-related fatalities.
- *Unsafe speed* accounted for one-fifth of alcohol-related fatalities.

**Table 80. Alcohol-related collisions, fatalities, and injuries, by top 25 primary factors to collision occurrence, 2009**

| Primary factor                               | Collisions   |             | Fatalities |             | Injuries     |             |
|--|--------------|-------------|------------|-------------|--------------|-------------|
|  | Total        | % total     | Total      | % total     | Total        | % total     |
| Alcoholic beverages                          | 3,101        | 35.0%       | 19         | 11.3%       | 1,299        | 30.4%       |
| Ran off road right                           | 1,506        | 17.0%       | 52         | 31.0%       | 672          | 15.7%       |
| Unsafe speed                                 | 519          | 5.9%        | 34         | 20.2%       | 322          | 7.5%        |
| Other driver factor                          | 489          | 5.5%        | 11         | 6.5%        | 244          | 5.7%        |
| Failure to yield right of way                | 437          | 4.9%        | 9          | 5.4%        | 368          | 8.6%        |
| Following too closely                        | 388          | 4.4%        | -          | 0.0%        | 157          | 3.7%        |
| Left of center                               | 313          | 3.5%        | 14         | 8.3%        | 246          | 5.7%        |
| Disregard signal/reg sign                    | 262          | 3.0%        | 10         | 6.0%        | 231          | 5.4%        |
| Improper lane usage                          | 245          | 2.8%        | 1          | 0.6%        | 70           | 1.6%        |
| Unsafe backing                               | 230          | 2.6%        | -          | 0.0%        | 13           | 0.3%        |
| Speed too fast for weather conditions        | 208          | 2.3%        | 1          | 0.6%        | 87           | 2.0%        |
| Overcorrecting/oversteering                  | 179          | 2.0%        | 5          | 3.0%        | 112          | 2.6%        |
| Improper turning                             | 145          | 1.6%        | -          | 0.0%        | 30           | 0.7%        |
| Illegal drugs                                | 96           | 1.1%        | 1          | 0.6%        | 43           | 1.0%        |
| Driver distracted (explained in narrative)   | 95           | 1.1%        | -          | 0.0%        | 47           | 1.1%        |
| Pedestrian action                            | 88           | 1.0%        | 4          | 2.4%        | 86           | 2.0%        |
| Driver asleep or fatigued                    | 87           | 1.0%        | -          | 0.0%        | 36           | 0.8%        |
| Prescription drugs                           | 82           | 0.9%        | -          | 0.0%        | 34           | 0.8%        |
| Animal on roadway                            | 67           | 0.8%        | 3          | 1.8%        | 39           | 0.9%        |
| Cell phone usage                             | 58           | 0.7%        | -          | 0.0%        | 18           | 0.4%        |
| Improper passing                             | 54           | 0.6%        | 1          | 0.6%        | 19           | 0.4%        |
| Roadway surface condition                    | 39           | 0.4%        | 1          | 0.6%        | 17           | 0.4%        |
| Unknown                                      | 37           | 0.4%        | -          | 0.0%        | 17           | 0.4%        |
| Wrong way on one way                         | 30           | 0.3%        | -          | 0.0%        | 25           | 0.6%        |
| Driver illness                               | 14           | 0.2%        | -          | 0.0%        | 7            | 0.2%        |
| Subtotal, top 25                             | 8,769        | 99.0%       | 166        | 98.8%       | 4,239        | 99.0%       |
| Remaining 21 primary factors                 | 86           | 1.0%        | 2          | 1.2%        | 41           | 1.0%        |
| <b>Total, all alcohol-related collisions</b> | <b>8,855</b> | <b>100%</b> | <b>168</b> | <b>100%</b> | <b>4,280</b> | <b>100%</b> |

**Notes:**

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

*Unknown* includes collisions where no *primary factor* was included on the collision report.

*Injuries* includes *incapacitating, non-incapacitating, possible, and other*.

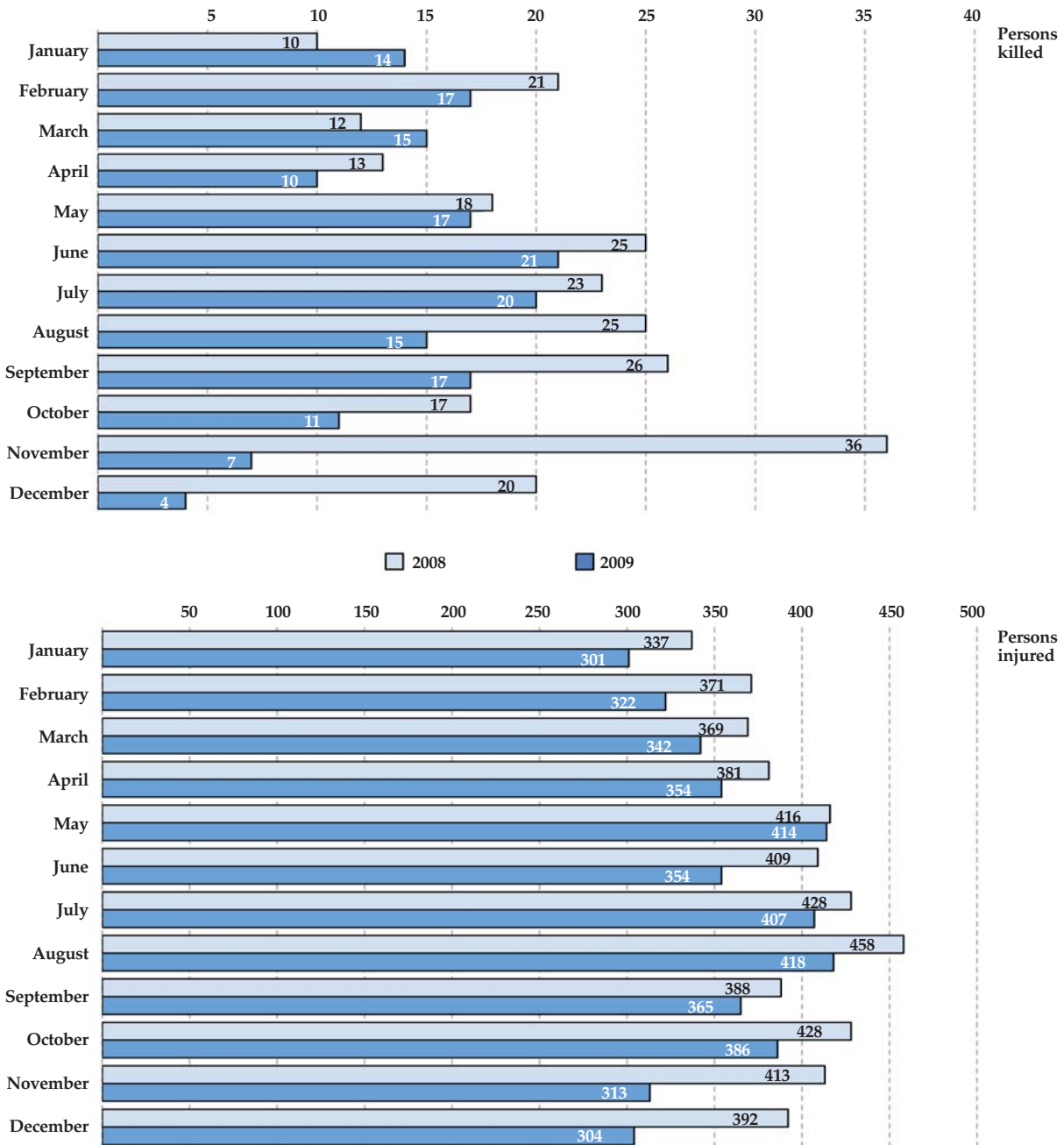
**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



- From 2008 to 2009, major declines in the fall season accounted for 82 percent of the decrease in alcohol-related fatalities: August (-10), September (-9), November (-29), December (-16).
- Personal injuries in alcohol-related collisions declined in every month between 2008 and 2009.
- In 2009, June was the peak month for *persons killed* and August was the peak month for *persons injured*.

Figure 29. Persons killed and injured in alcohol-related collisions by month, 2008 and 2009

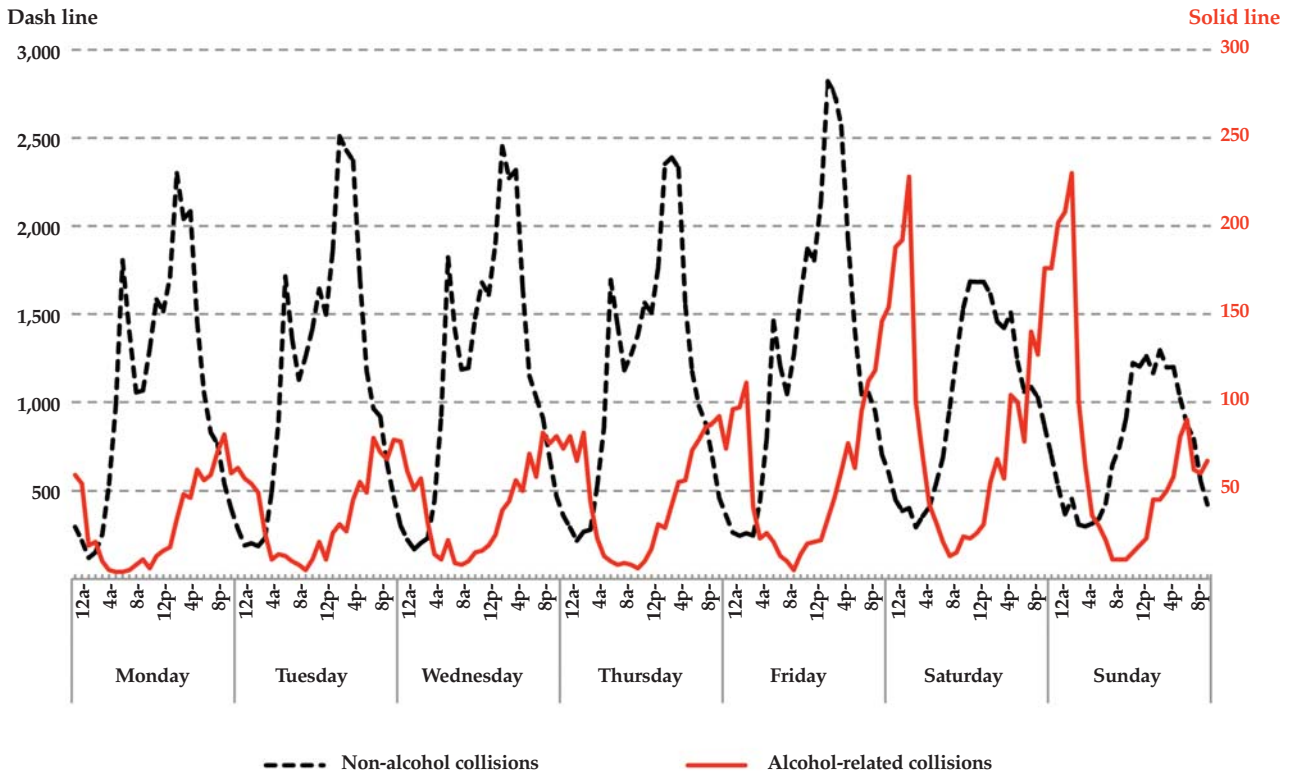


**Note:**  
Injuries includes incapacitating, non-incapacitating, possible and other.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- ▶ Like non-alcohol collisions, the count of alcohol-related crashes climbs gradually from Monday to Saturday.
- ▶ Peak periods for alcohol-related crashes occur later than non-alcohol collisions, shifting to the early morning periods past midnight.

Figure 30. Alcohol-related collisions, by time of day and day of week, 2009



**Note:**  
Excludes collisions with unknown *hour*.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Alcohol-involvement is typically two or more times more likely for *single* than *multi-vehicle* collisions.
- Average annual declines in *percent alcohol-related* have been smallest for *single vehicle* collisions.
- The numbers of alcohol-related *multi-vehicle* collisions from 2005 to 2009 have declined annually on average nearly 15 percent.

Table 81. Alcohol-related single and multiple vehicle collisions, 2005-2009

| Collisions                   | 2005           | 2006           | 2007           | 2008           | 2009           | Average annual change, 2005-2009 |
|------------------------------|----------------|----------------|----------------|----------------|----------------|----------------------------------|
| <b>Single vehicle (SV)</b>   | <b>66,500</b>  | <b>61,825</b>  | <b>65,652</b>  | <b>68,109</b>  | <b>60,662</b>  | <b>-2.0%</b>                     |
| Alcohol-related              | 5,624          | 5,716          | 5,256          | 5,049          | 4,703          | -4.3%                            |
| % alcohol-related            | 8.5%           | 9.2%           | 8.0%           | 7.4%           | 7.8%           | -1.7%                            |
| <b>Multiple vehicle (MV)</b> | <b>141,462</b> | <b>130,619</b> | <b>139,235</b> | <b>137,337</b> | <b>129,009</b> | <b>-2.1%</b>                     |
| Alcohol-related              | 8,059          | 6,139          | 4,687          | 4,362          | 4,152          | -14.8%                           |
| % alcohol-related            | 5.7%           | 4.7%           | 3.4%           | 3.2%           | 3.2%           | -12.5%                           |
| Unknown                      | 397            | 277            | 112            | 6              | 5              |                                  |
| <b>Total</b>                 | <b>208,359</b> | <b>192,721</b> | <b>204,999</b> | <b>205,452</b> | <b>189,676</b> | <b>-2.1%</b>                     |
| Alcohol-related              | 13,683         | 11,855         | 9,943          | 9,411          | 8,855          | -10.2%                           |
| % alcohol-related            | 6.6%           | 6.2%           | 4.9%           | 4.6%           | 4.7%           | -7.8%                            |
| SV alcohol incidence factor  | 1.5            | 2.0            | 2.4            | 2.3            | 2.4            |                                  |

**Notes:**

*Unknown* includes collisions where number of vehicles involved was marked as '0' on the collision report.

*SV alcohol incidence factor* defined as ratio of *single vehicle, % alcohol-related* to *multiple vehicle, % alcohol-related*. Values greater than one indicate that single vehicle collisions were more likely to have involved alcohol.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Mopeds and motorcycles have had the highest rates of alcohol-involvement each year among all traffic units.
- Large commercial vehicles (buses and large trucks) have the lowest alcohol-involvement rates.
- Overall, the percentage of total units that were alcohol-related has declined from 2005 to 2009.

Table 82. Percent of vehicle or unit type classified as alcohol-related unit in collisions, 2005-2009

| Unit type               |                |                |                |                |                | Average 2005-2009 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|-------------------|
|                         | 2005           | 2006           | 2007           | 2008           | 2009           |                   |
| Moped                   | 15.3%          | 14.8%          | 13.9%          | 15.3%          | 13.4%          | 14.5%             |
| Motorcycle              | 9.0%           | 9.0%           | 9.3%           | 8.2%           | 7.5%           | 8.6%              |
| Pedestrian              | 4.4%           | 7.8%           | 6.7%           | 6.9%           | 8.1%           | 6.8%              |
| Pickup truck            | 4.9%           | 4.8%           | 3.9%           | 3.7%           | 3.8%           | 4.2%              |
| Passenger car           | 4.5%           | 3.8%           | 2.8%           | 2.6%           | 2.7%           | 3.3%              |
| Sport utility vehicle   | 3.9%           | 3.8%           | 2.7%           | 2.6%           | 2.6%           | 3.1%              |
| Bicycle                 | 2.4%           | 3.7%           | 3.4%           | 3.0%           | 3.0%           | 3.1%              |
| Van                     | 3.4%           | 2.6%           | 1.8%           | 2.0%           | 1.8%           | 2.3%              |
| Unknown                 | 2.2%           | 1.0%           | 1.1%           | 0.6%           | 1.3%           | 1.2%              |
| Other vehicle           | 2.6%           | 1.9%           | 0.9%           | 0.2%           | 0.3%           | 1.2%              |
| Bus                     | 2.2%           | 1.4%           | 0.2%           | 0.1%           | 0.1%           | 0.8%              |
| Large truck             | 1.1%           | 0.8%           | 0.3%           | 0.2%           | 0.3%           | 0.6%              |
| <b>Total units</b>      | <b>363,538</b> | <b>336,585</b> | <b>359,389</b> | <b>357,635</b> | <b>332,638</b> |                   |
| % alcohol-related units | 4.2%           | 3.8%           | 2.8%           | 2.7%           | 2.7%           |                   |

**Notes:**

*Unknown* includes collisions where no vehicle records were included on the collision report.

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

*Other vehicle type* includes *combination vehicle, farm vehicle, and motorhome/recreational vehicle*.

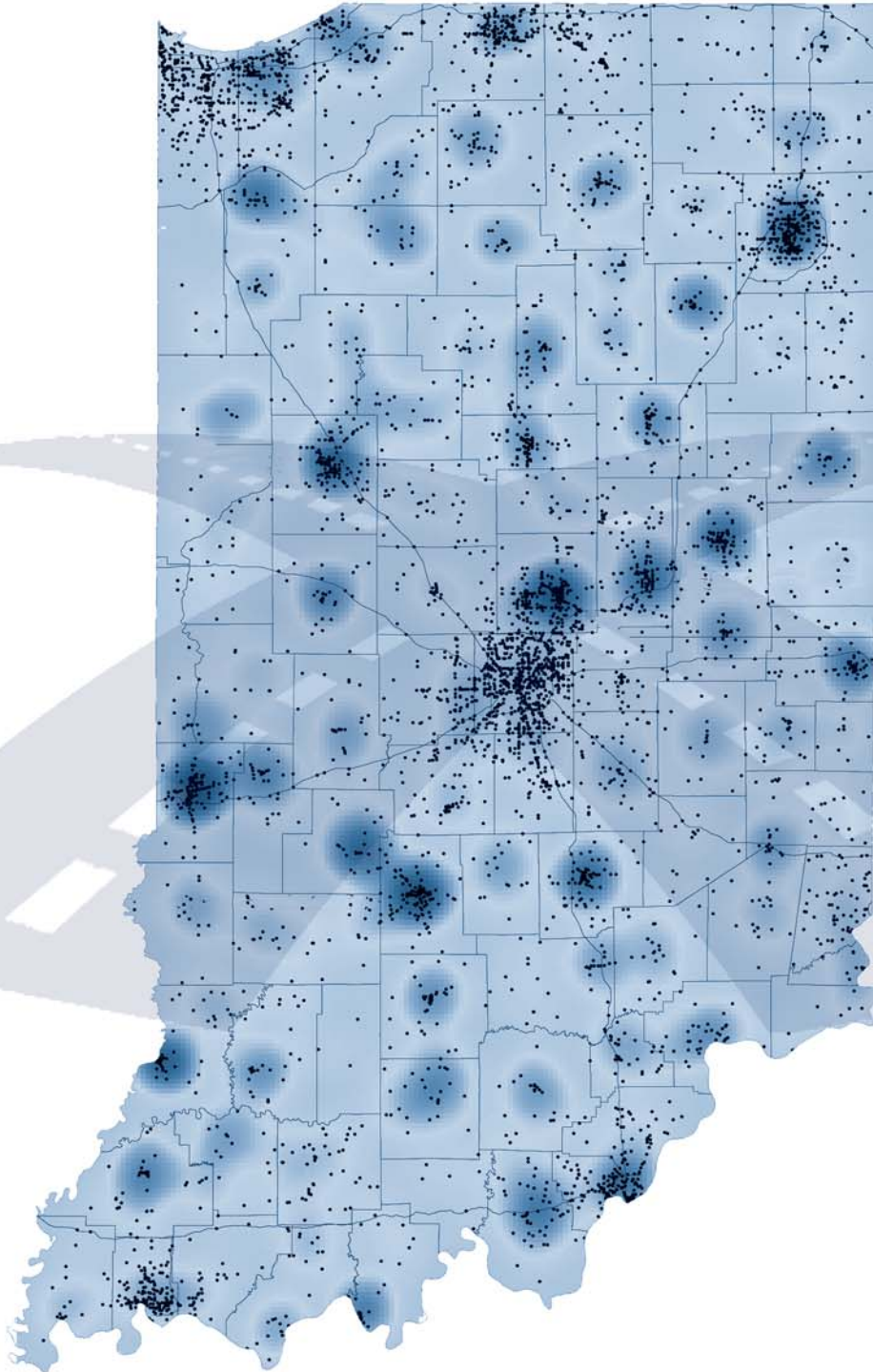
*Bus* includes *bus/seats 15+ persons with driver, bus/seats 9-15 persons with driver, and school bus*.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



# SPEED



## SPEED, 2009

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 18,252 speed-related collisions in Indiana in 2009, representing 9.6 percent of all collisions and a 20 percent decrease over 2008 speed-related collisions. These collisions involved 18,358 speeding motor vehicles (5.6 percent of all motor vehicles in collisions) 10,414 motor vehicles that were not speeding, and 28,129 drivers, injured occupants, pedestrians, and pedalcyclists (9.2 percent of all individuals in collisions).

### Highlights

The number of individuals fatally injured in speed-related collisions decreased 30 percent from 2008 to 2009.

Approximately one in five fatal collisions (136/631), one in seven (425/2,732) incapacitating collisions, and one in eight (3,692/30,679) non-incapacitating collisions were speed-related.

The risk of fatality is 4.1 times greater for occupants of vehicles where the driver is speeding compared to vehicles where the driver is not speeding.

In 2009, motorcycles were the most likely vehicle type to be speeding (9.3 percent).

Young males continue to be the most likely group of drivers to speed, and nearly one-and-a-half times more likely than females to speed.

On average in 2009, 10.6 percent of collisions at any given hour and day were speed-related.

As a percentage of all collisions occurring on a given road class, interstates had the greatest proportion of speed-related collisions.

- From 2008 to 2009, total speed-related and fatal speed-related collisions decreased by 20 and 27.7 percent, respectively.
- Speed-related collisions represented 9.6 percent of collisions in 2009 compared to 11.1 percent in 2008.
- In 2009, nearly one in five fatal collisions was speed-related compared to one in four in 2008.
- In 2009, speed-related collisions were 2.6 times more likely to be fatal than non-speed-related collisions.

**Table 83. Indiana collisions, by speed involvement and collision severity, 2005-2009**

| Speed involvement/<br>collision severity | 2005           | 2006           | 2007           | 2008           | 2009           | % 2009<br>total | % change<br>'08 - '09 | Average<br>annual change |
|--|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------------|--------------------------|
| <b>All collisions</b>                    | <b>208,359</b> | <b>192,721</b> | <b>204,999</b> | <b>205,452</b> | <b>189,676</b> | <b>100.0%</b>   | <b>-7.7%</b>          | <b>-2.1%</b>             |
| <b>Speed-related</b>                     | <b>20,010</b>  | <b>14,570</b>  | <b>18,492</b>  | <b>22,820</b>  | <b>18,252</b>  | <b>100.0%</b>   | <b>-20.0%</b>         | <b>0.8%</b>              |
| Fatal                                    | 203            | 159            | 165            | 188            | 136            | 0.7%            | -27.7%                | -7.9%                    |
| Incapacitating                           | 486            | 473            | 459            | 484            | 425            | 2.3%            | -12.2%                | -3.1%                    |
| Non-incapacitating                       | 4,621          | 3,844          | 3,918          | 4,227          | 3,692          | 20.2%           | -12.7%                | -4.9%                    |
| Property damage only                     | 14,700         | 10,094         | 13,950         | 17,921         | 13,999         | 76.7%           | -21.9%                | 3.4%                     |
| <b>Non speed-related</b>                 | <b>188,349</b> | <b>178,151</b> | <b>186,507</b> | <b>182,632</b> | <b>171,424</b> | <b>100.0%</b>   | <b>-6.1%</b>          | <b>-2.2%</b>             |
| Fatal                                    | 652            | 658            | 639            | 534            | 495            | 0.3%            | -7.3%                 | -6.4%                    |
| Incapacitating                           | 2,655          | 2,717          | 2,616          | 2,414          | 2,307          | 1.3%            | -4.4%                 | -3.4%                    |
| Non-incapacitating                       | 33,999         | 31,815         | 30,423         | 28,233         | 26,987         | 15.7%           | -4.4%                 | -5.6%                    |
| Property damage only                     | 151,043        | 142,961        | 152,829        | 151,451        | 141,635        | 82.6%           | -6.5%                 | -1.5%                    |
| <b>% Speed-related</b>                   | <b>9.6%</b>    | <b>7.6%</b>    | <b>9.0%</b>    | <b>11.1%</b>   | <b>9.6%</b>    | -               | -                     | -                        |
| Fatal                                    | 23.7%          | 19.5%          | 20.5%          | 26.0%          | 21.6%          | -               | -                     | -                        |
| Incapacitating                           | 15.5%          | 14.8%          | 14.9%          | 16.7%          | 15.6%          | -               | -                     | -                        |
| Non-incapacitating                       | 12.0%          | 10.8%          | 11.4%          | 13.0%          | 12.0%          | -               | -                     | -                        |
| Property damage only                     | 8.9%           | 6.6%           | 8.4%           | 10.6%          | 9.0%           | -               | -                     | -                        |
| <b>Relative risk</b>                     |                |                |                |                |                |                 |                       |                          |
| Fatal                                    | 2.9            | 3.0            | 2.6            | 2.8            | 2.6            | -               | -                     | -                        |
| Incapacitating                           | 1.7            | 2.1            | 1.8            | 1.6            | 1.7            | -               | -                     | -                        |
| Non-incapacitating                       | 1.3            | 1.5            | 1.3            | 1.2            | 1.3            | -               | -                     | -                        |

**Notes:**

*Relative risk* defined as ratio of *speed-related* rate (fatal, as % total speed-related) to *non-speed-related* rate (fatal, as % of total non-speed-related).  
*Non-incapacitating* includes *non-incapacitating* and *possible* collision severities.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- The number of individuals involved in speed-related collisions decreased 18.2 percent from 2008 to 2009 and 0.4 percent on average each year from 2005 to 2009.
- While total fatalities decreased 15 percent from 2008 to 2009, the number of fatalities in speed-related collisions decreased nearly 30 percent.
- In 2009, individuals involved in speed-related collisions were 2.9 times more likely than individuals in non-speed-related collisions to suffer a fatal injury.

Table 84. Individuals involved in Indiana collisions, by speed involvement and injury status, 2005-2009

| Speed involvement/<br>injury status | 2005           | 2006           | 2007           | 2008           | 2009           | % 2009<br>total | % change<br>'08 - '09 | Average<br>annual change |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------------|--------------------------|
| <b>All individuals</b>              | <b>344,609</b> | <b>315,894</b> | <b>330,129</b> | <b>325,775</b> | <b>304,412</b> | <b>100.0%</b>   | <b>-6.6%</b>          | <b>-2.9%</b>             |
| <b>Speed-related collisions</b>     | <b>31,605</b>  | <b>23,444</b>  | <b>28,417</b>  | <b>34,398</b>  | <b>28,129</b>  | <b>100.0%</b>   | <b>-18.2%</b>         | <b>-0.4%</b>             |
| Fatal                               | 229            | 174            | 187            | 225            | 158            | 0.6%            | -29.8%                | -6.5%                    |
| Incapacitating                      | 617            | 607            | 559            | 585            | 514            | 1.8%            | -12.1%                | -4.3%                    |
| Non-incapacitating                  | 6,871          | 5,733          | 5,840          | 6,174          | 5,433          | 19.3%           | -12.0%                | -5.2%                    |
| Other injury                        | 2,904          | 1,558          | 706            | 532            | 385            | 1.4%            | -27.6%                | -38.3%                   |
| Not injured                         | 20,984         | 15,372         | 21,125         | 26,882         | 21,639         | 76.9%           | -19.5%                | 4.6%                     |
| <b>Non speed-related collisions</b> | <b>313,004</b> | <b>292,450</b> | <b>301,712</b> | <b>291,377</b> | <b>276,283</b> | <b>100.0%</b>   | <b>-5.2%</b>          | <b>-3.0%</b>             |
| Fatal                               | 709            | 725            | 711            | 590            | 534            | 0.2%            | -9.5%                 | -6.5%                    |
| Incapacitating                      | 3,206          | 3,200          | 3,102          | 2,797          | 2,665          | 1.0%            | -4.7%                 | -4.5%                    |
| Non-incapacitating                  | 48,556         | 45,656         | 42,964         | 39,281         | 37,978         | 13.7%           | -3.3%                 | -5.9%                    |
| Other injury                        | 31,690         | 20,258         | 7,835          | 5,387          | 3,768          | 1.4%            | -30.1%                | -39.7%                   |
| Not injured                         | 228,843        | 222,611        | 247,100        | 243,322        | 231,338        | 83.7%           | -4.9%                 | 0.5%                     |
| <b>% Speed-related</b>              | <b>9.2%</b>    | <b>7.4%</b>    | <b>8.6%</b>    | <b>10.6%</b>   | <b>9.2%</b>    | -               | -                     | -                        |
| Fatal                               | 24.4%          | 19.4%          | 20.8%          | 27.6%          | 22.8%          | -               | -                     | -                        |
| Incapacitating                      | 16.1%          | 15.9%          | 15.3%          | 17.3%          | 16.2%          | -               | -                     | -                        |
| Non-incapacitating                  | 12.4%          | 11.2%          | 12.0%          | 13.6%          | 12.5%          | -               | -                     | -                        |
| Other injury                        | 8.4%           | 7.1%           | 8.3%           | 9.0%           | 9.3%           | -               | -                     | -                        |
| Not injured                         | 8.4%           | 6.5%           | 7.9%           | 9.9%           | 8.6%           | -               | -                     | -                        |
| <b>Relative risk</b>                |                |                |                |                |                |                 |                       |                          |
| Fatal                               | 3.2            | 3.0            | 2.8            | 3.2            | 2.9            | -               | -                     | -                        |
| Incapacitating                      | 1.9            | 2.4            | 1.9            | 1.8            | 1.9            | -               | -                     | -                        |
| Non-incapacitating                  | 1.4            | 1.6            | 1.4            | 1.3            | 1.4            | -               | -                     | -                        |

**Notes:**

*Relative risk* defined as ratio of *speed-related* rate (fatal, as % total speed-related) to *non-speed-related* rate (fatal, as % of total non-speed-related).

*Non-incapacitating* includes *non-incapacitating* and *possible* injuries.

*Other injury* includes injuries reported as *refused*, *unknown*, and *not reported*.

*Not injured* is defined as individuals with no injury status reported.

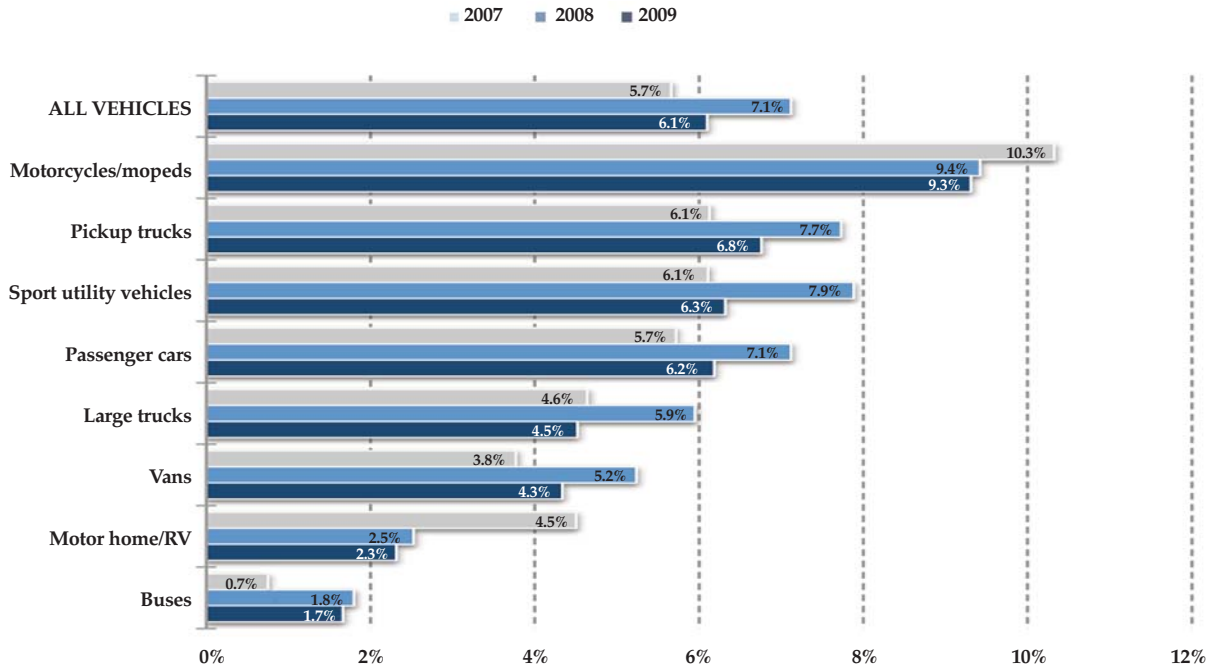
**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



- Approximately 6 percent of vehicles involved in Indiana collisions in 2009 were speeding, compared to 6 and 7 percent in 2007 and 2008, respectively.
- From 2008 to 2009, all vehicle types experienced reductions in the rate of vehicles speeding in collisions.
- In 2009, motorcycles involved in collisions were more likely than other vehicle types to have been speeding.
- Sport utility vehicles and large trucks experienced the greatest reductions in proportion of vehicles speeding from 2008 to 2009 (1.6 and 1.5 percentage points, respectively).

Figure 31. Percent of vehicles speeding in Indiana collisions, by vehicle type, 2007-2009

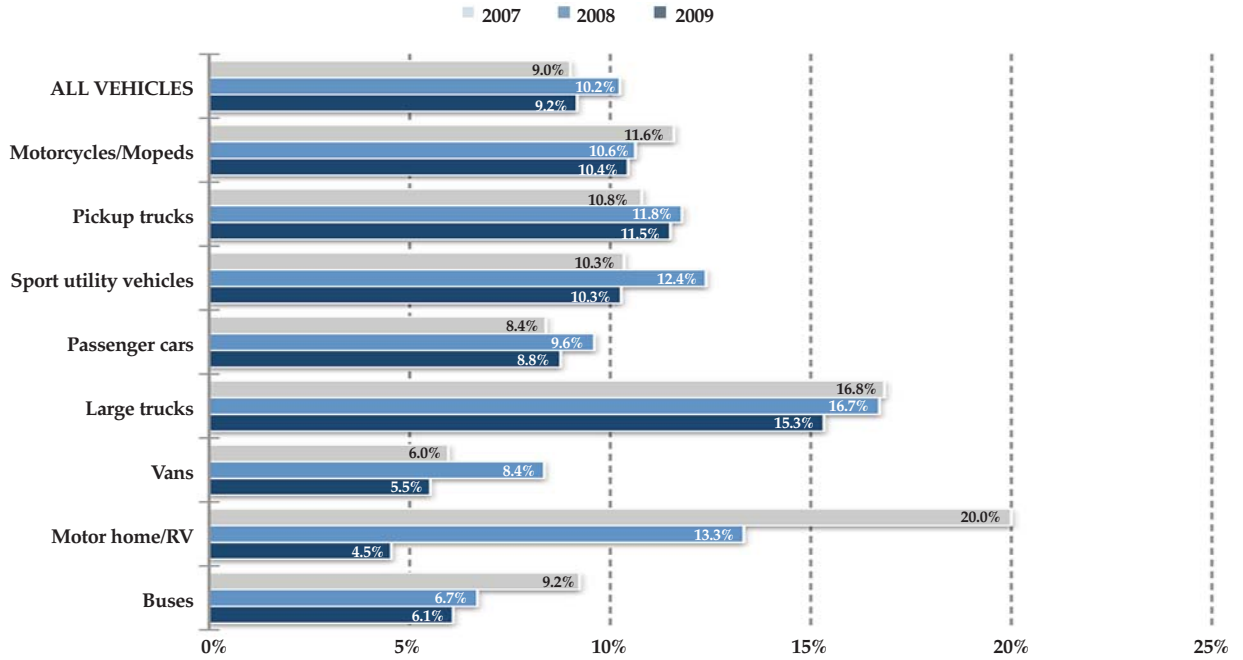


**Note:**  
Excludes vehicle types of *farm vehicle*, *combination vehicle*, *pedestrian*, *bicycle*, and *unknown* type.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- The percent of known injuries occurring in speeding vehicles dropped from 10.2 percent in 2008 to 9.2 percent in 2009.
- In 2009, approximately 15 percent of injuries occurring in large trucks were in speeding large trucks, nearly double the rate of passenger cars.

Figure 32. Injuries in Indiana collisions that occurred in speeding vehicles, as a proportion of total injuries, by vehicle type, 2007-2009



**Notes:**

Percent of injuries is defined as percent of total injuries (*fatal, incapacitating, non-incapacitating, possible*) in a given vehicle type. Excludes vehicle types of *farm vehicle, combination vehicle, pedestrian, bicycle, and unknown* type.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In 2009, 6.8 percent of serious injuries in speed-related collisions occurred in areas with a posted speed limit of 65 or higher, compared to 4 percent of serious injuries in non speed-related collisions.
- In 2009, 28.3 percent of serious injuries in areas with a posted speed limit of 65 or higher were in speed-related collisions, compared to 36.2 percent in 2008.
- Persons in speed-related collisions in areas with a posted speed limit of 65 or higher are 1.7 times more likely to suffer a serious injury than persons in non speed-related collisions.
- Speed only becomes a risk factor for serious injury on roads with posted speed limits of 65 or greater.

Table 85. Serious injuries, by speed involvement and posted speed limit, 2005-2009

| Speed involvement/<br>posted speed limit | 2005         | 2006         | 2007         | 2008         | 2009         | % 2009<br>total | % change<br>'08 - '09 | Average<br>annual change |
|--|--------------|--------------|--------------|--------------|--------------|-----------------|-----------------------|--------------------------|
| <b>All injuries</b>                      | <b>4,486</b> | <b>4,330</b> | <b>4,166</b> | <b>3,820</b> | <b>3,513</b> | <b>100.0%</b>   | <b>-8.0%</b>          | <b>-5.9%</b>             |
| <b>Speed-related injuries</b>            | <b>821</b>   | <b>746</b>   | <b>725</b>   | <b>788</b>   | <b>659</b>   | <b>100.0%</b>   | <b>-16.4%</b>         | <b>-4.9%</b>             |
| < 35                                     | 180          | 171          | 139          | 138          | 143          | 21.7%           | 3.6%                  | -5.2%                    |
| 35 < 50                                  | 292          | 285          | 264          | 312          | 250          | 37.9%           | -19.9%                | -2.9%                    |
| 50 < 65                                  | 302          | 236          | 263          | 267          | 221          | 33.5%           | -17.2%                | -6.5%                    |
| 65 +                                     | 47           | 54           | 59           | 71           | 45           | 6.8%            | -36.6%                | 2.0%                     |
| <b>Non speed-related injuries</b>        | <b>3,665</b> | <b>3,584</b> | <b>3,441</b> | <b>3,032</b> | <b>2,854</b> | <b>100.0%</b>   | <b>-5.9%</b>          | <b>-6.0%</b>             |
| < 35                                     | 819          | 728          | 696          | 618          | 603          | 21.1%           | -2.4%                 | -7.3%                    |
| 35 < 50                                  | 1,302        | 1,368        | 1,278        | 1,215        | 1,075        | 37.7%           | -11.5%                | -4.5%                    |
| 50 < 65                                  | 1,384        | 1,336        | 1,287        | 1,074        | 1,062        | 37.2%           | -1.1%                 | -6.2%                    |
| 65 +                                     | 160          | 152          | 180          | 125          | 114          | 4.0%            | -8.8%                 | -6.5%                    |
| <b>% Speed-related</b>                   | <b>18.3%</b> | <b>17.2%</b> | <b>17.4%</b> | <b>20.6%</b> | <b>18.8%</b> | -               | -                     | -                        |
| < 35                                     | 18.0%        | 19.0%        | 16.6%        | 18.3%        | 19.2%        | -               | -                     | -                        |
| 35 < 50                                  | 18.3%        | 17.2%        | 17.1%        | 20.4%        | 18.9%        | -               | -                     | -                        |
| 50 < 65                                  | 17.9%        | 15.0%        | 17.0%        | 19.9%        | 17.2%        | -               | -                     | -                        |
| 65 +                                     | 22.7%        | 26.2%        | 24.7%        | 36.2%        | 28.3%        | -               | -                     | -                        |
| <b>Relative risk</b>                     |              |              |              |              |              |                 |                       |                          |
| < 35                                     | 1.0          | 1.1          | 0.9          | 0.9          | 1.0          | -               | -                     | -                        |
| 35 < 50                                  | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | -               | -                     | -                        |
| 50 < 65                                  | 1.0          | 0.8          | 1.0          | 1.0          | 0.9          | -               | -                     | -                        |
| 65 +                                     | 1.3          | 1.7          | 1.6          | 2.2          | 1.7          | -               | -                     | -                        |

**Note:**

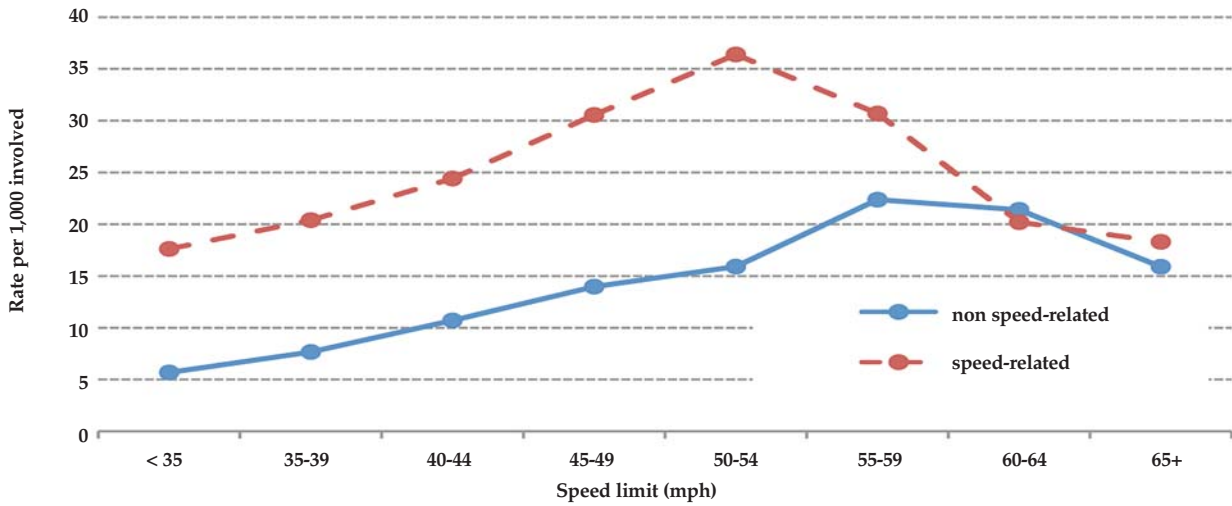
Serious injuries defined as fatal and incapacitating injuries.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

► The risk of serious injury in speed-related collisions in areas with a posted speed limit up to 54mph is more than twice as likely as non speed-related collisions.

Figure 33. Seriously injured individuals per 1,000 individuals involved in collisions, by speed limit group and collision speed status, 2009



**Notes:**

Serious injuries defined as fatal or incapacitating injuries.

Speed limit categories (other than < 35 and 65+) include speeds up to the next category (e.g., 35 includes 35 - 39 mph).

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- Younger drivers involved in collisions are consistently more likely to be speeding than older drivers.
- In 2009, 12.2 percent (3,094/25,326) of male drivers ages 16-20 involved in collisions were speeding, compared to 7.9 percent (1,757/22,207) of female drivers ages 16-20.
- Males who are speeding have consistently been nearly two times as likely as females to suffer a serious injury.

**Table 86. Proportion of drivers who were speeding in Indiana collisions, by age group and gender, 2005-2009**

| Age group       | 2005        |             | 2006        |             | 2007        |             | 2008        |             | 2009        |             |
|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|                 | Male        | Female      | Male        | Female      | Male        | Female      | Male        | Female      | Male        | Female      |
| 16-20           | 11.8%       | 7.9%        | 10.9%       | 6.3%        | 12.0%       | 7.3%        | 12.9%       | 9.2%        | 12.2%       | 7.9%        |
| 21-24           | 9.5%        | 6.5%        | 8.3%        | 4.9%        | 9.4%        | 6.0%        | 11.6%       | 8.3%        | 10.1%       | 7.4%        |
| 25-29           | 8.5%        | 5.8%        | 6.4%        | 4.0%        | 7.8%        | 5.2%        | 9.5%        | 7.5%        | 8.5%        | 6.2%        |
| 30-34           | 6.3%        | 4.8%        | 5.1%        | 3.4%        | 6.7%        | 4.5%        | 8.4%        | 6.4%        | 6.9%        | 5.1%        |
| 35-39           | 5.6%        | 4.6%        | 4.3%        | 3.1%        | 5.6%        | 4.0%        | 7.0%        | 6.1%        | 5.9%        | 4.7%        |
| 40-44           | 4.8%        | 4.0%        | 3.7%        | 2.8%        | 4.8%        | 3.9%        | 6.4%        | 5.0%        | 5.6%        | 4.1%        |
| 45-49           | 4.4%        | 3.3%        | 3.6%        | 2.4%        | 4.1%        | 3.6%        | 5.7%        | 4.6%        | 4.8%        | 3.8%        |
| 50-54           | 4.1%        | 3.0%        | 3.1%        | 2.2%        | 3.8%        | 2.9%        | 4.8%        | 4.0%        | 4.2%        | 3.6%        |
| 55-59           | 3.6%        | 3.1%        | 2.4%        | 1.6%        | 3.2%        | 2.6%        | 4.8%        | 4.0%        | 3.8%        | 3.3%        |
| 60-64           | 3.2%        | 2.6%        | 2.1%        | 1.9%        | 2.9%        | 2.3%        | 3.9%        | 3.6%        | 3.3%        | 2.7%        |
| 65-69           | 2.5%        | 2.3%        | 2.3%        | 1.3%        | 2.6%        | 1.8%        | 3.4%        | 2.4%        | 2.9%        | 2.1%        |
| 70-74           | 2.1%        | 2.1%        | 1.7%        | 1.5%        | 2.4%        | 1.6%        | 3.0%        | 2.3%        | 2.2%        | 1.6%        |
| 75+             | 2.7%        | 1.7%        | 1.9%        | 1.2%        | 2.2%        | 1.1%        | 3.0%        | 1.9%        | 2.3%        | 1.7%        |
| <b>All ages</b> | <b>6.6%</b> | <b>4.9%</b> | <b>5.5%</b> | <b>3.6%</b> | <b>6.5%</b> | <b>4.5%</b> | <b>7.8%</b> | <b>6.1%</b> | <b>6.8%</b> | <b>5.1%</b> |

**Table 87. Proportion of speeding drivers seriously injured in Indiana collisions, by age group and gender, 2005-2009**

| Age group       | 2005        |             | 2006        |             | 2007        |             | 2008        |             | 2009        |             |
|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|                 | Male        | Female      | Male        | Female      | Male        | Female      | Male        | Female      | Male        | Female      |
| 16-20           | 1.9%        | 1.5%        | 2.2%        | 1.5%        | 2.1%        | 1.5%        | 2.1%        | 1.3%        | 1.8%        | 1.1%        |
| 21-24           | 3.0%        | 1.5%        | 5.0%        | 2.0%        | 2.4%        | 0.8%        | 2.8%        | 1.3%        | 3.3%        | 1.6%        |
| 25-29           | 2.8%        | 1.7%        | 4.8%        | 1.9%        | 3.7%        | 1.2%        | 2.8%        | 1.0%        | 2.7%        | 1.3%        |
| 30-34           | 3.0%        | 2.1%        | 5.5%        | 0.5%        | 4.6%        | 2.1%        | 2.7%        | 1.8%        | 3.0%        | 0.7%        |
| 35-39           | 4.0%        | 2.4%        | 5.7%        | 2.0%        | 4.0%        | 0.8%        | 2.9%        | 1.1%        | 3.0%        | 1.9%        |
| 40-44           | 4.2%        | 1.7%        | 4.2%        | 2.5%        | 3.6%        | 1.8%        | 2.7%        | 1.1%        | 3.2%        | 0.7%        |
| 45-49           | 2.5%        | 2.4%        | 3.1%        | 2.7%        | 3.8%        | 1.0%        | 2.5%        | 2.1%        | 2.7%        | 1.5%        |
| 50-54           | 3.6%        | 1.4%        | 3.9%        | 3.0%        | 3.8%        | 1.4%        | 3.0%        | 3.2%        | 3.7%        | 1.2%        |
| 55-59           | 3.7%        | 3.0%        | 4.4%        | 3.2%        | 1.7%        | 1.0%        | 2.0%        | 1.2%        | 2.4%        | 1.2%        |
| 60-64           | 1.2%        | 1.6%        | 5.9%        | 1.1%        | 1.3%        | 3.1%        | 1.5%        | 1.0%        | 2.2%        | 4.5%        |
| 65-69           | 2.4%        | 0.0%        | 1.8%        | 0.0%        | 2.2%        | 1.6%        | 1.6%        | 3.2%        | 3.8%        | 3.6%        |
| 70-74           | 1.3%        | 5.4%        | 1.6%        | 2.5%        | 1.1%        | 2.5%        | 5.5%        | 0.0%        | 1.2%        | 0.0%        |
| 75+             | 2.5%        | 2.3%        | 1.8%        | 0.0%        | 1.5%        | 0.0%        | 1.1%        | 4.3%        | 4.4%        | 0.0%        |
| <b>All ages</b> | <b>2.8%</b> | <b>1.8%</b> | <b>3.8%</b> | <b>1.8%</b> | <b>3.0%</b> | <b>1.3%</b> | <b>2.5%</b> | <b>1.5%</b> | <b>2.7%</b> | <b>1.3%</b> |

**Notes:**  
 Data limited to drivers with valid gender and age reported.  
 Serious injuries defined as *fatal* and *incapacitating* injuries.

**Source:**  
 Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In 2009, occupants of vehicles with drivers who were speeding were 4.1 times (0.7 percent / 0.2 percent) more likely to be killed than occupants of vehicles where the driver was not speeding.
- Occupants of vehicles with drivers who were speeding and impaired were 12.8 times (7.0 percent / 0.5 percent) more likely to be killed than occupants of vehicles where the driver was speeding only.

Table 88. Vehicle occupants involved in traffic collisions, by driver speed involvement and alcohol impairment, 2009

| Vehicle driver speeding? | Vehicle driver impaired? | Vehicle occupants killed | Vehicle occupants surviving | Total occupants involved | Killed, as % total | Risk of fatality |
|--------------------------|--------------------------|--------------------------|-----------------------------|--------------------------|--------------------|------------------|
| Yes                      | Yes                      | 34                       | 454                         | 488                      | 7.0%               | 12.8             |
|                          | No                       | 100                      | 18,240                      | 18,340                   | 0.5%               |                  |
|                          | Total                    | 134                      | 18,694                      | 18,828                   |                    |                  |
| No                       | Yes                      | 57                       | 2,950                       | 3,007                    | 1.9%               | 12.1             |
|                          | No                       | 439                      | 279,444                     | 279,883                  | 0.2%               |                  |
|                          | Total                    | 496                      | 282,394                     | 282,890                  |                    |                  |
| All                      | Yes                      | 91                       | 3,404                       | 3,495                    | 2.6%               | 14.4             |
|                          | No                       | 539                      | 297,684                     | 298,223                  | 0.2%               |                  |
|                          | Total                    | 630                      | 301,088                     | 301,718                  |                    |                  |
| Yes                      | All                      | 134                      | 18,694                      | 18,828                   | 0.7%               | 4.1              |
| No                       |                          | 496                      | 282,394                     | 282,890                  | 0.2%               |                  |
|                          | Total                    | 630                      | 301,088                     | 301,718                  |                    |                  |

**Notes:**

*Driver impaired:* BAC = 0.08+

*Risk of fatality* defined as ratio of the rate of *vehicle occupants killed where driver was impaired* (fatal, as % total driver impaired) to *rate of vehicle occupants killed where driver was not impaired* (fatal, as % of total driver not impaired).

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- In 2009, 20.8 percent (59/284) of collisions occurring during the 2am hour on Thursdays were speed-related.
- Speed-related collisions were most likely during the 3am hour (13.9 percent) and on Sundays (11.3 percent).
- Compared to morning rush hour (7am-9am), a smaller percent of collisions during evening rush hour (5pm-7pm) were speed-related.

**Table 89. Percent of Indiana collisions that were speed-related, by time of day and day of week, 2009**

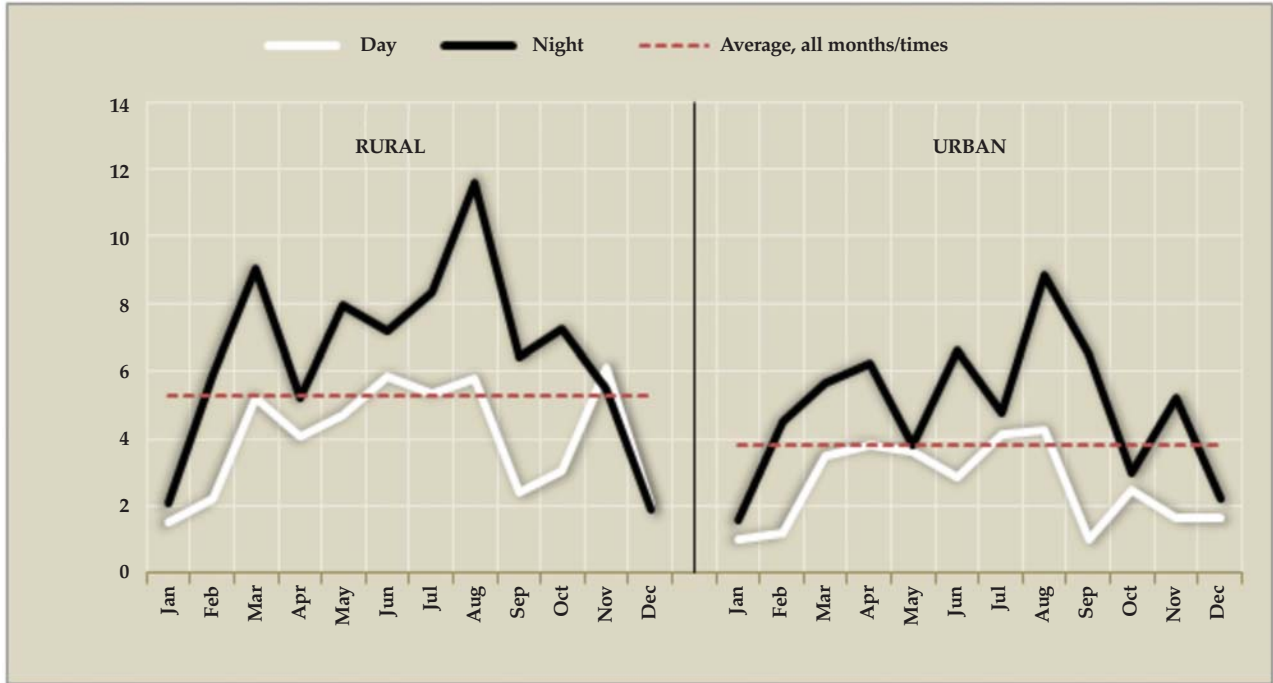
| Time                          | <div style="display: flex; justify-content: space-around; align-items: center;"> <span>Low</span> <span>&lt;</span> <span>&lt;</span> <span>&gt;</span> <span>&gt;</span> <span>High</span> </div> |             |              |              |             |             |              | % Speed-related by hour |
|-------------------------------|--|-------------|--------------|--------------|-------------|-------------|--------------|-------------------------|
|                               | Sun  | Mon         | Tue          | Wed          | Thu         | Fri         | Sat          |                         |
| 12am-                         | 11.3%  | 15.8%       | 13.8%        | 14.2%        | 15.2%       | 11.5%       | 9.8%         | 12.5%                   |
| 1am-                          | 12.2%  | 11.1%       | 11.7%        | 14.5%        | 18.3%       | 15.3%       | 13.2%        | 13.7%                   |
| 2am-                          | 11.8%  | 6.5%        | 10.9%        | 16.9%        | 20.8%       | 10.5%       | 13.0%        | 13.0%                   |
| 3am-                          | 15.6%  | 19.2%       | 11.9%        | 14.6%        | 15.7%       | 10.8%       | 11.9%        | 13.9%                   |
| 4am-                          | 13.7%  | 13.0%       | 10.5%        | 11.4%        | 16.4%       | 10.1%       | 14.0%        | 12.9%                   |
| 5am-                          | 11.6%  | 18.4%       | 10.8%        | 10.5%        | 15.5%       | 7.6%        | 9.6%         | 12.3%                   |
| 6am-                          | 12.9%  | 19.9%       | 10.3%        | 10.0%        | 9.8%        | 7.3%        | 14.4%        | 11.9%                   |
| 7am-                          | 13.7%  | 15.6%       | 10.0%        | 9.9%         | 13.5%       | 8.6%        | 15.0%        | 11.9%                   |
| 8am-                          | 19.3%  | 14.4%       | 10.8%        | 15.3%        | 15.6%       | 9.2%        | 14.6%        | 13.7%                   |
| 9am-                          | 16.5%  | 13.6%       | 12.2%        | 14.8%        | 16.8%       | 7.2%        | 12.5%        | 13.3%                   |
| 10am-                         | 13.6%  | 10.1%       | 13.8%        | 12.5%        | 12.4%       | 8.5%        | 10.8%        | 11.6%                   |
| 11am-                         | 12.0%  | 6.0%        | 10.8%        | 10.0%        | 8.1%        | 7.8%        | 10.2%        | 9.2%                    |
| 12pm-                         | 8.2%   | 5.3%        | 10.2%        | 10.6%        | 6.4%        | 5.7%        | 9.9%         | 8.0%                    |
| 1pm-                          | 8.4%   | 5.5%        | 8.8%         | 9.8%         | 7.3%        | 5.6%        | 8.9%         | 7.7%                    |
| 2pm-                          | 8.9%   | 4.9%        | 9.0%         | 8.8%         | 6.7%        | 6.2%        | 9.5%         | 7.6%                    |
| 3pm-                          | 11.6%  | 5.4%        | 9.6%         | 8.6%         | 7.3%        | 5.9%        | 7.3%         | 7.7%                    |
| 4pm-                          | 10.6%  | 4.8%        | 8.7%         | 8.8%         | 7.3%        | 6.4%        | 8.7%         | 7.7%                    |
| 5pm-                          | 9.7%   | 4.1%        | 9.3%         | 7.7%         | 6.5%        | 7.9%        | 11.1%        | 7.8%                    |
| 6pm-                          | 10.3%  | 4.9%        | 9.7%         | 9.0%         | 6.8%        | 6.5%        | 10.3%        | 8.1%                    |
| 7pm-                          | 10.4%  | 5.5%        | 10.3%        | 9.7%         | 6.6%        | 7.5%        | 8.8%         | 8.4%                    |
| 8pm-                          | 10.2%  | 7.1%        | 9.9%         | 10.2%        | 7.2%        | 8.0%        | 11.3%        | 9.2%                    |
| 9pm-                          | 9.0%   | 7.4%        | 13.5%        | 10.9%        | 8.9%        | 8.2%        | 10.9%        | 9.9%                    |
| 10pm-                         | 13.1%  | 9.0%        | 12.6%        | 11.1%        | 10.4%       | 7.6%        | 11.7%        | 10.7%                   |
| 11pm-                         | 12.7%  | 12.2%       | 14.0%        | 15.7%        | 11.4%       | 8.4%        | 11.5%        | 11.9%                   |
| <b>% Speed-related by day</b> | <b>11.3%</b>   | <b>8.4%</b> | <b>10.4%</b> | <b>10.4%</b> | <b>9.6%</b> | <b>7.4%</b> | <b>10.6%</b> |                         |

**Note:**  
Includes collisions where valid time was reported.

**Source:**  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

- On average, rates of speed-related collisions with serious injury are higher in rural areas than urban areas (5.3 per 100 speed-related collisions versus 3.8).
- In both rural and urban areas, rates of speed-related collisions with serious injury are higher at night than during the day.
- For both locales and times of day, August is a particularly problematic month; speed-related collision rates are 4 to 5.6 times greater than in January and 2.6 to 6.1 times greater than in December.

Figure 34. Speed-related collisions with serious injuries per 100 speed-related collisions, by locale, time of day, and month, 2009



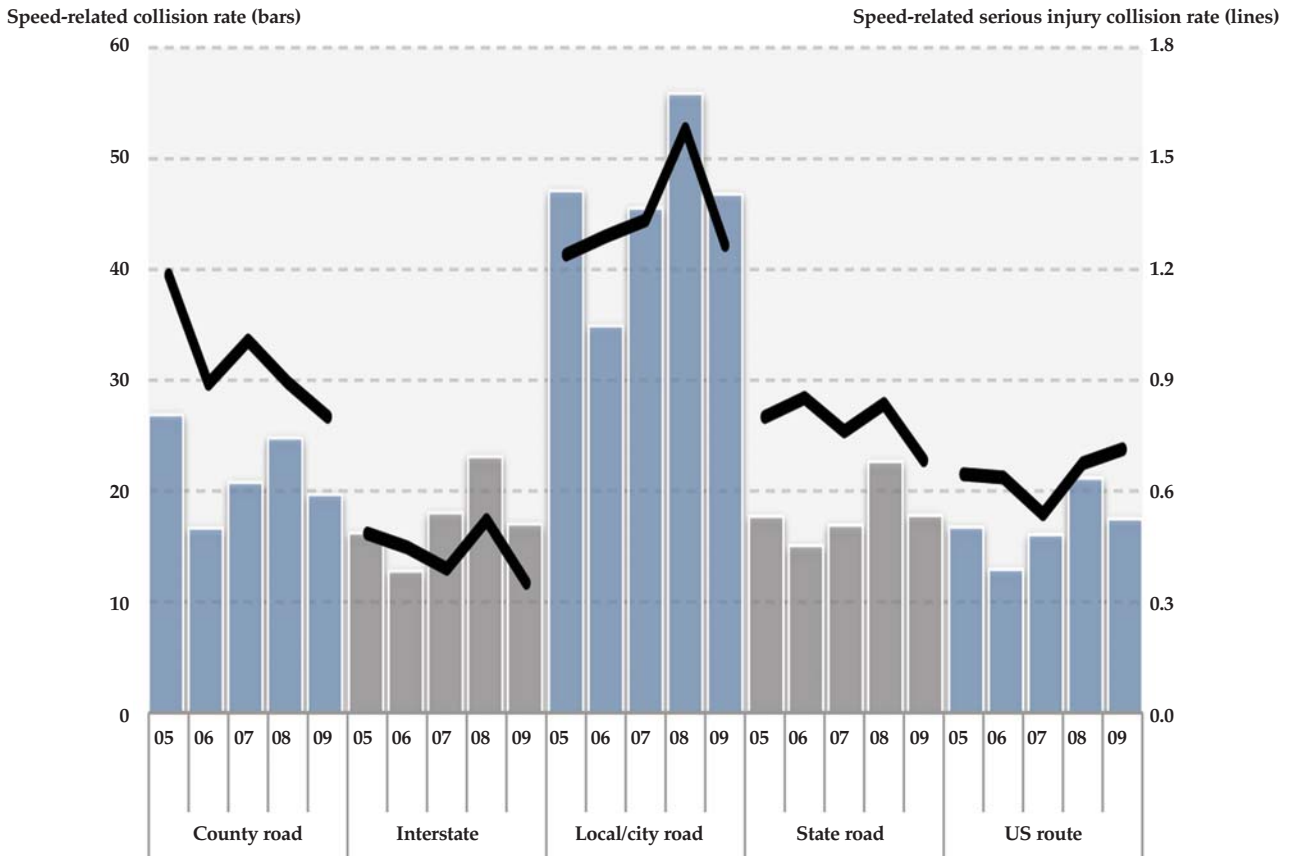
**Notes:**  
 Serious injuries defined as fatal and incapacitating injuries.  
 Includes collisions where a valid locale was reported.  
 Day defined as 6am - 5:59pm. Night defined as 6pm - 5:59am.

**Source:**  
 Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



- After increasing each year from 2006 to 2008, speed-related collision rates decreased in 2009 for all road classes.
- Road classes with higher speed limits (Interstates, State roads, US routes) tend to have lower rates of speed-related collisions with serious injury.
- Since 2005, speed-related collision rates on local/city roads have been nearly two times greater than on other road types.
- While the rate of speed-related collisions on US routes decreased from 2008 to 2009, the rate of speed-related collisions with serious injury increased slightly.

**Figure 35. Speed-related and serious injury speed-related collision rates per 100m vehicle miles travelled (VMT), by road class, 2005-2009**

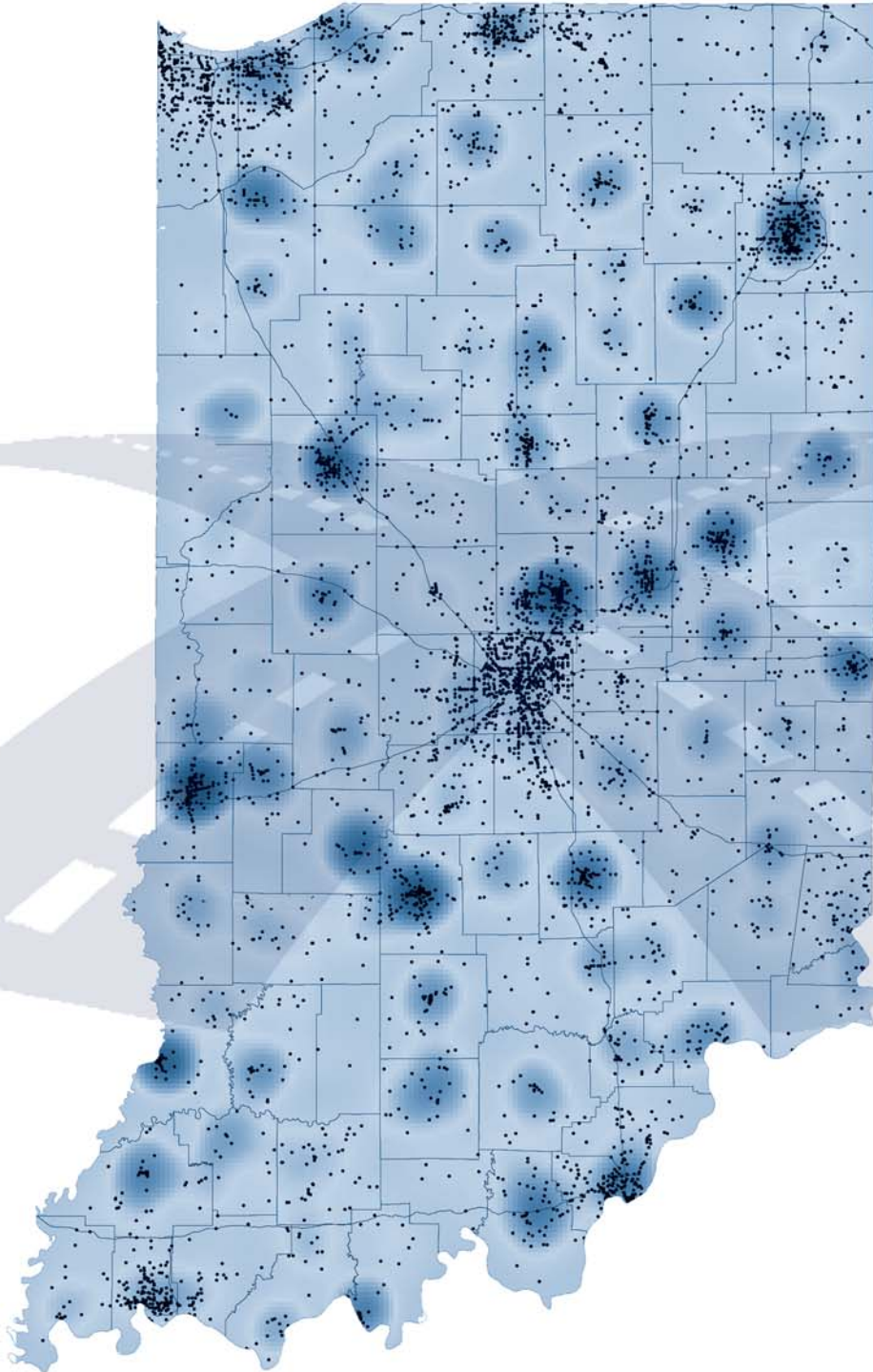


**Notes:**  
 Includes collisions where valid road class was reported.  
 Serious injury defined as collisions with one or more *fatal* or *incapacitating* injuries.

**Sources:**  
 Collisions: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.  
 Vehicle miles travelled (VMT): Indiana Department of Transportation, as of March 1, 2010.



# COUNTIES



## COUNTIES, 2009

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 2009. 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.

**Table 90. Indiana collisions by severity and county, 2009**

|                | Total collisions |             | Fatal      |                           |                    | Personal injury |                           | Property damage only |                           |
|----------------|------------------|-------------|------------|---------------------------|--------------------|-----------------|---------------------------|----------------------|---------------------------|
|                | Count            | County rank | Count      | % total county collisions | County rank (on %) | Count           | % total county collisions | Count                | % total county collisions |
| <b>Indiana</b> | <b>189,676</b>   | <b>na</b>   | <b>631</b> | <b>0.3</b>                | <b>na</b>          | <b>33,411</b>   | <b>17.6</b>               | <b>155,634</b>       | <b>82.1</b>               |
| Mean           | 2,062            | na          | 7          | na                        | na                 | 363             | na                        | 1,692                | na                        |
| Minimum        | 127              | na          | 0          | na                        | na                 | 28              | na                        | 105                  | na                        |
| Maximum        | 26,436           | na          | 56         | na                        | na                 | 5,102           | na                        | 21,278               | na                        |
| Adams          | 726              | 58          | 1          | 0.1                       | 89                 | 98              | 13.5                      | 627                  | 86.4                      |
| Allen          | 11,267           | 3           | 23         | 0.2                       | 78                 | 2,033           | 18.0                      | 9,211                | 81.8                      |
| Bartholomew    | 2,156            | 22          | 5          | 0.2                       | 72                 | 542             | 25.1                      | 1,609                | 74.6                      |
| Benton         | 173              | 91          | 3          | 1.7                       | 2                  | 35              | 20.2                      | 135                  | 78.0                      |
| Blackford      | 293              | 85          | 1          | 0.3                       | 56                 | 43              | 14.7                      | 249                  | 85.0                      |
| Boone          | 1,653            | 25          | 7          | 0.4                       | 48                 | 237             | 14.3                      | 1,409                | 85.2                      |
| Brown          | 543              | 72          | 4          | 0.7                       | 20                 | 106             | 19.5                      | 433                  | 79.7                      |
| Carroll        | 645              | 62          | 5          | 0.8                       | 17                 | 91              | 14.1                      | 549                  | 85.1                      |
| Cass           | 1,264            | 35          | 6          | 0.5                       | 44                 | 190             | 15.0                      | 1,068                | 84.5                      |
| Clark          | 3,978            | 13          | 11         | 0.3                       | 67                 | 660             | 16.6                      | 3,307                | 83.1                      |
| Clay           | 824              | 51          | 5          | 0.6                       | 27                 | 130             | 15.8                      | 689                  | 83.6                      |
| Clinton        | 850              | 50          | 9          | 1.1                       | 8                  | 159             | 18.7                      | 682                  | 80.2                      |
| Crawford       | 350              | 83          | 5          | 1.4                       | 4                  | 43              | 12.3                      | 302                  | 86.3                      |
| Daviess        | 370              | 81          | 2          | 0.5                       | 32                 | 116             | 31.4                      | 252                  | 68.1                      |
| Dearborn       | 1,894            | 24          | 6          | 0.3                       | 60                 | 255             | 13.5                      | 1,633                | 86.2                      |
| Decatur        | 695              | 59          | 1          | 0.1                       | 87                 | 93              | 13.4                      | 601                  | 86.5                      |
| DeKalb         | 1,299            | 32          | 7          | 0.5                       | 33                 | 187             | 14.4                      | 1,105                | 85.1                      |
| Delaware       | 4,212            | 11          | 9          | 0.2                       | 74                 | 700             | 16.6                      | 3,503                | 83.2                      |
| Dubois         | 891              | 47          | 3          | 0.3                       | 57                 | 192             | 21.5                      | 696                  | 78.1                      |
| Elkhart        | 5,956            | 8           | 21         | 0.4                       | 52                 | 785             | 13.2                      | 5,150                | 86.5                      |
| Fayette        | 571              | 69          | 0          | 0.0                       | 91                 | 105             | 18.4                      | 466                  | 81.6                      |
| Floyd          | 2,689            | 18          | 4          | 0.1                       | 85                 | 526             | 19.6                      | 2,159                | 80.3                      |
| Fountain       | 407              | 78          | 2          | 0.5                       | 42                 | 52              | 12.8                      | 353                  | 86.7                      |
| Franklin       | 506              | 75          | 1          | 0.2                       | 79                 | 104             | 20.6                      | 401                  | 79.2                      |
| Fulton         | 602              | 65          | 5          | 0.8                       | 15                 | 94              | 15.6                      | 503                  | 83.6                      |
| Gibson         | 996              | 43          | 6          | 0.6                       | 28                 | 170             | 17.1                      | 820                  | 82.3                      |
| Grant          | 2,244            | 21          | 6          | 0.3                       | 69                 | 333             | 14.8                      | 1,905                | 84.9                      |
| Greene         | 867              | 49          | 6          | 0.7                       | 23                 | 129             | 14.9                      | 732                  | 84.4                      |
| Hamilton       | 6,338            | 7           | 17         | 0.3                       | 68                 | 974             | 15.4                      | 5,347                | 84.4                      |
| Hancock        | 1,426            | 29          | 8          | 0.6                       | 31                 | 283             | 19.8                      | 1,135                | 79.6                      |
| Harrison       | 1,164            | 36          | 4          | 0.3                       | 54                 | 219             | 18.8                      | 941                  | 80.8                      |
| Hendricks      | 3,598            | 14          | 12         | 0.3                       | 58                 | 606             | 16.8                      | 2,980                | 82.8                      |
| Henry          | 1,121            | 41          | 2          | 0.2                       | 81                 | 215             | 19.2                      | 904                  | 80.6                      |
| Howard         | 2,304            | 20          | 7          | 0.3                       | 65                 | 477             | 20.7                      | 1,820                | 79.0                      |
| Huntington     | 1,150            | 38          | 6          | 0.5                       | 39                 | 188             | 16.3                      | 956                  | 83.1                      |
| Jackson        | 1,322            | 31          | 1          | 0.1                       | 90                 | 225             | 17.0                      | 1,096                | 82.9                      |
| Jasper         | 1,274            | 34          | 8          | 0.6                       | 24                 | 225             | 17.7                      | 1,041                | 81.7                      |
| Jay            | 687              | 60          | 2          | 0.3                       | 66                 | 101             | 14.7                      | 584                  | 85.0                      |
| Jefferson      | 977              | 44          | 3          | 0.3                       | 64                 | 170             | 17.4                      | 804                  | 82.3                      |
| Jennings       | 798              | 54          | 4          | 0.5                       | 41                 | 133             | 16.7                      | 661                  | 82.8                      |

*continued on next page*

Table 90. (continued)

|             | Total collisions |             | Fatal |                           |                    | Personal injury |                           | Property damage only |                           |
|-------------|------------------|-------------|-------|---------------------------|--------------------|-----------------|---------------------------|----------------------|---------------------------|
|             | Count            | County rank | Count | % total county collisions | County rank (on %) | Count           | % total county collisions | Count                | % total county collisions |
| Johnson     | 2,887            | 17          | 9     | 0.3                       | 61                 | 613             | 21.2                      | 2,265                | 78.5                      |
| Knox        | 975              | 45          | 3     | 0.3                       | 63                 | 219             | 22.5                      | 753                  | 77.2                      |
| Kosciusko   | 2,453            | 19          | 13    | 0.5                       | 37                 | 313             | 12.8                      | 2,127                | 86.7                      |
| LaGrange    | 823              | 52          | 5     | 0.6                       | 26                 | 88              | 10.7                      | 730                  | 88.7                      |
| Lake        | 16,889           | 2           | 39    | 0.2                       | 73                 | 2,776           | 16.4                      | 14,074               | 83.3                      |
| LaPorte     | 3,258            | 16          | 25    | 0.8                       | 18                 | 608             | 18.7                      | 2,625                | 80.6                      |
| Lawrence    | 1,152            | 37          | 4     | 0.3                       | 53                 | 268             | 23.3                      | 880                  | 76.4                      |
| Madison     | 4,217            | 10          | 9     | 0.2                       | 75                 | 800             | 19.0                      | 3,408                | 80.8                      |
| Marion      | 26,436           | 1           | 56    | 0.2                       | 76                 | 5,102           | 19.3                      | 21,278               | 80.5                      |
| Marshall    | 1,493            | 27          | 8     | 0.5                       | 34                 | 225             | 15.1                      | 1,260                | 84.4                      |
| Martin      | 228              | 89          | 4     | 1.8                       | 1                  | 40              | 17.5                      | 184                  | 80.7                      |
| Miami       | 1,145            | 39          | 10    | 0.9                       | 12                 | 174             | 15.2                      | 961                  | 83.9                      |
| Monroe      | 4,013            | 12          | 7     | 0.2                       | 82                 | 873             | 21.8                      | 3,133                | 78.1                      |
| Montgomery  | 974              | 46          | 6     | 0.6                       | 25                 | 156             | 16.0                      | 812                  | 83.4                      |
| Morgan      | 1,606            | 26          | 7     | 0.4                       | 47                 | 344             | 21.4                      | 1,255                | 78.1                      |
| Newton      | 399              | 79          | 3     | 0.8                       | 19                 | 61              | 15.3                      | 335                  | 84.0                      |
| Noble       | 1,284            | 33          | 4     | 0.3                       | 62                 | 153             | 11.9                      | 1,127                | 87.8                      |
| Ohio        | 238              | 87          | 1     | 0.4                       | 49                 | 31              | 13.0                      | 206                  | 86.6                      |
| Orange      | 600              | 66          | 1     | 0.2                       | 84                 | 106             | 17.7                      | 493                  | 82.2                      |
| Owen        | 543              | 72          | 5     | 0.9                       | 11                 | 112             | 20.6                      | 426                  | 78.5                      |
| Parke       | 608              | 64          | 5     | 0.8                       | 16                 | 85              | 14.0                      | 518                  | 85.2                      |
| Perry       | 433              | 76          | 3     | 0.7                       | 22                 | 100             | 23.1                      | 330                  | 76.2                      |
| Pike        | 179              | 90          | 2     | 1.1                       | 6                  | 50              | 27.9                      | 127                  | 70.9                      |
| Porter      | 4,767            | 9           | 22    | 0.5                       | 45                 | 1,037           | 21.8                      | 3,708                | 77.8                      |
| Posey       | 526              | 74          | 1     | 0.2                       | 80                 | 88              | 16.7                      | 437                  | 83.1                      |
| Pulaski     | 565              | 71          | 4     | 0.7                       | 21                 | 78              | 13.8                      | 483                  | 85.5                      |
| Putnam      | 765              | 56          | 4     | 0.5                       | 38                 | 124             | 16.2                      | 637                  | 83.3                      |
| Randolph    | 566              | 70          | 3     | 0.5                       | 36                 | 91              | 16.1                      | 472                  | 83.4                      |
| Ripley      | 749              | 57          | 4     | 0.5                       | 35                 | 145             | 19.4                      | 600                  | 80.1                      |
| Rush        | 323              | 84          | 3     | 0.9                       | 10                 | 84              | 26.0                      | 236                  | 73.1                      |
| St. Joseph  | 6,761            | 5           | 14    | 0.2                       | 77                 | 1,311           | 19.4                      | 5,436                | 80.4                      |
| Scott       | 612              | 63          | 2     | 0.3                       | 59                 | 172             | 28.1                      | 438                  | 71.6                      |
| Shelby      | 1,132            | 40          | 5     | 0.4                       | 46                 | 260             | 23.0                      | 867                  | 76.6                      |
| Spencer     | 593              | 68          | 5     | 0.8                       | 14                 | 82              | 13.8                      | 506                  | 85.3                      |
| Starke      | 768              | 55          | 4     | 0.5                       | 40                 | 99              | 12.9                      | 665                  | 86.6                      |
| Steuben     | 1,379            | 30          | 5     | 0.4                       | 51                 | 144             | 10.4                      | 1,230                | 89.2                      |
| Sullivan    | 386              | 80          | 5     | 1.3                       | 5                  | 75              | 19.4                      | 306                  | 79.3                      |
| Switzerland | 231              | 88          | 0     | 0.0                       | 91                 | 42              | 18.2                      | 189                  | 81.8                      |
| Tippecanoe  | 7,009            | 4           | 10    | 0.1                       | 88                 | 946             | 13.5                      | 6,053                | 86.4                      |
| Tipton      | 365              | 82          | 4     | 1.1                       | 7                  | 82              | 22.5                      | 279                  | 76.4                      |
| Union       | 127              | 92          | 2     | 1.6                       | 3                  | 20              | 15.7                      | 105                  | 82.7                      |
| Vanderburgh | 6,374            | 6           | 16    | 0.3                       | 71                 | 1,110           | 17.4                      | 5,248                | 82.3                      |
| Vermillion  | 425              | 77          | 4     | 0.9                       | 9                  | 75              | 17.6                      | 346                  | 81.4                      |
| Vigo        | 3,543            | 15          | 9     | 0.3                       | 70                 | 785             | 22.2                      | 2,749                | 77.6                      |
| Wabash      | 1,040            | 42          | 6     | 0.6                       | 29                 | 144             | 13.8                      | 890                  | 85.6                      |
| Warren      | 264              | 86          | 1     | 0.4                       | 50                 | 28              | 10.6                      | 235                  | 89.0                      |
| Warrick     | 1,429            | 28          | 7     | 0.5                       | 43                 | 197             | 13.8                      | 1,225                | 85.7                      |
| Washington  | 681              | 61          | 1     | 0.1                       | 86                 | 104             | 15.3                      | 576                  | 84.6                      |
| Wayne       | 2,083            | 23          | 12    | 0.6                       | 30                 | 425             | 20.4                      | 1,646                | 79.0                      |
| Wells       | 595              | 67          | 1     | 0.2                       | 83                 | 84              | 14.1                      | 510                  | 85.7                      |
| White       | 873              | 48          | 3     | 0.3                       | 54                 | 120             | 13.7                      | 750                  | 85.9                      |
| Whitley     | 823              | 52          | 7     | 0.9                       | 13                 | 138             | 16.8                      | 678                  | 82.4                      |
| Unknown     | 9                | na          | 0     | 0.0                       | na                 | 0               | 0.0                       | 9                    | 100.0                     |

**Notes:**

Non-incapacitating collisions include collisions with non-incapacitating and possible injuries.

Personal injury collisions include collisions with incapacitating, non-incapacitating, and possible injuries.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

**Table 91. Individuals involved in Indiana collisions, by injury status and county, 2009**

|                | Total individuals |             | Fatal      |                   |                    | Incapacitating |                   | Non-incapacitating |                   | Other/no injury |                   |
|----------------|-------------------|-------------|------------|-------------------|--------------------|----------------|-------------------|--------------------|-------------------|-----------------|-------------------|
|                | Count             | County rank | Count      | As % county total | County rank (on %) | Count          | As % county total | Count              | As % county total | Count           | As % county total |
|                |                   |             |            |                   |                    |                |                   |                    |                   |                 |                   |
| <b>Indiana</b> | <b>304,412</b>    | <b>na</b>   | <b>692</b> | <b>0.2</b>        | <b>na</b>          | <b>3,179</b>   | <b>1.0</b>        | <b>43,411</b>      | <b>14.3</b>       | <b>257,130</b>  | <b>84.5</b>       |
| Mean           | 3,309             | na          | 8          | na                | na                 | 35             | na                | 472                | na                | 2,795           | na                |
| Minimum        | 162               | na          | 0          | na                | na                 | 1              | na                | 27                 | na                | 128             | na                |
| Maximum        | 46,355            | na          | 56         | na                | na                 | 437            | na                | 6,608              | na                | 39,254          | na                |
| Adams          | 1,038             | 57          | 1          | 0.1               | 90                 | 12             | 1.2               | 119                | 11.5              | 906             | 87.3              |
| Allen          | 18,304            | 3           | 26         | 0.1               | 75                 | 185            | 1.0               | 2,612              | 14.3              | 15,481          | 84.6              |
| Bartholomew    | 3,701             | 20          | 5          | 0.1               | 77                 | 33             | 0.9               | 738                | 19.9              | 2,925           | 79.0              |
| Benton         | 228               | 91          | 3          | 1.3               | 1                  | 1              | 0.4               | 45                 | 19.7              | 179             | 78.5              |
| Blackford      | 415               | 85          | 1          | 0.2               | 57                 | 4              | 1.0               | 57                 | 13.7              | 353             | 85.1              |
| Boone          | 2,448             | 27          | 7          | 0.3               | 52                 | 18             | 0.7               | 328                | 13.4              | 2,095           | 85.6              |
| Brown          | 718               | 74          | 4          | 0.6               | 26                 | 33             | 4.6               | 125                | 17.4              | 556             | 77.4              |
| Carroll        | 855               | 65          | 5          | 0.6               | 22                 | 17             | 2.0               | 102                | 11.9              | 731             | 85.5              |
| Cass           | 1,836             | 32          | 6          | 0.3               | 45                 | 16             | 0.9               | 255                | 13.9              | 1,559           | 84.9              |
| Clark          | 6,544             | 13          | 12         | 0.2               | 66                 | 42             | 0.6               | 865                | 13.2              | 5,625           | 86.0              |
| Clay           | 1,211             | 52          | 5          | 0.4               | 34                 | 12             | 1.0               | 164                | 13.5              | 1,030           | 85.1              |
| Clinton        | 1,219             | 50          | 11         | 0.9               | 7                  | 22             | 1.8               | 203                | 16.7              | 983             | 80.6              |
| Crawford       | 429               | 84          | 5          | 1.2               | 4                  | 14             | 3.3               | 48                 | 11.2              | 362             | 84.4              |
| Daviess        | 613               | 77          | 2          | 0.3               | 46                 | 11             | 1.8               | 163                | 26.6              | 437             | 71.3              |
| Dearborn       | 2,840             | 24          | 6          | 0.2               | 64                 | 41             | 1.4               | 341                | 12.0              | 2,452           | 86.3              |
| Decatur        | 1,017             | 59          | 1          | 0.1               | 89                 | 10             | 1.0               | 118                | 11.6              | 888             | 87.3              |
| DeKalb         | 1,882             | 31          | 8          | 0.4               | 33                 | 26             | 1.4               | 240                | 12.8              | 1,608           | 85.4              |
| Delaware       | 6,745             | 11          | 9          | 0.1               | 78                 | 43             | 0.6               | 929                | 13.8              | 5,764           | 85.5              |
| Dubois         | 1,399             | 46          | 3          | 0.2               | 62                 | 14             | 1.0               | 241                | 17.2              | 1,141           | 81.6              |
| Elkhart        | 9,213             | 8           | 24         | 0.3               | 56                 | 87             | 0.9               | 991                | 10.8              | 8,111           | 88.0              |
| Fayette        | 923               | 62          | 0          | 0.0               | 91                 | 5              | 0.5               | 140                | 15.2              | 778             | 84.3              |
| Floyd          | 4,469             | 18          | 5          | 0.1               | 84                 | 39             | 0.9               | 681                | 15.2              | 3,744           | 83.8              |
| Fountain       | 565               | 79          | 4          | 0.7               | 11                 | 9              | 1.6               | 60                 | 10.6              | 492             | 87.1              |
| Franklin       | 722               | 72          | 1          | 0.1               | 76                 | 17             | 2.4               | 118                | 16.3              | 586             | 81.2              |
| Fulton         | 791               | 70          | 5          | 0.6               | 17                 | 19             | 2.4               | 107                | 13.5              | 660             | 83.4              |
| Gibson         | 1,479             | 44          | 6          | 0.4               | 35                 | 11             | 0.7               | 235                | 15.9              | 1,227           | 83.0              |
| Grant          | 3,378             | 22          | 6          | 0.2               | 68                 | 26             | 0.8               | 418                | 12.4              | 2,928           | 86.7              |
| Greene         | 1,143             | 53          | 8          | 0.7               | 12                 | 18             | 1.6               | 153                | 13.4              | 964             | 84.3              |
| Hamilton       | 11,342            | 6           | 18         | 0.2               | 72                 | 102            | 0.9               | 1,281              | 11.3              | 9,941           | 87.6              |
| Hancock        | 2,458             | 26          | 11         | 0.4               | 30                 | 46             | 1.9               | 392                | 15.9              | 2,009           | 81.7              |
| Harrison       | 1,713             | 36          | 4          | 0.2               | 58                 | 30             | 1.8               | 274                | 16.0              | 1,405           | 82.0              |
| Hendricks      | 6,140             | 14          | 13         | 0.2               | 63                 | 61             | 1.0               | 775                | 12.6              | 5,291           | 86.2              |
| Henry          | 1,659             | 39          | 3          | 0.2               | 67                 | 34             | 2.0               | 268                | 16.2              | 1,354           | 81.6              |
| Howard         | 3,995             | 19          | 7          | 0.2               | 70                 | 57             | 1.4               | 617                | 15.4              | 3,314           | 83.0              |
| Huntington     | 1,620             | 40          | 7          | 0.4               | 32                 | 22             | 1.4               | 229                | 14.1              | 1,362           | 84.1              |
| Jackson        | 1,916             | 30          | 2          | 0.1               | 87                 | 23             | 1.2               | 274                | 14.3              | 1,617           | 84.4              |
| Jasper         | 1,825             | 35          | 11         | 0.6               | 19                 | 22             | 1.2               | 324                | 17.8              | 1,468           | 80.4              |
| Jay            | 916               | 63          | 2          | 0.2               | 60                 | 20             | 2.2               | 120                | 13.1              | 774             | 84.5              |
| Jefferson      | 1,487             | 43          | 3          | 0.2               | 65                 | 37             | 2.5               | 200                | 13.4              | 1,247           | 83.9              |
| Jennings       | 1,260             | 49          | 4          | 0.3               | 47                 | 28             | 2.2               | 169                | 13.4              | 1,059           | 84.0              |
| Johnson        | 5,112             | 16          | 9          | 0.2               | 69                 | 55             | 1.1               | 771                | 15.1              | 4,277           | 83.7              |
| Knox           | 1,513             | 42          | 4          | 0.3               | 55                 | 18             | 1.2               | 290                | 19.2              | 1,201           | 79.4              |
| Kosciusko      | 3,531             | 21          | 13         | 0.4               | 41                 | 21             | 0.6               | 437                | 12.4              | 3,060           | 86.7              |
| LaGrange       | 1,065             | 56          | 6          | 0.6               | 25                 | 17             | 1.6               | 111                | 10.4              | 931             | 87.4              |
| Lake           | 28,022            | 2           | 47         | 0.2               | 71                 | 198            | 0.7               | 3,678              | 13.1              | 24,099          | 86.0              |
| LaPorte        | 4,866             | 17          | 28         | 0.6               | 23                 | 58             | 1.2               | 756                | 15.5              | 4,024           | 82.7              |
| Lawrence       | 1,834             | 33          | 4          | 0.2               | 61                 | 39             | 2.1               | 356                | 19.4              | 1,435           | 78.2              |
| Madison        | 6,769             | 10          | 9          | 0.1               | 79                 | 67             | 1.0               | 1,081              | 16.0              | 5,612           | 82.9              |
| Marion         | 46,355            | 1           | 56         | 0.1               | 82                 | 437            | 0.9               | 6,608              | 14.3              | 39,254          | 84.7              |
| Marshall       | 2,088             | 29          | 8          | 0.4               | 39                 | 29             | 1.4               | 314                | 15.0              | 1,737           | 83.2              |
| Martin         | 317               | 87          | 4          | 1.3               | 2                  | 5              | 1.6               | 44                 | 13.9              | 264             | 83.3              |
| Miami          | 1,602             | 41          | 11         | 0.7               | 13                 | 20             | 1.2               | 224                | 14.0              | 1,347           | 84.1              |

*continued on next page*

Table 91. (continued)

|             | Total individuals |             | Fatal |                   |                    | Incapacitating |                   | Non-incapacitating |                   | Other/No injury |                   |
|-------------|-------------------|-------------|-------|-------------------|--------------------|----------------|-------------------|--------------------|-------------------|-----------------|-------------------|
|             | Count             | County rank | Count | As % county total | County rank (on %) | Count          | As % county total | Count              | As % county total | Count           | As % county total |
| Monroe      | 6,624             | 12          | 7     | 0.1               | 86                 | 62             | 0.9               | 1,115              | 16.8              | 5,440           | 82.1              |
| Montgomery  | 1,385             | 47          | 7     | 0.5               | 27                 | 14             | 1.0               | 199                | 14.4              | 1,165           | 84.1              |
| Morgan      | 2,638             | 25          | 8     | 0.3               | 50                 | 35             | 1.3               | 472                | 17.9              | 2,123           | 80.5              |
| Newton      | 525               | 81          | 3     | 0.6               | 24                 | 11             | 2.1               | 74                 | 14.1              | 437             | 83.2              |
| Noble       | 1,713             | 36          | 4     | 0.2               | 58                 | 21             | 1.2               | 170                | 9.9               | 1,518           | 88.6              |
| Ohio        | 299               | 88          | 1     | 0.3               | 43                 | 4              | 1.3               | 38                 | 12.7              | 256             | 85.6              |
| Orange      | 825               | 67          | 1     | 0.1               | 81                 | 16             | 1.9               | 128                | 15.5              | 680             | 82.4              |
| Owen        | 788               | 71          | 5     | 0.6               | 16                 | 9              | 1.1               | 150                | 19.0              | 624             | 79.2              |
| Parke       | 808               | 68          | 5     | 0.6               | 18                 | 18             | 2.2               | 146                | 18.1              | 639             | 79.1              |
| Perry       | 676               | 76          | 4     | 0.6               | 21                 | 11             | 1.6               | 133                | 19.7              | 528             | 78.1              |
| Pike        | 268               | 90          | 2     | 0.7               | 9                  | 2              | 0.7               | 74                 | 27.6              | 190             | 70.9              |
| Porter      | 7,542             | 9           | 22    | 0.3               | 51                 | 90             | 1.2               | 1,324              | 17.6              | 6,106           | 81.0              |
| Posey       | 721               | 73          | 2     | 0.3               | 54                 | 11             | 1.5               | 105                | 14.6              | 603             | 83.6              |
| Pulaski     | 706               | 75          | 5     | 0.7               | 10                 | 18             | 2.5               | 101                | 14.3              | 582             | 82.4              |
| Putnam      | 1,121             | 54          | 5     | 0.4               | 31                 | 15             | 1.3               | 150                | 13.4              | 951             | 84.8              |
| Randolph    | 793               | 69          | 3     | 0.4               | 40                 | 9              | 1.1               | 120                | 15.1              | 661             | 83.4              |
| Ripley      | 1,033             | 58          | 4     | 0.4               | 38                 | 19             | 1.8               | 190                | 18.4              | 820             | 79.4              |
| Rush        | 470               | 83          | 3     | 0.6               | 15                 | 11             | 2.3               | 115                | 24.5              | 341             | 72.6              |
| St. Joseph  | 11,476            | 5           | 14    | 0.1               | 80                 | 91             | 0.8               | 1,709              | 14.9              | 9,662           | 84.2              |
| Scott       | 1,075             | 55          | 3     | 0.3               | 53                 | 28             | 2.6               | 241                | 22.4              | 803             | 74.7              |
| Shelby      | 1,703             | 38          | 6     | 0.4               | 42                 | 21             | 1.2               | 324                | 19.0              | 1,352           | 79.4              |
| Spencer     | 830               | 66          | 5     | 0.6               | 20                 | 11             | 1.3               | 122                | 14.7              | 692             | 83.4              |
| Starke      | 1,014             | 60          | 5     | 0.5               | 28                 | 14             | 1.4               | 125                | 12.3              | 870             | 85.8              |
| Steuben     | 1,830             | 34          | 6     | 0.3               | 44                 | 17             | 0.9               | 194                | 10.6              | 1,613           | 88.1              |
| Sullivan    | 535               | 80          | 5     | 0.9               | 5                  | 10             | 1.9               | 98                 | 18.3              | 422             | 78.9              |
| Switzerland | 292               | 89          | 0     | 0.0               | 91                 | 5              | 1.7               | 54                 | 18.5              | 233             | 79.8              |
| Tippecanoe  | 10,946            | 7           | 12    | 0.1               | 85                 | 62             | 0.6               | 1,203              | 11.0              | 9,669           | 88.3              |
| Tipton      | 512               | 82          | 4     | 0.8               | 8                  | 8              | 1.6               | 94                 | 18.4              | 406             | 79.3              |
| Union       | 162               | 92          | 2     | 1.2               | 3                  | 5              | 3.1               | 27                 | 16.7              | 128             | 79.0              |
| Vanderburgh | 11,715            | 4           | 17    | 0.1               | 74                 | 71             | 0.6               | 1,504              | 12.8              | 10,123          | 86.4              |
| Vermillion  | 586               | 78          | 4     | 0.7               | 14                 | 8              | 1.4               | 97                 | 16.6              | 477             | 81.4              |
| Vigo        | 5,879             | 15          | 9     | 0.2               | 73                 | 90             | 1.5               | 1,016              | 17.3              | 4,764           | 81.0              |
| Wabash      | 1,472             | 45          | 7     | 0.5               | 29                 | 16             | 1.1               | 176                | 12.0              | 1,273           | 86.5              |
| Warren      | 324               | 86          | 1     | 0.3               | 49                 | 10             | 3.1               | 35                 | 10.8              | 278             | 85.8              |
| Warrick     | 2,220             | 28          | 9     | 0.4               | 36                 | 25             | 1.1               | 254                | 11.4              | 1,932           | 87.0              |
| Washington  | 974               | 61          | 1     | 0.1               | 88                 | 9              | 0.9               | 140                | 14.4              | 824             | 84.6              |
| Wayne       | 3,040             | 23          | 12    | 0.4               | 37                 | 30             | 1.0               | 563                | 18.5              | 2,435           | 80.1              |
| Wells       | 863               | 64          | 1     | 0.1               | 83                 | 12             | 1.4               | 111                | 12.9              | 739             | 85.6              |
| White       | 1,284             | 48          | 4     | 0.3               | 48                 | 14             | 1.1               | 163                | 12.7              | 1,103           | 85.9              |
| Whitley     | 1,213             | 51          | 11    | 0.9               | 6                  | 15             | 1.2               | 168                | 13.8              | 1,019           | 84.0              |
| Unknown     | 2                 | na          | 0     | na                | na                 | 0              | na                | 0                  | na                | 2               | na                |

**Notes:**

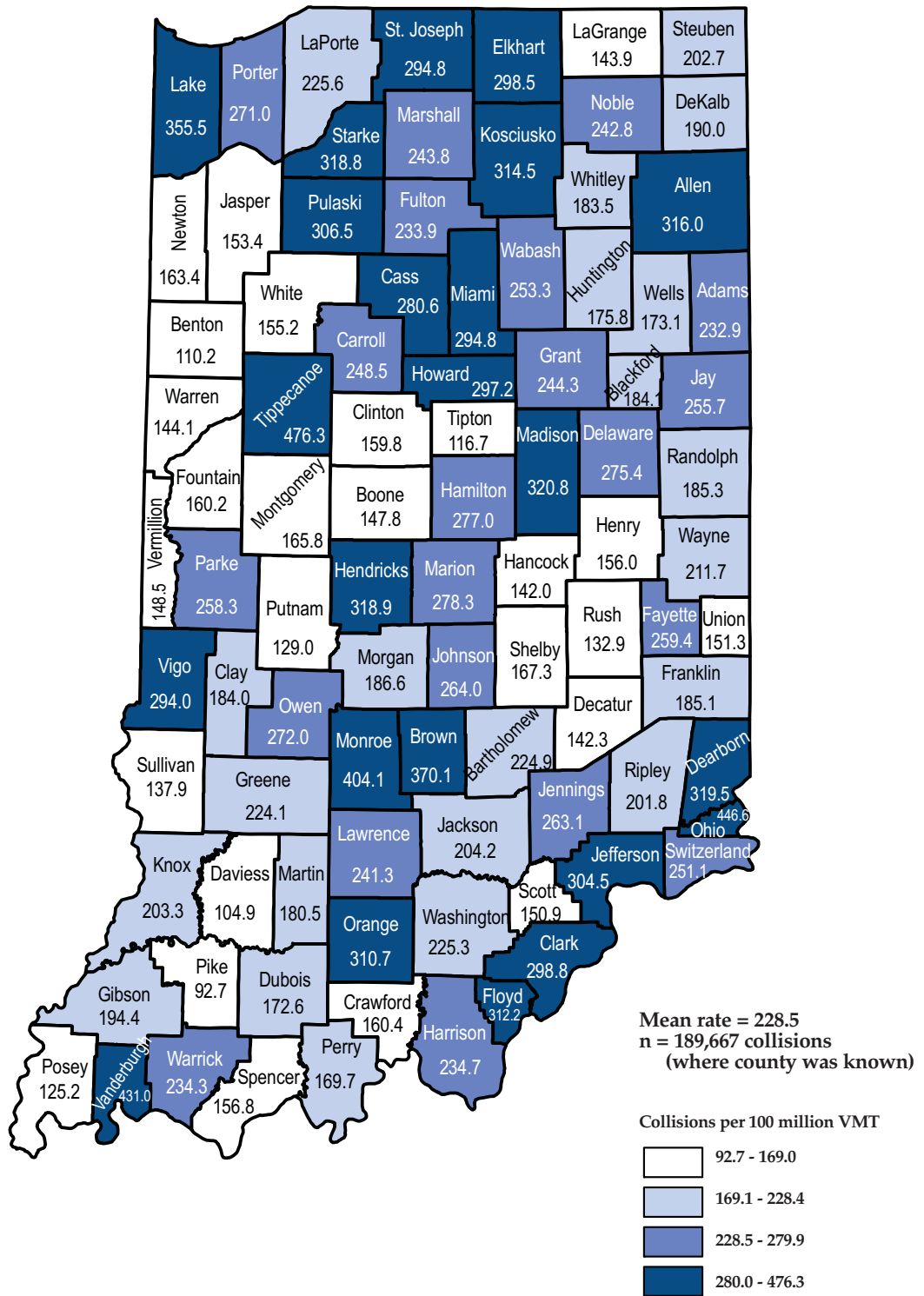
*Non-incapacitating* injuries include those reported as *non-incapacitating* and *possible* injuries.

*Other/no injury* counts include injury type values identified as *not reported*, *refused*, *unknown*, invalid and missing codes.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

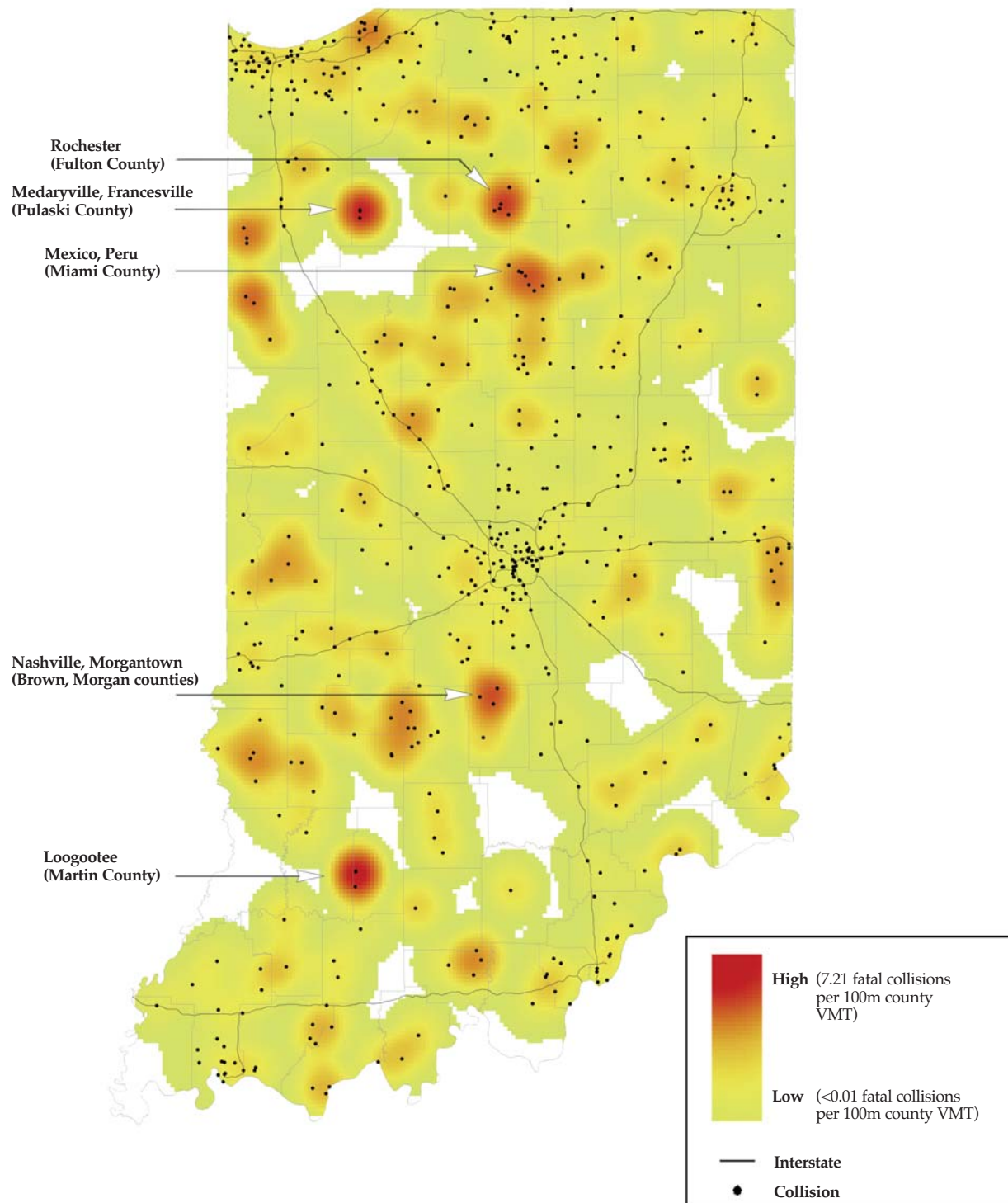
Map 1. Traffic collisions per 100m vehicle miles travelled, by county, 2009



Sources:  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.  
Indiana Department of Transportation, 2008 Vehicle Miles Travelled (VMT).



Map 2. Indiana fatal collision concentrations per 100m county vehicle miles travelled (VMT), 2009



**Note:**  
Density grid is based on points with valid coordinates (607/631).

**Sources:**  
Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.  
Indiana Department of Transportation, 2008 Vehicle Miles Travelled (VMT).

**Table 92. Indiana speed-related collisions, by severity and county, 2009**

|             | All collisions           |  |                    | Fatal |  |                    | Personal injury |  | Property damage only |  |
|-------------|--------------------------|--|--------------------|-------|--|--------------------|-----------------|--|----------------------|--|
|             | Speed-related collisions | Speed-related as % of total collisions | County rank (on %) | Count | Speed-related as % of total fatal collisions | County rank (on %) | Count           | Speed-related as % of total personal injury collisions | Count                | Speed-related as % of total property damage collisions |
| Indiana     | 18,252                   | 9.6                                    | na                 | 136   | 21.6   | na                 | 4,117           | 12.3   | 13,999               | 9.0  |
| Mean        | 198                      | na                                     | na                 | 1     | na   | na                 | 45              | na   | 152                  | na   |
| Minimum     | 8                        | na                                     | na                 | 0     | na   | na                 | 2               | na   | 4                    | na   |
| Maximum     | 2,199                    | na                                     | na                 | 16    | na   | na                 | 545             | na   | 1,870                | na   |
| Adams       | 55                       | 7.6                                    | 55                 | 0     | 0.0  | 59                 | 11              | 11.2   | 44                   | 7.0  |
| Allen       | 1,115                    | 9.9                                    | 40                 | 10    | 43.5   | 10                 | 223             | 11.0   | 882                  | 9.6  |
| Bartholomew | 107                      | 5.0                                    | 81                 | 1     | 20.0   | 36                 | 27              | 5.0  | 79                   | 4.9  |
| Benton      | 10                       | 5.8                                    | 74                 | 0     | 0.0  | 59                 | 3               | 8.6  | 7                    | 5.2  |
| Blackford   | 8                        | 2.7                                    | 92                 | 0     | 0.0  | 59                 | 2               | 4.7  | 6                    | 2.4  |
| Boone       | 193                      | 11.7                                   | 23                 | 0     | 0.0  | 59                 | 39              | 16.5   | 154                  | 10.9   |
| Brown       | 79                       | 14.5                                   | 10                 | 1     | 25.0   | 25                 | 25              | 23.6   | 53                   | 12.2   |
| Carroll     | 106                      | 16.4                                   | 4                  | 1     | 20.0   | 36                 | 23              | 25.3   | 82                   | 14.9   |
| Cass        | 94                       | 7.4                                    | 56                 | 1     | 16.7   | 45                 | 21              | 11.1   | 72                   | 6.7  |
| Clark       | 221                      | 5.6                                    | 78                 | 3     | 27.3   | 23                 | 61              | 9.2  | 157                  | 4.7  |
| Clay        | 46                       | 5.6                                    | 77                 | 1     | 20.0   | 36                 | 15              | 11.5   | 30                   | 4.4  |
| Clinton     | 134                      | 15.8                                   | 6                  | 3     | 33.3   | 14                 | 28              | 17.6   | 103                  | 15.1   |
| Crawford    | 42                       | 12.0                                   | 20                 | 3     | 60.0   | 7                  | 9               | 20.9   | 30                   | 9.9  |
| Daviess     | 30                       | 8.1                                    | 51                 | 0     | 0.0  | 59                 | 9               | 7.8  | 21                   | 8.3  |
| Dearborn    | 137                      | 7.2                                    | 59                 | 1     | 16.7   | 45                 | 43              | 16.9   | 93                   | 5.7  |
| Decatur     | 77                       | 11.1                                   | 27                 | 0     | 0.0  | 59                 | 13              | 14.0   | 64                   | 10.6   |
| DeKalb      | 145                      | 11.2                                   | 26                 | 0     | 0.0  | 59                 | 33              | 17.6   | 112                  | 10.1   |
| Delaware    | 445                      | 10.6                                   | 33                 | 3     | 33.3   | 14                 | 76              | 10.9   | 366                  | 10.4   |
| Dubois      | 92                       | 10.3                                   | 36                 | 2     | 66.7   | 6                  | 32              | 16.7   | 58                   | 8.3  |
| Elkhart     | 912                      | 15.3                                   | 7                  | 4     | 19.0   | 43                 | 132             | 16.8   | 776                  | 15.1   |
| Fayette     | 20                       | 3.5                                    | 90                 | 0     | 0.0  | 59                 | 7               | 6.7  | 13                   | 2.8  |
| Floyd       | 129                      | 4.8                                    | 85                 | 1     | 25.0   | 25                 | 38              | 7.2  | 90                   | 4.2  |
| Fountain    | 30                       | 7.4                                    | 57                 | 2     | 100.0  | 1                  | 9               | 17.3   | 19                   | 5.4  |
| Franklin    | 91                       | 18.0                                   | 2                  | 0     | 0.0  | 59                 | 25              | 24.0   | 66                   | 16.5   |
| Fulton      | 89                       | 14.8                                   | 9                  | 0     | 0.0  | 59                 | 23              | 24.5   | 66                   | 13.1   |
| Gibson      | 92                       | 9.2                                    | 44                 | 2     | 33.3   | 14                 | 25              | 14.7   | 65                   | 7.9  |
| Grant       | 325                      | 14.5                                   | 11                 | 0     | 0.0  | 59                 | 52              | 15.6   | 273                  | 14.3   |
| Greene      | 44                       | 5.1                                    | 80                 | 1     | 16.7   | 45                 | 13              | 10.1   | 30                   | 4.1  |
| Hamilton    | 414                      | 6.5                                    | 67                 | 4     | 23.5   | 34                 | 65              | 6.7  | 345                  | 6.5  |
| Hancock     | 87                       | 6.1                                    | 72                 | 2     | 25.0   | 25                 | 23              | 8.1  | 62                   | 5.5  |
| Harrison    | 72                       | 6.2                                    | 71                 | 1     | 25.0   | 25                 | 20              | 9.1  | 51                   | 5.4  |
| Hendricks   | 348                      | 9.7                                    | 42                 | 2     | 16.7   | 45                 | 88              | 14.5   | 258                  | 8.7  |
| Henry       | 98                       | 8.7                                    | 46                 | 2     | 100.0  | 1                  | 25              | 11.6   | 71                   | 7.9  |
| Howard      | 148                      | 6.4                                    | 69                 | 0     | 0.0  | 59                 | 37              | 7.8  | 111                  | 6.1  |
| Huntington  | 96                       | 8.3                                    | 47                 | 0     | 0.0  | 59                 | 18              | 9.6  | 78                   | 8.2  |
| Jackson     | 74                       | 5.6                                    | 76                 | 0     | 0.0  | 59                 | 20              | 8.9  | 54                   | 4.9  |
| Jasper      | 146                      | 11.5                                   | 24                 | 1     | 12.5   | 52                 | 40              | 17.8   | 105                  | 10.1   |
| Jay         | 33                       | 4.8                                    | 84                 | 0     | 0.0  | 59                 | 11              | 10.9   | 22                   | 3.8  |
| Jefferson   | 65                       | 6.7                                    | 63                 | 1     | 33.3   | 14                 | 20              | 11.8   | 44                   | 5.5  |
| Jennings    | 33                       | 4.1                                    | 89                 | 1     | 25.0   | 25                 | 9               | 6.8  | 23                   | 3.5  |
| Johnson     | 189                      | 6.5                                    | 65                 | 2     | 22.2   | 35                 | 62              | 10.1   | 125                  | 5.5  |
| Knox        | 104                      | 10.7                                   | 32                 | 0     | 0.0  | 59                 | 32              | 14.6   | 72                   | 9.6  |
| Kosciusko   | 173                      | 7.1                                    | 62                 | 1     | 7.7  | 57                 | 37              | 11.8   | 135                  | 6.3  |
| LaGrange    | 161                      | 19.6                                   | 1                  | 1     | 20.0   | 36                 | 31              | 35.2   | 129                  | 17.7   |
| Lake        | 2,382                    | 14.1                                   | 13                 | 10    | 25.6   | 24                 | 502             | 18.1   | 1,870                | 13.3   |
| LaPorte     | 367                      | 11.3                                   | 25                 | 4     | 16.0   | 50                 | 53              | 8.7  | 310                  | 11.8   |
| Lawrence    | 76                       | 6.6                                    | 64                 | 0     | 0.0  | 59                 | 26              | 9.7  | 50                   | 5.7  |
| Madison     | 303                      | 7.2                                    | 60                 | 1     | 11.1   | 54                 | 69              | 8.6  | 233                  | 6.8  |

*continued on next page*

Table 92. (continued)

|             | All collisions           |  |                    | Fatal |  |                    | Personal injury |  | Property damage only |  |
|-------------|--------------------------|--|--------------------|-------|--|--------------------|-----------------|--|----------------------|--|
|             | Speed-related collisions | Speed-related as % of total collisions | County rank (on %) | Count | Speed-related as % of total fatal collisions | County rank (on %) | Count           | Speed-related as % of total personal injury collisions | Count                | Speed-related as % of total property damage collisions |
| Marion      | 2,199                    | 8.3                                    | 48                 | 16    | 28.6   | 20                 | 545             | 10.7   | 1,638                | 7.7  |
| Marshall    | 162                      | 10.9                                   | 30                 | 1     | 12.5   | 52                 | 37              | 16.4   | 124                  | 9.8  |
| Martin      | 28                       | 12.3                                   | 18                 | 0     | 0.0  | 59                 | 10              | 25.0   | 18                   | 9.8  |
| Miami       | 155                      | 13.5                                   | 16                 | 1     | 10.0   | 56                 | 43              | 24.7   | 111                  | 11.6   |
| Monroe      | 328                      | 8.2                                    | 49                 | 1     | 14.3   | 51                 | 95              | 10.9   | 232                  | 7.4  |
| Montgomery  | 107                      | 11.0                                   | 29                 | 0     | 0.0  | 59                 | 19              | 12.2   | 88                   | 10.8   |
| Morgan      | 103                      | 6.4                                    | 70                 | 2     | 28.6   | 20                 | 35              | 10.2   | 66                   | 5.3  |
| Newton      | 43                       | 10.8                                   | 31                 | 0     | 0.0  | 59                 | 8               | 13.1   | 35                   | 10.4   |
| Noble       | 195                      | 15.2                                   | 8                  | 1     | 25.0   | 25                 | 37              | 24.2   | 157                  | 13.9   |
| Ohio        | 8                        | 3.4                                    | 91                 | 0     | 0.0  | 59                 | 4               | 12.9   | 4                    | 1.9  |
| Orange      | 43                       | 7.2                                    | 61                 | 0     | 0.0  | 59                 | 20              | 18.9   | 23                   | 4.7  |
| Owen        | 57                       | 10.5                                   | 34                 | 2     | 40.0   | 12                 | 15              | 13.4   | 40                   | 9.4  |
| Parke       | 67                       | 11.0                                   | 28                 | 1     | 20.0   | 36                 | 19              | 22.4   | 47                   | 9.1  |
| Perry       | 28                       | 6.5                                    | 68                 | 0     | 0.0  | 59                 | 10              | 10.0   | 18                   | 5.5  |
| Pike        | 31                       | 17.3                                   | 3                  | 0     | 0.0  | 59                 | 8               | 16.0   | 23                   | 18.1   |
| Porter      | 761                      | 16.0                                   | 5                  | 9     | 40.9   | 11                 | 167             | 16.1   | 585                  | 15.8   |
| Posey       | 55                       | 10.5                                   | 35                 | 0     | 0.0  | 59                 | 17              | 19.3   | 38                   | 8.7  |
| Pulaski     | 33                       | 5.8                                    | 73                 | 0     | 0.0  | 59                 | 12              | 15.4   | 21                   | 4.3  |
| Putnam      | 58                       | 7.6                                    | 54                 | 1     | 25.0   | 25                 | 14              | 11.3   | 43                   | 6.8  |
| Randolph    | 37                       | 6.5                                    | 66                 | 0     | 0.0  | 59                 | 8               | 8.8  | 29                   | 6.1  |
| Ripley      | 61                       | 8.1                                    | 50                 | 0     | 0.0  | 59                 | 21              | 14.5   | 40                   | 6.7  |
| Rush        | 38                       | 11.8                                   | 22                 | 1     | 33.3   | 14                 | 14              | 16.7   | 23                   | 9.7  |
| St. Joseph  | 686                      | 10.1                                   | 39                 | 1     | 7.1  | 58                 | 149             | 11.4   | 536                  | 9.9  |
| Scott       | 29                       | 4.7                                    | 86                 | 1     | 50.0   | 9                  | 5               | 2.9  | 23                   | 5.3  |
| Shelby      | 111                      | 9.8                                    | 41                 | 2     | 40.0   | 12                 | 31              | 11.9   | 78                   | 9.0  |
| Spencer     | 55                       | 9.3                                    | 43                 | 1     | 20.0   | 36                 | 16              | 19.5   | 38                   | 7.5  |
| Starke      | 38                       | 4.9                                    | 82                 | 1     | 25.0   | 25                 | 9               | 9.1  | 28                   | 4.2  |
| Steuben     | 187                      | 13.6                                   | 15                 | 1     | 20.0   | 36                 | 41              | 28.5   | 145                  | 11.8   |
| Sullivan    | 18                       | 4.7                                    | 87                 | 0     | 0.0  | 59                 | 6               | 8.0  | 12                   | 3.9  |
| Switzerland | 18                       | 7.8                                    | 52                 | 0     | 0.0  | 59                 | 9               | 21.4   | 9                    | 4.8  |
| Tippecanoe  | 913                      | 13.0                                   | 17                 | 6     | 60.0   | 7                  | 149             | 15.8   | 758                  | 12.5   |
| Tipton      | 43                       | 11.8                                   | 21                 | 1     | 25.0   | 25                 | 12              | 14.6   | 30                   | 10.8   |
| Union       | 13                       | 10.2                                   | 38                 | 2     | 100.0  | 1                  | 2               | 10.0   | 9                    | 8.6  |
| Vanderburgh | 358                      | 5.6                                    | 75                 | 3     | 18.8   | 44                 | 100             | 9.0  | 255                  | 4.9  |
| Vermillion  | 39                       | 9.2                                    | 45                 | 0     | 0.0  | 59                 | 7               | 9.3  | 32                   | 9.2  |
| Vigo        | 174                      | 4.9                                    | 83                 | 1     | 11.1   | 54                 | 47              | 6.0  | 126                  | 4.6  |
| Wabash      | 127                      | 12.2                                   | 19                 | 0     | 0.0  | 59                 | 31              | 21.5   | 96                   | 10.8   |
| Warren      | 14                       | 5.3                                    | 79                 | 1     | 100.0  | 1                  | 2               | 7.1  | 11                   | 4.7  |
| Warrick     | 105                      | 7.3                                    | 58                 | 2     | 28.6   | 20                 | 26              | 13.2   | 77                   | 6.3  |
| Washington  | 31                       | 4.6                                    | 88                 | 1     | 100.0  | 1                  | 10              | 9.6  | 20                   | 3.5  |
| Wayne       | 159                      | 7.6                                    | 53                 | 2     | 16.7   | 45                 | 46              | 10.8   | 111                  | 6.7  |
| Wells       | 61                       | 10.3                                   | 37                 | 0     | 0.0  | 59                 | 9               | 10.7   | 52                   | 10.2   |
| White       | 126                      | 14.4                                   | 12                 | 1     | 33.3   | 14                 | 22              | 18.3   | 103                  | 13.7   |
| Whitley     | 113                      | 13.7                                   | 14                 | 0     | 0.0  | 59                 | 25              | 18.1   | 88                   | 13.0   |

**Notes:**

Percent calculations represent the percent of total county collisions (presented in Table 1) in each injury category that are speed-related.

Personal injury collisions include collisions with *incapacitating*, *non-incapacitating*, and *possible* injuries.

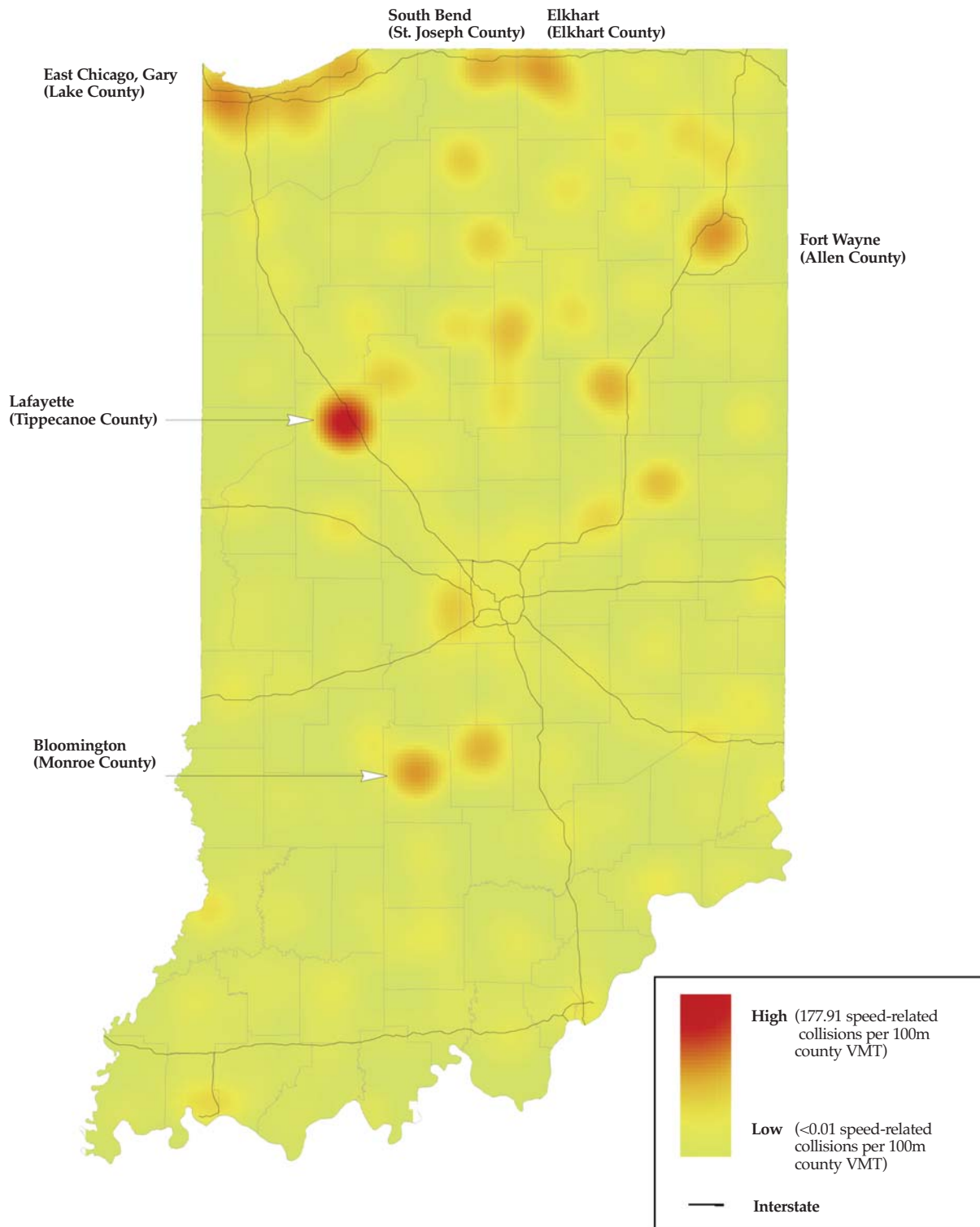
Fatal speed-related county rank values may result in a tie due to the fact that a number of counties have the same value for speed-related fatal collisions as a percentage of total county fatal collisions.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.



Map 4. Indiana speed-related collision concentrations per 100m county vehicle miles travelled (VMT), 2009



**Note:**  
Density grid is based on points with valid coordinates (15,957/18,252).

**Sources:**  
Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.  
Indiana Department of Transportation, 2008 Vehicle Miles Travelled (VMT).

**Table 93. Indiana alcohol-related collisions, by severity and county, 2009**

|             | All collisions             |  |                    | Fatal |  |                    | Personal injury |  | Property damage only |  |
|-------------|----------------------------|--|--------------------|-------|--|--------------------|-----------------|--|----------------------|--|
|             | Alcohol-related collisions | Alcohol-related as % of total collisions | County rank (on %) | Count | Alcohol-related as % of total fatal collisions | County rank (on %) | Count           | Alcohol-related as % of total personal injury collisions | Count                | Alcohol-related as % of total property damage collisions |
| Indiana     | 8,855                      | 4.7                                      | na                 | 157   | 24.9   | na                 | 2,969           | 8.9  | 5,729                | 3.7  |
| Mean        | 96                         | na                                       | na                 | 2     | na   | na                 | 32              | na   | 62                   | na   |
| Minimum     | 7                          | na                                       | na                 | 0     | na   | na                 | 1               | na   | 4                    | na   |
| Maximum     | 1,126                      | na                                       | na                 | 14    | na   | na                 | 388             | na   | 731                  | na   |
| Adams       | 27                         | 3.7                                      | 75                 | 0     | 0.0  | 63                 | 10              | 10.2   | 17                   | 2.7  |
| Allen       | 597                        | 5.3                                      | 29                 | 14    | 60.9   | 7                  | 181             | 8.9  | 402                  | 4.4  |
| Bartholomew | 89                         | 4.1                                      | 66                 | 1     | 20.0   | 44                 | 43              | 7.9  | 45                   | 2.8  |
| Benton      | 11                         | 6.4                                      | 10                 | 0     | 0.0  | 63                 | 7               | 20.0   | 4                    | 3.0  |
| Blackford   | 8                          | 2.7                                      | 90                 | 0     | 0.0  | 63                 | 1               | 2.3  | 7                    | 2.8  |
| Boone       | 67                         | 4.1                                      | 68                 | 1     | 14.3   | 54                 | 18              | 7.6  | 48                   | 3.4  |
| Brown       | 22                         | 4.1                                      | 69                 | 1     | 25.0   | 30                 | 7               | 6.6  | 14                   | 3.2  |
| Carroll     | 30                         | 4.7                                      | 52                 | 1     | 20.0   | 44                 | 8               | 8.8  | 21                   | 3.8  |
| Cass        | 67                         | 5.3                                      | 28                 | 2     | 33.3   | 19                 | 16              | 8.4  | 49                   | 4.6  |
| Clark       | 177                        | 4.4                                      | 57                 | 3     | 27.3   | 29                 | 54              | 8.2  | 120                  | 3.6  |
| Clay        | 41                         | 5.0                                      | 37                 | 0     | 0.0  | 63                 | 12              | 9.2  | 29                   | 4.2  |
| Clinton     | 59                         | 6.9                                      | 7                  | 3     | 33.3   | 19                 | 21              | 13.2   | 35                   | 5.1  |
| Crawford    | 26                         | 7.4                                      | 4                  | 1     | 20.0   | 44                 | 10              | 23.3   | 15                   | 5.0  |
| Daviess     | 36                         | 9.7                                      | 1                  | 1     | 50.0   | 9                  | 18              | 15.5   | 17                   | 6.7  |
| Dearborn    | 98                         | 5.2                                      | 32                 | 4     | 66.7   | 5                  | 27              | 10.6   | 67                   | 4.1  |
| Decatur     | 30                         | 4.3                                      | 61                 | 1     | 100.0  | 1                  | 12              | 12.9   | 17                   | 2.8  |
| DeKalb      | 61                         | 4.7                                      | 50                 | 1     | 14.3   | 54                 | 24              | 12.8   | 36                   | 3.3  |
| Delaware    | 199                        | 4.7                                      | 48                 | 2     | 22.2   | 41                 | 69              | 9.9  | 128                  | 3.7  |
| Dubois      | 40                         | 4.5                                      | 55                 | 2     | 66.7   | 5                  | 18              | 9.4  | 20                   | 2.9  |
| Elkhart     | 204                        | 3.4                                      | 83                 | 7     | 33.3   | 19                 | 62              | 7.9  | 135                  | 2.6  |
| Fayette     | 36                         | 6.3                                      | 12                 | 0     | 0.0  | 63                 | 11              | 10.5   | 25                   | 5.4  |
| Floyd       | 136                        | 5.1                                      | 35                 | 0     | 0.0  | 63                 | 44              | 8.4  | 92                   | 4.3  |
| Fountain    | 22                         | 5.4                                      | 25                 | 1     | 50.0   | 9                  | 8               | 15.4   | 13                   | 3.7  |
| Franklin    | 24                         | 4.7                                      | 47                 | 0     | 0.0  | 63                 | 11              | 10.6   | 13                   | 3.2  |
| Fulton      | 26                         | 4.3                                      | 60                 | 1     | 20.0   | 44                 | 11              | 11.7   | 14                   | 2.8  |
| Gibson      | 46                         | 4.6                                      | 54                 | 0     | 0.0  | 63                 | 22              | 12.9   | 24                   | 2.9  |
| Grant       | 72                         | 3.2                                      | 85                 | 1     | 16.7   | 51                 | 19              | 5.7  | 52                   | 2.7  |
| Greene      | 38                         | 4.4                                      | 59                 | 2     | 33.3   | 19                 | 10              | 7.8  | 26                   | 3.6  |
| Hamilton    | 225                        | 3.6                                      | 80                 | 4     | 23.5   | 38                 | 62              | 6.4  | 159                  | 3.0  |
| Hancock     | 82                         | 5.8                                      | 20                 | 1     | 12.5   | 59                 | 21              | 7.4  | 60                   | 5.3  |
| Harrison    | 40                         | 3.4                                      | 82                 | 1     | 25.0   | 30                 | 14              | 6.4  | 25                   | 2.7  |
| Hendricks   | 144                        | 4.0                                      | 71                 | 2     | 16.7   | 51                 | 42              | 6.9  | 100                  | 3.4  |
| Henry       | 40                         | 3.6                                      | 78                 | 0     | 0.0  | 63                 | 19              | 8.8  | 21                   | 2.3  |
| Howard      | 110                        | 4.8                                      | 43                 | 2     | 28.6   | 27                 | 36              | 7.5  | 72                   | 4.0  |
| Huntington  | 31                         | 2.7                                      | 91                 | 0     | 0.0  | 63                 | 14              | 7.4  | 17                   | 1.8  |
| Jackson     | 59                         | 4.5                                      | 56                 | 0     | 0.0  | 63                 | 16              | 7.1  | 43                   | 3.9  |
| Jasper      | 61                         | 4.8                                      | 42                 | 1     | 12.5   | 59                 | 33              | 14.7   | 27                   | 2.6  |
| Jay         | 25                         | 3.6                                      | 77                 | 1     | 50.0   | 9                  | 11              | 10.9   | 13                   | 2.2  |
| Jefferson   | 65                         | 6.7                                      | 9                  | 0     | 0.0  | 63                 | 23              | 13.5   | 42                   | 5.2  |
| Jennings    | 31                         | 3.9                                      | 73                 | 1     | 25.0   | 30                 | 12              | 9.0  | 18                   | 2.7  |
| Johnson     | 155                        | 5.4                                      | 27                 | 3     | 33.3   | 19                 | 57              | 9.3  | 95                   | 4.2  |
| Knox        | 50                         | 5.1                                      | 34                 | 1     | 33.3   | 19                 | 16              | 7.3  | 33                   | 4.4  |
| Kosciusko   | 90                         | 3.7                                      | 76                 | 3     | 23.1   | 39                 | 34              | 10.9   | 53                   | 2.5  |
| LaGrange    | 47                         | 5.7                                      | 21                 | 3     | 60.0   | 8                  | 13              | 14.8   | 31                   | 4.2  |
| Lake        | 831                        | 4.9                                      | 38                 | 14    | 35.9   | 18                 | 278             | 10.0   | 539                  | 3.8  |
| LaPorte     | 200                        | 6.1                                      | 13                 | 9     | 36.0   | 17                 | 62              | 10.2   | 129                  | 4.9  |
| Lawrence    | 51                         | 4.4                                      | 58                 | 1     | 25.0   | 30                 | 13              | 4.9  | 37                   | 4.2  |
| Madison     | 219                        | 5.2                                      | 31                 | 2     | 22.2   | 41                 | 78              | 9.8  | 139                  | 4.1  |
| Marion      | 1,126                      | 4.3                                      | 64                 | 10    | 17.9   | 50                 | 385             | 7.5  | 731                  | 3.4  |
| Marshall    | 45                         | 3.0                                      | 87                 | 1     | 12.5   | 59                 | 18              | 8.0  | 26                   | 2.1  |
| Martin      | 13                         | 5.7                                      | 22                 | 0     | 0.0  | 63                 | 4               | 10.0   | 9                    | 4.9  |
| Miami       | 44                         | 3.8                                      | 74                 | 1     | 10.0   | 62                 | 15              | 8.6  | 28                   | 2.9  |

continued on next page

Table 93. (continued)

|             | All collisions             |  |                    | Fatal |  |                    | Personal injury |  | Property damage only |  |
|-------------|----------------------------|--|--------------------|-------|--|--------------------|-----------------|--|----------------------|--|
|             | Alcohol-related collisions | Alcohol-related as % of total collisions | County rank (on %) | Count | Alcohol-related as % of total fatal collisions | County rank (on %) | Count           | Alcohol-related as % of total personal injury collisions | Count                | Alcohol-related as % of total property damage collisions |
| Monroe      | 206                        | 5.1                                      | 33                 | 0     | 0.0  | 63                 | 75              | 8.6  | 131                  | 4.2  |
| Montgomery  | 32                         | 3.3                                      | 84                 | 1     | 16.7   | 51                 | 11              | 7.1  | 20                   | 2.5  |
| Morgan      | 69                         | 4.3                                      | 62                 | 2     | 28.6   | 27                 | 24              | 7.0  | 43                   | 3.4  |
| Newton      | 21                         | 5.3                                      | 30                 | 0     | 0.0  | 63                 | 11              | 18.0   | 10                   | 3.0  |
| Noble       | 55                         | 4.3                                      | 63                 | 0     | 0.0  | 63                 | 23              | 15.0   | 32                   | 2.8  |
| Ohio        | 16                         | 6.7                                      | 8                  | 0     | 0.0  | 63                 | 5               | 16.1   | 11                   | 5.3  |
| Orange      | 38                         | 6.3                                      | 11                 | 0     | 0.0  | 63                 | 18              | 17.0   | 20                   | 4.1  |
| Owen        | 19                         | 3.5                                      | 81                 | 0     | 0.0  | 63                 | 5               | 4.5  | 14                   | 3.3  |
| Parke       | 29                         | 4.8                                      | 45                 | 2     | 40.0   | 15                 | 7               | 8.2  | 20                   | 3.9  |
| Perry       | 32                         | 7.4                                      | 5                  | 0     | 0.0  | 63                 | 13              | 13.0   | 19                   | 5.8  |
| Pike        | 16                         | 8.9                                      | 2                  | 2     | 100.0  | 1                  | 6               | 12.0   | 8                    | 6.3  |
| Porter      | 224                        | 4.7                                      | 49                 | 5     | 22.7   | 40                 | 80              | 7.7  | 139                  | 3.7  |
| Posey       | 44                         | 8.4                                      | 3                  | 0     | 0.0  | 63                 | 18              | 20.5   | 26                   | 5.9  |
| Pulaski     | 17                         | 3.0                                      | 88                 | 0     | 0.0  | 63                 | 6               | 7.7  | 11                   | 2.3  |
| Putnam      | 32                         | 4.2                                      | 65                 | 1     | 25.0   | 30                 | 8               | 6.5  | 23                   | 3.6  |
| Randolph    | 27                         | 4.8                                      | 44                 | 0     | 0.0  | 63                 | 13              | 14.3   | 14                   | 3.0  |
| Ripley      | 45                         | 6.0                                      | 16                 | 1     | 25.0   | 30                 | 16              | 11.0   | 28                   | 4.7  |
| Rush        | 19                         | 5.9                                      | 18                 | 0     | 0.0  | 63                 | 5               | 6.0  | 14                   | 5.9  |
| St. Joseph  | 338                        | 5.0                                      | 36                 | 2     | 14.3   | 54                 | 117             | 8.9  | 219                  | 4.0  |
| Scott       | 25                         | 4.1                                      | 67                 | 0     | 0.0  | 63                 | 14              | 8.1  | 11                   | 2.5  |
| Shelby      | 66                         | 5.8                                      | 19                 | 0     | 0.0  | 63                 | 24              | 9.2  | 42                   | 4.8  |
| Spencer     | 32                         | 5.4                                      | 26                 | 1     | 20.0   | 44                 | 11              | 13.4   | 20                   | 4.0  |
| Starke      | 36                         | 4.7                                      | 51                 | 2     | 50.0   | 9                  | 18              | 18.2   | 16                   | 2.4  |
| Steuben     | 64                         | 4.6                                      | 53                 | 1     | 20.0   | 44                 | 18              | 12.5   | 45                   | 3.7  |
| Sullivan    | 28                         | 7.3                                      | 6                  | 2     | 40.0   | 15                 | 10              | 13.3   | 16                   | 5.2  |
| Switzerland | 14                         | 6.1                                      | 15                 | 0     | 0.0  | 63                 | 7               | 16.7   | 7                    | 3.7  |
| Tippecanoe  | 336                        | 4.8                                      | 41                 | 3     | 30.0   | 26                 | 71              | 7.5  | 262                  | 4.3  |
| Tipton      | 13                         | 3.6                                      | 79                 | 0     | 0.0  | 63                 | 8               | 9.8  | 5                    | 1.8  |
| Union       | 7                          | 5.5                                      | 24                 | 2     | 100.0  | 1                  | 1               | 5.0  | 4                    | 3.8  |
| Vanderburgh | 306                        | 4.8                                      | 40                 | 4     | 25.0   | 30                 | 86              | 7.7  | 216                  | 4.1  |
| Vermillion  | 26                         | 6.1                                      | 14                 | 1     | 25.0   | 30                 | 10              | 13.3   | 15                   | 4.3  |
| Vigo        | 209                        | 5.9                                      | 17                 | 2     | 22.2   | 41                 | 63              | 8.0  | 144                  | 5.2  |
| Wabash      | 32                         | 3.1                                      | 86                 | 3     | 50.0   | 9                  | 9               | 6.3  | 20                   | 2.2  |
| Warren      | 7                          | 2.7                                      | 92                 | 0     | 0.0  | 63                 | 2               | 7.1  | 5                    | 2.1  |
| Warrick     | 68                         | 4.8                                      | 46                 | 1     | 14.3   | 54                 | 32              | 16.2   | 35                   | 2.9  |
| Washington  | 33                         | 4.8                                      | 39                 | 1     | 100.0  | 1                  | 15              | 14.4   | 17                   | 3.0  |
| Wayne       | 116                        | 5.6                                      | 23                 | 5     | 41.7   | 14                 | 50              | 11.8   | 61                   | 3.7  |
| Wells       | 17                         | 2.9                                      | 89                 | 0     | 0.0  | 63                 | 7               | 8.3  | 10                   | 2.0  |
| White       | 34                         | 3.9                                      | 72                 | 1     | 33.3   | 19                 | 12              | 10.0   | 21                   | 2.8  |
| Whitley     | 33                         | 4.0                                      | 70                 | 1     | 14.3   | 54                 | 10              | 7.2  | 22                   | 3.2  |
| Unknown     | 1                          | 11.1                                     | na                 | 0     | 0.0  | na                 | 0               | 0.0  | 1                    | 11.1   |

**Notes:**

Percent calculations represent the percent of total county collisions (presented in Table 1) in each injury category that are alcohol-related.

*Personal injury* collisions include collisions with *incapacitating*, *non-incapacitating*, and *possible* injuries.

Fatal alcohol-related county rank values may result in a tie due to the fact that a number of counties have the same value for alcohol-related fatal collisions as a percentage of total county fatal collisions.

See glossary for definition of *alcohol-related*.

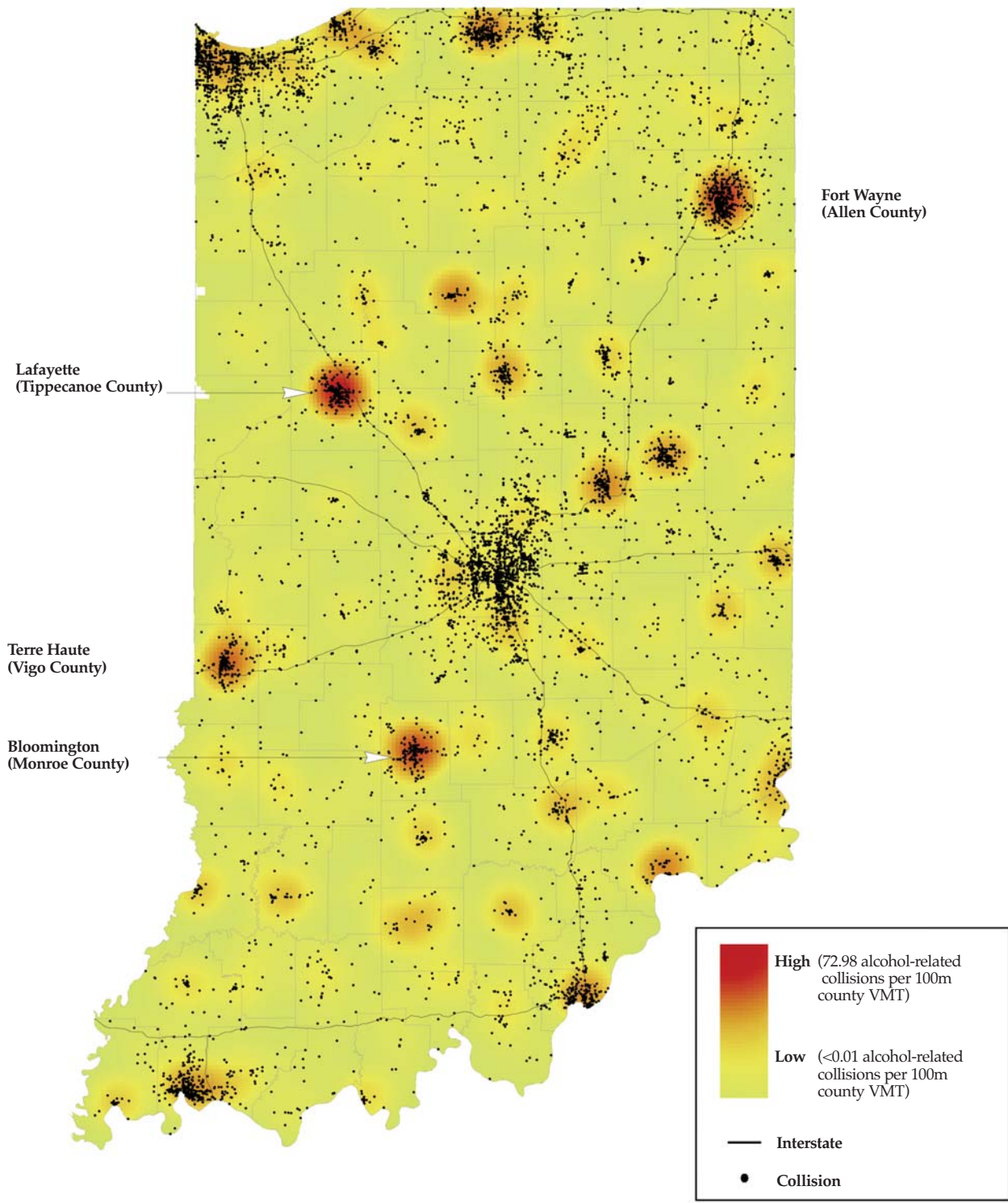
**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.





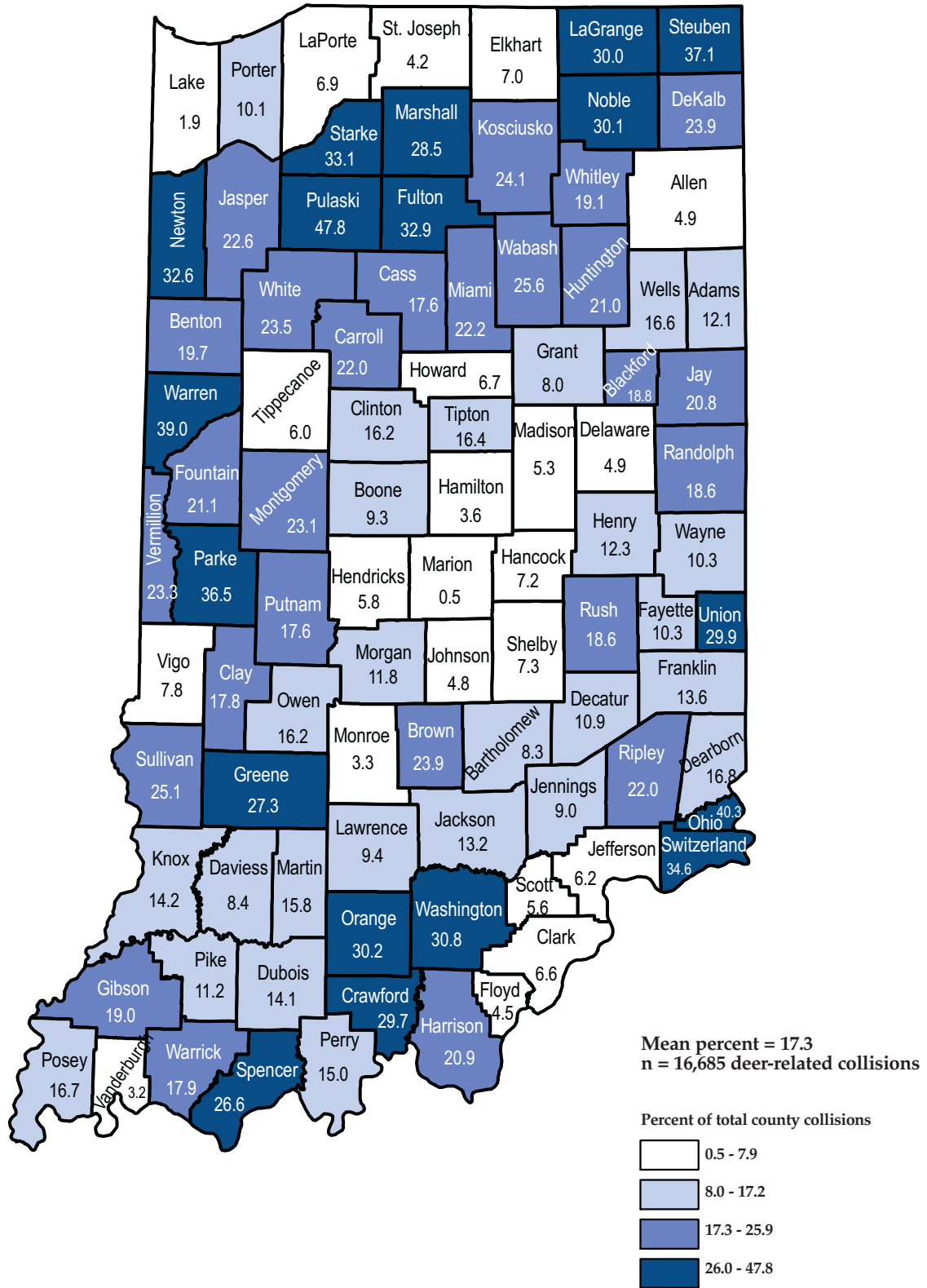
Map 6. Indiana alcohol-related collision concentrations per 100m county vehicle miles travelled (VMT), 2009



**Note:**  
Density grid is based on points with valid coordinates (7,926/8,855).

**Sources:**  
Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.  
Indiana Department of Transportation, 2008 Vehicle Miles Travelled (VMT).

Map 7. Percentage of county collisions that involved a deer, 2009



Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.

**Table 94. Vehicle occupants injured in Indiana collisions by injury status, restraint use, and county, 2009**

|                | Fatal      |              |                | Incapacitating |              |                | Non-incapacitating |              |                |
|----------------|------------|--------------|----------------|----------------|--------------|----------------|--------------------|--------------|----------------|
|                | Total      | Unrestrained | % unrestrained | Total          | Unrestrained | % unrestrained | Total              | Unrestrained | % unrestrained |
| <b>Indiana</b> | <b>630</b> | <b>296</b>   | <b>47.0</b>    | <b>2,904</b>   | <b>831</b>   | <b>28.6</b>    | <b>41,417</b>      | <b>4,027</b> | <b>9.7</b>     |
| Mean           | 7          | 3            | na             | 32             | 9            | na             | 450                | 44           | na             |
| Minimum        | 0          | 0            | na             | 1              | 0            | na             | 26                 | 3            | na             |
| Maximum        | 44         | 25           | na             | 396            | 83           | na             | 6,229              | 489          | na             |
| Adams          | 1          | 1            | 100.0          | 10             | 4            | 40.0           | 113                | 17           | 15.0           |
| Allen          | 25         | 17           | 68.0           | 161            | 51           | 31.7           | 2,475              | 178          | 7.2            |
| Bartholomew    | 4          | 3            | 75.0           | 29             | 11           | 37.9           | 707                | 67           | 9.5            |
| Benton         | 3          | 1            | 33.3           | 1              | 0            | 0.0            | 45                 | 3            | 6.7            |
| Blackford      | 1          | 1            | 100.0          | 4              | 1            | 25.0           | 56                 | 9            | 16.1           |
| Boone          | 7          | 2            | 28.6           | 17             | 3            | 17.6           | 321                | 30           | 9.3            |
| Brown          | 2          | 1            | 50.0           | 33             | 13           | 39.4           | 123                | 26           | 21.1           |
| Carroll        | 4          | 1            | 25.0           | 16             | 4            | 25.0           | 101                | 13           | 12.9           |
| Cass           | 6          | 2            | 33.3           | 16             | 4            | 25.0           | 244                | 22           | 9.0            |
| Clark          | 12         | 4            | 33.3           | 40             | 13           | 32.5           | 827                | 61           | 7.4            |
| Clay           | 4          | 3            | 75.0           | 12             | 2            | 16.7           | 162                | 16           | 9.9            |
| Clinton        | 10         | 5            | 50.0           | 21             | 11           | 52.4           | 199                | 29           | 14.6           |
| Crawford       | 5          | 2            | 40.0           | 14             | 7            | 50.0           | 48                 | 10           | 20.8           |
| Daviess        | 2          | 1            | 50.0           | 11             | 2            | 18.2           | 158                | 33           | 20.9           |
| Dearborn       | 6          | 3            | 50.0           | 41             | 6            | 14.6           | 338                | 29           | 8.6            |
| Decatur        | 1          | 0            | 0.0            | 8              | 4            | 50.0           | 117                | 23           | 19.7           |
| DeKalb         | 7          | 2            | 28.6           | 25             | 5            | 20.0           | 227                | 33           | 14.5           |
| Delaware       | 9          | 6            | 66.7           | 39             | 13           | 33.3           | 868                | 101          | 11.6           |
| Dubois         | 3          | 1            | 33.3           | 14             | 5            | 35.7           | 235                | 32           | 13.6           |
| Elkhart        | 24         | 9            | 37.5           | 76             | 9            | 11.8           | 917                | 84           | 9.2            |
| Fayette        | 0          | 0            | 0.0            | 5              | 2            | 40.0           | 130                | 10           | 7.7            |
| Floyd          | 5          | 3            | 60.0           | 37             | 13           | 35.1           | 654                | 44           | 6.7            |
| Fountain       | 4          | 2            | 50.0           | 9              | 1            | 11.1           | 58                 | 7            | 12.1           |
| Franklin       | 1          | 1            | 100.0          | 16             | 4            | 25.0           | 116                | 14           | 12.1           |
| Fulton         | 4          | 2            | 50.0           | 19             | 9            | 47.4           | 102                | 20           | 19.6           |
| Gibson         | 5          | 1            | 20.0           | 10             | 4            | 40.0           | 230                | 37           | 16.1           |
| Grant          | 6          | 5            | 83.3           | 26             | 6            | 23.1           | 399                | 52           | 13.0           |
| Greene         | 8          | 5            | 62.5           | 16             | 8            | 50.0           | 147                | 20           | 13.6           |
| Hamilton       | 15         | 6            | 40.0           | 92             | 24           | 26.1           | 1,233              | 69           | 5.6            |
| Hancock        | 11         | 6            | 54.5           | 44             | 9            | 20.5           | 382                | 38           | 9.9            |
| Harrison       | 4          | 2            | 50.0           | 29             | 5            | 17.2           | 266                | 22           | 8.3            |
| Hendricks      | 13         | 4            | 30.8           | 58             | 8            | 13.8           | 748                | 58           | 7.8            |
| Henry          | 3          | 0            | 0.0            | 32             | 5            | 15.6           | 260                | 36           | 13.8           |
| Howard         | 6          | 4            | 66.7           | 50             | 15           | 30.0           | 591                | 70           | 11.8           |
| Huntington     | 7          | 3            | 42.9           | 20             | 5            | 25.0           | 221                | 25           | 11.3           |
| Jackson        | 2          | 0            | 0.0            | 21             | 5            | 23.8           | 253                | 33           | 13.0           |
| Jasper         | 9          | 3            | 33.3           | 21             | 8            | 38.1           | 313                | 55           | 17.6           |
| Jay            | 2          | 1            | 50.0           | 20             | 9            | 45.0           | 110                | 17           | 15.5           |
| Jefferson      | 3          | 2            | 66.7           | 36             | 8            | 22.2           | 193                | 20           | 10.4           |
| Jennings       | 4          | 3            | 75.0           | 28             | 4            | 14.3           | 167                | 21           | 12.6           |
| Johnson        | 9          | 3            | 33.3           | 49             | 15           | 30.6           | 741                | 51           | 6.9            |
| Knox           | 4          | 2            | 50.0           | 15             | 6            | 40.0           | 277                | 35           | 12.6           |
| Kosciusko      | 13         | 8            | 61.5           | 18             | 3            | 16.7           | 423                | 52           | 12.3           |
| LaGrange       | 6          | 3            | 50.0           | 13             | 7            | 53.8           | 94                 | 12           | 12.8           |
| Lake           | 41         | 19           | 46.3           | 172            | 64           | 37.2           | 3,471              | 240          | 6.9            |
| LaPorte        | 26         | 13           | 50.0           | 53             | 12           | 22.6           | 703                | 71           | 10.1           |
| Lawrence       | 4          | 1            | 25.0           | 37             | 14           | 37.8           | 347                | 50           | 14.4           |
| Madison        | 8          | 5            | 62.5           | 59             | 14           | 23.7           | 1,033              | 108          | 10.5           |
| Marion         | 44         | 25           | 56.8           | 396            | 83           | 21.0           | 6,229              | 489          | 7.9            |
| Marshall       | 7          | 4            | 57.1           | 28             | 11           | 39.3           | 304                | 42           | 13.8           |
| Martin         | 4          | 1            | 25.0           | 5              | 2            | 40.0           | 41                 | 4            | 9.8            |
| Miami          | 10         | 4            | 40.0           | 19             | 4            | 21.1           | 215                | 31           | 14.4           |
| Monroe         | 6          | 4            | 66.7           | 55             | 15           | 27.3           | 1,045              | 74           | 7.1            |
| Montgomery     | 6          | 1            | 16.7           | 13             | 3            | 23.1           | 196                | 22           | 11.2           |
| Morgan         | 8          | 1            | 12.5           | 35             | 8            | 22.9           | 464                | 50           | 10.8           |
| Newton         | 3          | 2            | 66.7           | 11             | 4            | 36.4           | 72                 | 11           | 15.3           |

continued on next page

Table 94. (continued)

|             | Fatal |              |                | Incapacitating |              |                | Non-incapacitating |              |                |
|-------------|-------|--------------|----------------|----------------|--------------|----------------|--------------------|--------------|----------------|
|             | Total | Unrestrained | % unrestrained | Total          | Unrestrained | % unrestrained | Total              | Unrestrained | % unrestrained |
| Noble       | 3     | 1            | 33.3           | 19             | 9            | 47.4           | 165                | 12           | 7.3            |
| Ohio        | 1     | 0            | 0.0            | 4              | 2            | 50.0           | 38                 | 9            | 23.7           |
| Orange      | 1     | 0            | 0.0            | 16             | 6            | 37.5           | 127                | 24           | 18.9           |
| Owen        | 5     | 2            | 40.0           | 8              | 3            | 37.5           | 150                | 12           | 8.0            |
| Parke       | 5     | 2            | 40.0           | 18             | 8            | 44.4           | 145                | 58           | 40.0           |
| Perry       | 4     | 1            | 25.0           | 11             | 3            | 27.3           | 129                | 22           | 17.1           |
| Pike        | 2     | 0            | 0.0            | 2              | 0            | 0.0            | 73                 | 10           | 13.7           |
| Porter      | 20    | 14           | 70.0           | 81             | 21           | 25.9           | 1,263              | 128          | 10.1           |
| Posey       | 2     | 1            | 50.0           | 9              | 3            | 33.3           | 102                | 17           | 16.7           |
| Pulaski     | 5     | 1            | 20.0           | 17             | 6            | 35.3           | 100                | 24           | 24.0           |
| Putnam      | 5     | 2            | 40.0           | 15             | 4            | 26.7           | 149                | 13           | 8.7            |
| Randolph    | 3     | 2            | 66.7           | 9              | 3            | 33.3           | 115                | 16           | 13.9           |
| Ripley      | 4     | 1            | 25.0           | 17             | 5            | 29.4           | 188                | 32           | 17.0           |
| Rush        | 3     | 2            | 66.7           | 11             | 3            | 27.3           | 112                | 11           | 9.8            |
| St. Joseph  | 7     | 3            | 42.9           | 74             | 24           | 32.4           | 1,616              | 113          | 7.0            |
| Scott       | 3     | 1            | 33.3           | 28             | 10           | 35.7           | 237                | 11           | 4.6            |
| Shelby      | 5     | 3            | 60.0           | 20             | 7            | 35.0           | 308                | 34           | 11.0           |
| Spencer     | 5     | 3            | 60.0           | 10             | 1            | 10.0           | 122                | 21           | 17.2           |
| Starke      | 5     | 2            | 40.0           | 13             | 5            | 38.5           | 121                | 15           | 12.4           |
| Steuben     | 6     | 1            | 16.7           | 16             | 4            | 25.0           | 193                | 40           | 20.7           |
| Sullivan    | 5     | 4            | 80.0           | 10             | 3            | 30.0           | 97                 | 23           | 23.7           |
| Switzerland | 0     | 0            | 0.0            | 5              | 1            | 20.0           | 54                 | 12           | 22.2           |
| Tippecanoe  | 11    | 2            | 18.2           | 51             | 18           | 35.3           | 1,115              | 117          | 10.5           |
| Tipton      | 4     | 2            | 50.0           | 8              | 3            | 37.5           | 92                 | 7            | 7.6            |
| Union       | 2     | 2            | 100.0          | 5              | 0            | 0.0            | 26                 | 5            | 19.2           |
| Vanderburgh | 14    | 5            | 35.7           | 64             | 16           | 25.0           | 1,434              | 93           | 6.5            |
| Vermillion  | 4     | 2            | 50.0           | 8              | 3            | 37.5           | 95                 | 16           | 16.8           |
| Vigo        | 7     | 4            | 57.1           | 80             | 30           | 37.5           | 980                | 95           | 9.7            |
| Wabash      | 5     | 2            | 40.0           | 16             | 6            | 37.5           | 170                | 31           | 18.2           |
| Warren      | 1     | 1            | 100.0          | 10             | 2            | 20.0           | 35                 | 8            | 22.9           |
| Warrick     | 8     | 3            | 37.5           | 21             | 7            | 33.3           | 244                | 26           | 10.7           |
| Washington  | 1     | 1            | 100.0          | 8              | 5            | 62.5           | 139                | 19           | 13.7           |
| Wayne       | 11    | 5            | 45.5           | 27             | 13           | 48.1           | 544                | 83           | 15.3           |
| Wells       | 1     | 0            | 0.0            | 10             | 2            | 20.0           | 109                | 18           | 16.5           |
| White       | 4     | 2            | 50.0           | 14             | 4            | 28.6           | 157                | 14           | 8.9            |
| Whitley     | 11    | 5            | 45.5           | 14             | 6            | 42.9           | 164                | 12           | 7.3            |

**Notes:**

*Non-incapacitating* collision severity includes collisions with *non-incapacitating* and *possible* injuries.

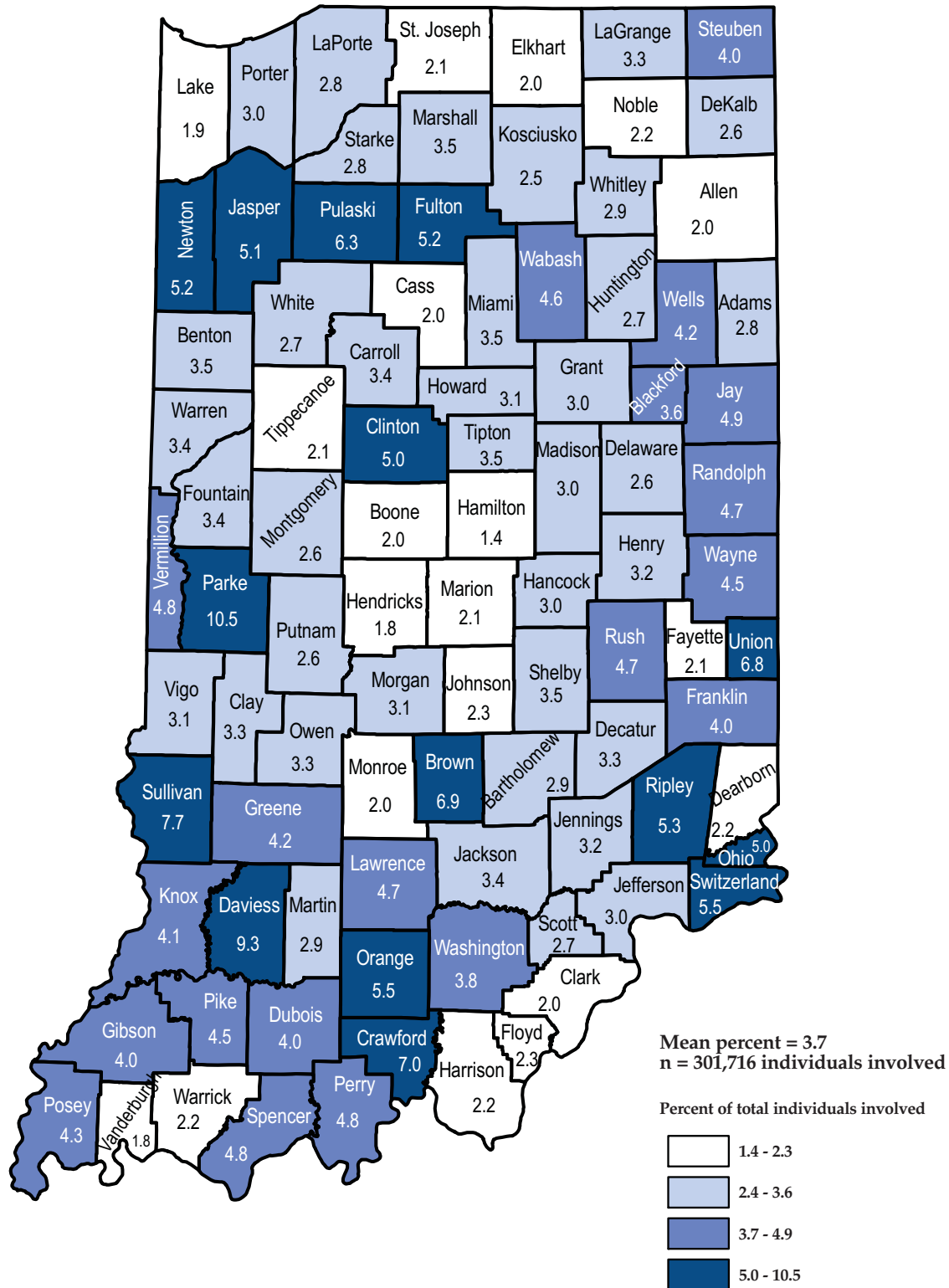
Total counts include vehicle occupants identified as *restrained*, *unrestrained*, and *unknown* restraint usage.

Excludes individuals with injury status of *not reported*, *unknown*, *refused (treatment)*, and invalid or missing status codes.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Map 8. Percentage of individual injuries, by county where victim was not properly restrained, 2009



**Notes:**

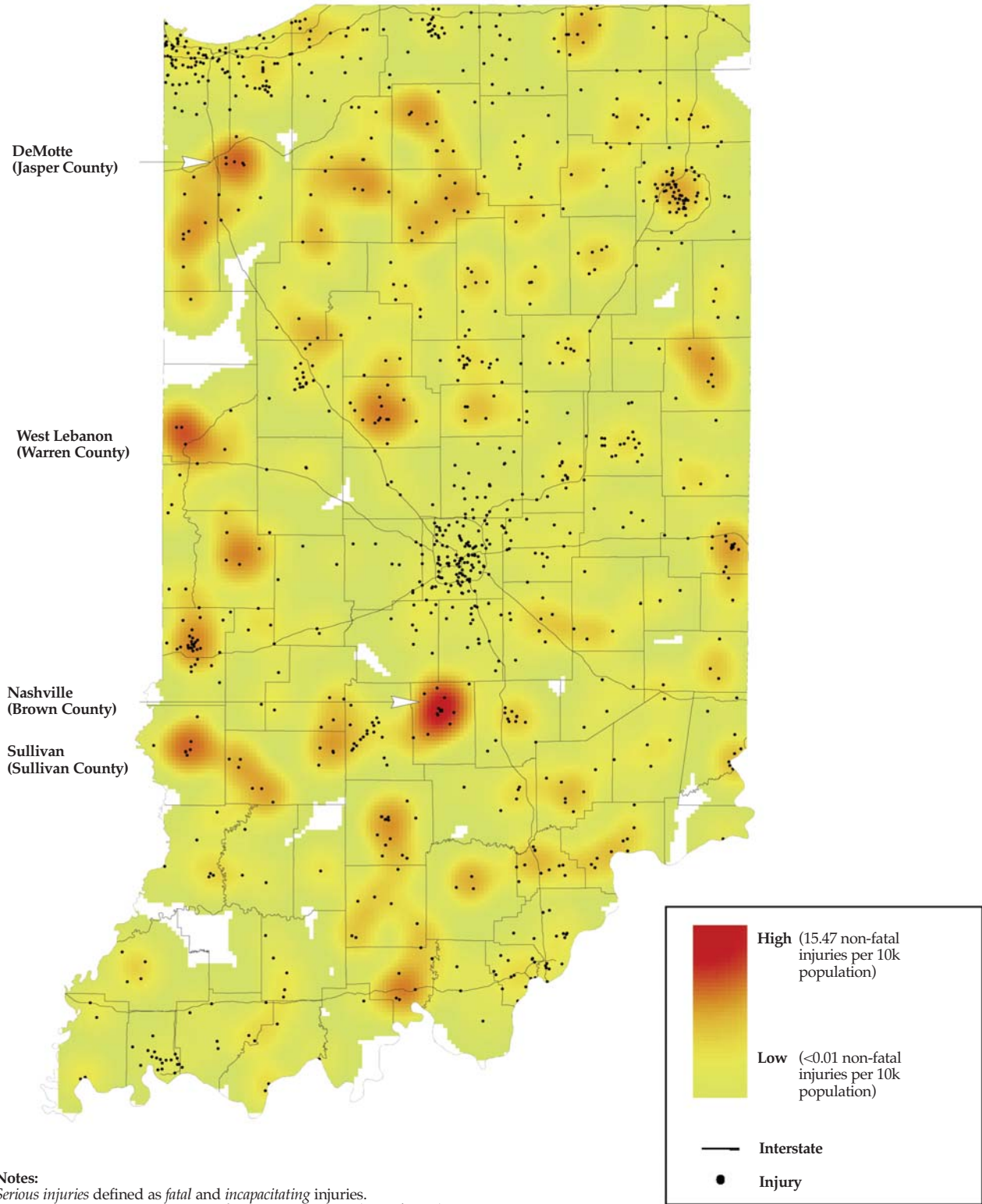
Injuries depicted include those reported as *fatal, incapacitating, non-incapacitating, possible, not reported, unknown, refused (treatment)*, and invalid and missing injury status codes.

Percentages are based on individuals with valid restraint type reported.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Map 9. Concentrations of serious injuries in Indiana collisions where victim was unrestrained per 10,000 county population, 2009



**Notes:**  
*Serious injuries* defined as *fatal* and *incapacitating* injuries.  
 Density grid is based on points with valid coordinates (1,090/1,127).

**Sources:**  
 Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.  
 Stats Indiana, Population Estimates for Indiana Counties, 2009.

**Table 95. Young drivers (ages 15-20) involved in Indiana collisions, by young driver injury severity and county, 2009**

|              | Total  |                          | Fatal |                            | Personal injury |                               | Other injury status |                            |
|--------------|--------|--------------------------|-------|----------------------------|-----------------|-------------------------------|---------------------|----------------------------|
|              | Count  | % of all county injuries | Count | % of county fatal injuries | Count           | % of county personal injuries | Count               | % of county other injuries |
| All counties | 48,016 | 15.8                     | 48    | 6.9                        | 5,510           | 11.8                          | 42,458              | 16.5                       |
| Mean         | 522    | 17.2                     | 1     | 6.2                        | 60              | 14.4                          | 462                 | 17.8                       |
| Minimum      | 32     | 12.2                     | 0     | 0.0                        | 6               | 7.5                           | 24                  | 12.5                       |
| Maximum      | 5,779  | 23.1                     | 4     | 50.0                       | 635             | 25.0                          | 5,141               | 24.4                       |
| Adams        | 203    | 19.6                     | 0     | 0.0                        | 27              | 20.6                          | 176                 | 19.4                       |
| Allen        | 3,054  | 16.7                     | 4     | 15.4                       | 313             | 11.2                          | 2,737               | 17.7                       |
| Bartholomew  | 649    | 17.5                     | 0     | 0.0                        | 98              | 12.7                          | 551                 | 18.8                       |
| Benton       | 36     | 15.8                     | 0     | 0.0                        | 9               | 19.6                          | 27                  | 15.1                       |
| Blackford    | 69     | 16.6                     | 0     | 0.0                        | 7               | 11.5                          | 62                  | 17.6                       |
| Boone        | 395    | 16.1                     | 1     | 14.3                       | 51              | 14.7                          | 343                 | 16.4                       |
| Brown        | 132    | 18.4                     | 0     | 0.0                        | 20              | 12.7                          | 112                 | 20.1                       |
| Carroll      | 163    | 19.1                     | 0     | 0.0                        | 25              | 21.0                          | 138                 | 18.9                       |
| Cass         | 261    | 14.2                     | 0     | 0.0                        | 28              | 10.3                          | 233                 | 14.9                       |
| Clark        | 917    | 14.0                     | 1     | 8.3                        | 110             | 12.1                          | 806                 | 14.3                       |
| Clay         | 204    | 16.9                     | 1     | 20.0                       | 32              | 18.3                          | 171                 | 16.7                       |
| Clinton      | 232    | 19.0                     | 0     | 0.0                        | 28              | 12.4                          | 204                 | 20.8                       |
| Crawford     | 76     | 17.7                     | 0     | 0.0                        | 8               | 12.9                          | 68                  | 18.8                       |
| Daviess      | 119    | 19.4                     | 0     | 0.0                        | 32              | 18.4                          | 87                  | 19.9                       |
| Dearborn     | 509    | 17.9                     | 0     | 0.0                        | 62              | 16.2                          | 447                 | 18.2                       |
| Decatur      | 143    | 14.1                     | 0     | 0.0                        | 18              | 14.1                          | 125                 | 14.1                       |
| DeKalb       | 302    | 16.0                     | 1     | 12.5                       | 41              | 15.4                          | 260                 | 16.2                       |
| Delaware     | 1,219  | 18.1                     | 0     | 0.0                        | 118             | 12.1                          | 1,101               | 19.1                       |
| Dubois       | 292    | 20.9                     | 0     | 0.0                        | 42              | 16.5                          | 250                 | 21.9                       |
| Elkhart      | 1,376  | 14.9                     | 2     | 8.3                        | 103             | 9.6                           | 1,271               | 15.7                       |
| Fayette      | 154    | 16.7                     | 0     | 0.0                        | 17              | 11.7                          | 137                 | 17.6                       |
| Floyd        | 791    | 17.7                     | 0     | 0.0                        | 87              | 12.1                          | 704                 | 18.8                       |
| Fountain     | 111    | 19.6                     | 1     | 25.0                       | 12              | 17.4                          | 98                  | 19.9                       |
| Franklin     | 165    | 22.9                     | 0     | 0.0                        | 22              | 16.3                          | 143                 | 24.4                       |
| Fulton       | 133    | 16.8                     | 1     | 20.0                       | 19              | 15.1                          | 113                 | 17.1                       |
| Gibson       | 245    | 16.6                     | 1     | 16.7                       | 40              | 16.3                          | 204                 | 16.6                       |
| Grant        | 548    | 16.2                     | 0     | 0.0                        | 56              | 12.6                          | 492                 | 16.8                       |
| Greene       | 232    | 20.3                     | 0     | 0.0                        | 33              | 19.3                          | 199                 | 20.6                       |
| Hamilton     | 1,884  | 16.6                     | 2     | 11.1                       | 163             | 11.8                          | 1,719               | 17.3                       |
| Hancock      | 401    | 16.3                     | 0     | 0.0                        | 46              | 10.5                          | 355                 | 17.7                       |
| Harrison     | 306    | 17.9                     | 0     | 0.0                        | 50              | 16.4                          | 256                 | 18.2                       |
| Hendricks    | 1,064  | 17.3                     | 2     | 15.4                       | 117             | 14.0                          | 945                 | 17.9                       |
| Henry        | 292    | 17.7                     | 0     | 0.0                        | 40              | 13.3                          | 252                 | 18.7                       |
| Howard       | 682    | 17.1                     | 0     | 0.0                        | 74              | 11.0                          | 608                 | 18.3                       |
| Huntington   | 297    | 18.3                     | 0     | 0.0                        | 33              | 13.1                          | 264                 | 19.4                       |
| Jackson      | 305    | 15.9                     | 0     | 0.0                        | 37              | 12.5                          | 268                 | 16.6                       |
| Jasper       | 274    | 15.0                     | 1     | 9.1                        | 46              | 13.3                          | 227                 | 15.5                       |
| Jay          | 160    | 17.5                     | 0     | 0.0                        | 28              | 20.0                          | 132                 | 17.1                       |
| Jefferson    | 215    | 14.5                     | 1     | 33.3                       | 35              | 14.8                          | 179                 | 14.4                       |
| Jennings     | 245    | 19.4                     | 0     | 0.0                        | 33              | 16.8                          | 212                 | 20.0                       |
| Johnson      | 976    | 19.1                     | 0     | 0.0                        | 108             | 13.1                          | 868                 | 20.3                       |
| Knox         | 289    | 19.1                     | 1     | 25.0                       | 45              | 14.6                          | 243                 | 20.2                       |
| Kosciusko    | 552    | 15.8                     | 0     | 0.0                        | 65              | 15.3                          | 487                 | 15.9                       |
| LaGrange     | 171    | 16.1                     | 0     | 0.0                        | 16              | 12.5                          | 155                 | 16.7                       |
| Lake         | 3,588  | 12.8                     | 3     | 6.4                        | 289             | 7.5                           | 3,296               | 13.7                       |
| LaPorte      | 761    | 15.6                     | 1     | 3.6                        | 102             | 12.5                          | 658                 | 16.4                       |
| Lawrence     | 366    | 20.0                     | 0     | 0.0                        | 51              | 12.9                          | 315                 | 22.0                       |
| Madison      | 972    | 14.4                     | 1     | 11.1                       | 143             | 12.5                          | 828                 | 14.8                       |
| Marion       | 5,779  | 12.5                     | 3     | 5.4                        | 635             | 9.0                           | 5,141               | 13.1                       |
| Marshall     | 299    | 14.3                     | 1     | 12.5                       | 46              | 13.4                          | 252                 | 14.5                       |
| Martin       | 56     | 17.7                     | 1     | 25.0                       | 8               | 16.3                          | 47                  | 17.8                       |
| Miami        | 252    | 15.7                     | 0     | 0.0                        | 38              | 15.6                          | 214                 | 15.9                       |

continued on next page

Table 95. (continued)

|              | Total |                          | Fatal |                            | Personal injury |                               | Other injury status |                            |
|--------------|-------|--------------------------|-------|----------------------------|-----------------|-------------------------------|---------------------|----------------------------|
|              | Count | % of all county injuries | Count | % of county fatal injuries | Count           | % of county personal injuries | Count               | % of county other injuries |
| Monroe       | 1,318 | 19.9                     | 1     | 14.3                       | 136             | 11.6                          | 1,181               | 21.7                       |
| Montgomery   | 253   | 18.3                     | 0     | 0.0                        | 32              | 15.1                          | 221                 | 19.0                       |
| Morgan       | 505   | 19.1                     | 1     | 12.5                       | 79              | 15.6                          | 425                 | 20.0                       |
| Newton       | 64    | 12.2                     | 0     | 0.0                        | 8               | 9.4                           | 56                  | 12.8                       |
| Noble        | 260   | 15.2                     | 0     | 0.0                        | 24              | 12.6                          | 236                 | 15.5                       |
| Ohio         | 44    | 14.7                     | 0     | 0.0                        | 8               | 19.0                          | 36                  | 14.1                       |
| Orange       | 154   | 18.7                     | 0     | 0.0                        | 25              | 17.4                          | 129                 | 19.0                       |
| Owen         | 158   | 20.1                     | 0     | 0.0                        | 37              | 23.3                          | 121                 | 19.4                       |
| Parke        | 146   | 18.1                     | 0     | 0.0                        | 24              | 14.6                          | 122                 | 19.1                       |
| Perry        | 143   | 21.2                     | 1     | 25.0                       | 24              | 16.7                          | 118                 | 22.3                       |
| Pike         | 62    | 23.1                     | 0     | 0.0                        | 18              | 23.7                          | 44                  | 23.2                       |
| Porter       | 1,172 | 15.5                     | 1     | 4.5                        | 187             | 13.2                          | 984                 | 16.1                       |
| Posey        | 162   | 22.5                     | 0     | 0.0                        | 22              | 19.0                          | 140                 | 23.2                       |
| Pulaski      | 91    | 12.9                     | 0     | 0.0                        | 18              | 15.1                          | 73                  | 12.5                       |
| Putnam       | 213   | 19.0                     | 2     | 40.0                       | 30              | 18.2                          | 181                 | 19.0                       |
| Randolph     | 155   | 19.5                     | 0     | 0.0                        | 20              | 15.5                          | 135                 | 20.4                       |
| Ripley       | 156   | 15.1                     | 2     | 50.0                       | 25              | 12.0                          | 129                 | 15.7                       |
| Rush         | 74    | 15.7                     | 0     | 0.0                        | 15              | 11.9                          | 59                  | 17.3                       |
| Saint Joseph | 1,690 | 14.7                     | 1     | 7.1                        | 188             | 10.4                          | 1,501               | 15.5                       |
| Scott        | 152   | 14.1                     | 0     | 0.0                        | 32              | 11.9                          | 120                 | 14.9                       |
| Shelby       | 294   | 17.3                     | 0     | 0.0                        | 54              | 15.7                          | 240                 | 17.8                       |
| Spencer      | 173   | 20.8                     | 0     | 0.0                        | 25              | 18.8                          | 148                 | 21.4                       |
| Starke       | 169   | 16.7                     | 0     | 0.0                        | 19              | 13.7                          | 150                 | 17.2                       |
| Steuben      | 261   | 14.3                     | 1     | 16.7                       | 26              | 12.3                          | 234                 | 14.5                       |
| Sullivan     | 81    | 15.1                     | 1     | 20.0                       | 14              | 13.0                          | 66                  | 15.6                       |
| Switzerland  | 44    | 15.1                     | 0     | 0.0                        | 9               | 15.3                          | 35                  | 15.0                       |
| Tippecanoe   | 2,031 | 18.6                     | 0     | 0.0                        | 148             | 11.7                          | 1,883               | 19.5                       |
| Tipton       | 86    | 16.8                     | 0     | 0.0                        | 14              | 13.7                          | 72                  | 17.7                       |
| Union        | 32    | 19.8                     | 0     | 0.0                        | 8               | 25.0                          | 24                  | 18.8                       |
| Vanderburgh  | 1,914 | 16.3                     | 2     | 11.8                       | 157             | 10.0                          | 1,755               | 17.3                       |
| Vermillion   | 101   | 17.2                     | 0     | 0.0                        | 13              | 12.4                          | 88                  | 18.4                       |
| Vigo         | 976   | 16.6                     | 1     | 11.1                       | 139             | 12.6                          | 836                 | 17.5                       |
| Wabash       | 251   | 17.1                     | 0     | 0.0                        | 35              | 18.2                          | 216                 | 17.0                       |
| Warren       | 53    | 16.4                     | 0     | 0.0                        | 6               | 13.3                          | 47                  | 16.9                       |
| Warrick      | 431   | 19.4                     | 2     | 22.2                       | 35              | 12.5                          | 394                 | 20.4                       |
| Washington   | 176   | 18.1                     | 0     | 0.0                        | 21              | 14.1                          | 155                 | 18.8                       |
| Wayne        | 437   | 14.4                     | 0     | 0.0                        | 72              | 12.1                          | 365                 | 15.0                       |
| Wells        | 180   | 20.9                     | 0     | 0.0                        | 20              | 16.3                          | 160                 | 21.7                       |
| White        | 210   | 16.4                     | 1     | 25.0                       | 16              | 9.0                           | 193                 | 17.5                       |
| Whitley      | 228   | 18.8                     | 1     | 9.1                        | 21              | 11.5                          | 206                 | 20.2                       |

**Notes:**

Excludes records where county is unknown.

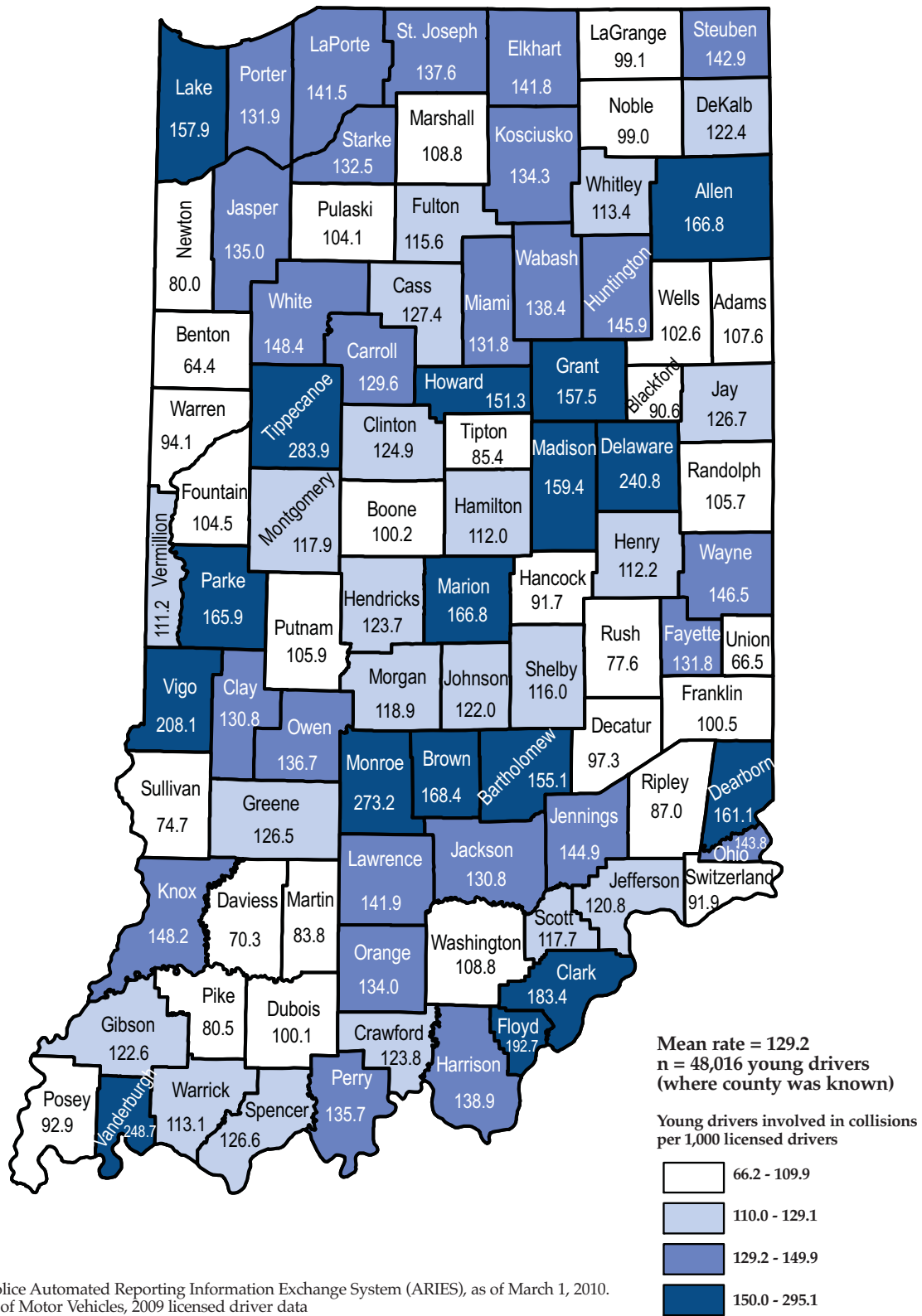
Personal injury includes incapacitating, non-incapacitating, and possible injury collisions.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

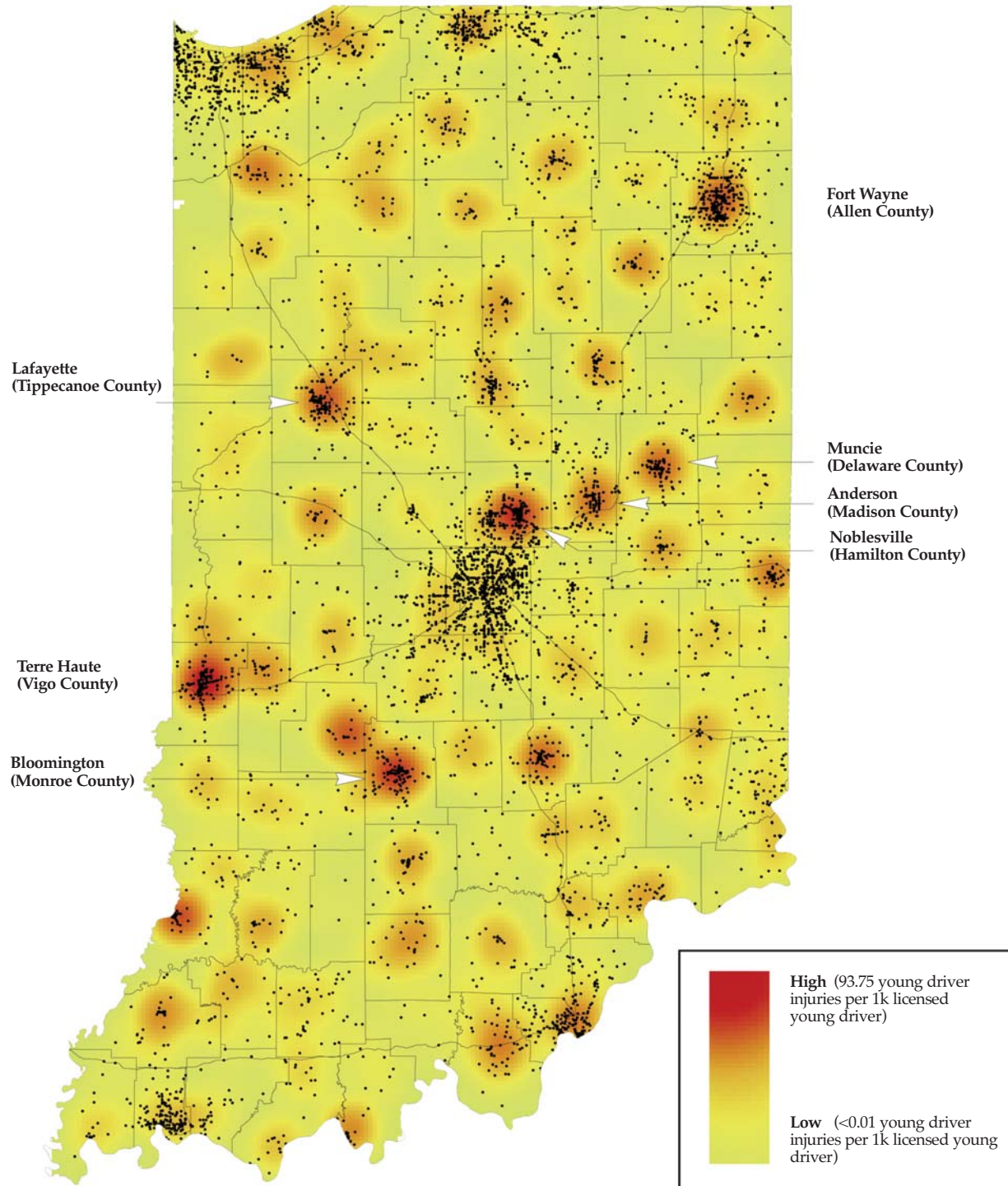


Map 10. Young drivers (ages 15 to 20) involved in collisions per 1,000 licensed young drivers, 2009



Sources:  
Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.  
Indiana Bureau of Motor Vehicles, 2009 licensed driver data

Map 11. Concentrations of young driver (ages 15-20) injuries in Indiana collisions per 1,000 county licensed young drivers, 2009



**Notes:**  
Includes all injury types: *fatal, incapacitating, non-incapacitating, possible,* and unknown (defined as *refused (treatment), unknown, not reported,* and invalid codes). Density grid is based on points with valid coordinates (6,104/6,356).

**Sources:**  
Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.  
Indiana Bureau of Motor Vehicles, 2009 licensed driver data.

Table 96. Indiana collisions involving motorcycles, by severity and county, 2009

|              | Total |                            | Fatal |                            | Personal injury |  | Other injury status |                                     |
|--------------|-------|----------------------------|-------|----------------------------|-----------------|--|---------------------|-------------------------------------|
|              | Count | % of all county collisions | Count | % of county fatal injuries | Count           | % of county personal injury collisions | Count               | % of county other injury collisions |
| All counties | 3,276 | 1.7                        | 111   | 17.6                       | 2,224           | 6.7                                    | 941                 | 0.6                                 |
| Mean         | 36    | 2.0                        | 1     | 16.7                       | 24              | 8.1                                    | 10                  | 0.6                                 |
| Minimum      | 2     | 0.7                        | 0     | 0.0                        | 1               | 2.4                                    | 0                   | 0.0                                 |
| Maximum      | 351   | 6.6                        | 10    | 100.0                      | 228             | 26.4                                   | 113                 | 1.8                                 |
| Adams        | 8     | 1.1                        | 0     | 0.0                        | 7               | 7.1                                    | 1                   | 0.2                                 |
| Allen        | 189   | 1.7                        | 7     | 30.4                       | 123             | 6.1                                    | 59                  | 0.6                                 |
| Bartholomew  | 47    | 2.2                        | 3     | 60.0                       | 35              | 6.5                                    | 9                   | 0.6                                 |
| Benton       | 3     | 1.7                        | 1     | 33.3                       | 2               | 5.7                                    | 0                   | 0.0                                 |
| Blackford    | 5     | 1.7                        | 0     | 0.0                        | 4               | 9.3                                    | 1                   | 0.4                                 |
| Boone        | 25    | 1.5                        | 3     | 42.9                       | 15              | 6.3                                    | 7                   | 0.5                                 |
| Brown        | 36    | 6.6                        | 0     | 0.0                        | 28              | 26.4                                   | 8                   | 1.8                                 |
| Carroll      | 9     | 1.4                        | 0     | 0.0                        | 6               | 6.6                                    | 3                   | 0.5                                 |
| Cass         | 14    | 1.1                        | 0     | 0.0                        | 11              | 5.8                                    | 3                   | 0.3                                 |
| Clark        | 64    | 1.6                        | 0     | 0.0                        | 36              | 5.5                                    | 28                  | 0.8                                 |
| Clay         | 15    | 1.8                        | 0     | 0.0                        | 9               | 6.9                                    | 6                   | 0.9                                 |
| Clinton      | 12    | 1.4                        | 1     | 11.1                       | 11              | 6.9                                    | 0                   | 0.0                                 |
| Crawford     | 8     | 2.3                        | 2     | 40.0                       | 4               | 9.3                                    | 2                   | 0.7                                 |
| Daviess      | 7     | 1.9                        | 0     | 0.0                        | 6               | 5.2                                    | 1                   | 0.4                                 |
| Dearborn     | 21    | 1.1                        | 2     | 33.3                       | 13              | 5.1                                    | 6                   | 0.4                                 |
| Decatur      | 8     | 1.2                        | 0     | 0.0                        | 6               | 6.5                                    | 2                   | 0.3                                 |
| DeKalb       | 24    | 1.8                        | 0     | 0.0                        | 16              | 8.6                                    | 8                   | 0.7                                 |
| Delaware     | 79    | 1.9                        | 2     | 22.2                       | 53              | 7.6                                    | 24                  | 0.7                                 |
| Dubois       | 18    | 2.0                        | 0     | 0.0                        | 13              | 6.8                                    | 5                   | 0.7                                 |
| Elkhart      | 94    | 1.6                        | 2     | 9.5                        | 56              | 7.1                                    | 36                  | 0.7                                 |
| Fayette      | 13    | 2.3                        | 0     | 0.0                        | 8               | 7.6                                    | 5                   | 1.1                                 |
| Floyd        | 44    | 1.6                        | 3     | 75.0                       | 29              | 5.5                                    | 12                  | 0.6                                 |
| Fountain     | 3     | 0.7                        | 1     | 50.0                       | 2               | 3.8                                    | 0                   | 0.0                                 |
| Franklin     | 13    | 2.6                        | 0     | 0.0                        | 11              | 10.6                                   | 2                   | 0.5                                 |
| Fulton       | 15    | 2.5                        | 2     | 40.0                       | 10              | 10.6                                   | 3                   | 0.6                                 |
| Gibson       | 18    | 1.8                        | 1     | 16.7                       | 11              | 6.5                                    | 6                   | 0.7                                 |
| Grant        | 54    | 2.4                        | 2     | 33.3                       | 34              | 10.2                                   | 18                  | 0.9                                 |
| Greene       | 14    | 1.6                        | 2     | 33.3                       | 7               | 5.4                                    | 5                   | 0.7                                 |
| Hamilton     | 90    | 1.4                        | 2     | 11.8                       | 60              | 6.2                                    | 28                  | 0.5                                 |
| Hancock      | 26    | 1.8                        | 1     | 12.5                       | 18              | 6.4                                    | 7                   | 0.6                                 |
| Harrison     | 18    | 1.5                        | 2     | 50.0                       | 13              | 5.9                                    | 3                   | 0.3                                 |
| Hendricks    | 51    | 1.4                        | 5     | 41.7                       | 30              | 5.0                                    | 16                  | 0.5                                 |
| Henry        | 20    | 1.8                        | 0     | 0.0                        | 15              | 7.0                                    | 5                   | 0.6                                 |
| Howard       | 76    | 3.3                        | 2     | 28.6                       | 50              | 10.5                                   | 24                  | 1.3                                 |
| Huntington   | 24    | 2.1                        | 1     | 16.7                       | 16              | 8.5                                    | 7                   | 0.7                                 |
| Jackson      | 34    | 2.6                        | 0     | 0.0                        | 26              | 11.6                                   | 8                   | 0.7                                 |
| Jasper       | 20    | 1.6                        | 0     | 0.0                        | 15              | 6.7                                    | 5                   | 0.5                                 |
| Jay          | 12    | 1.7                        | 1     | 50.0                       | 7               | 6.9                                    | 4                   | 0.7                                 |
| Jefferson    | 23    | 2.4                        | 0     | 0.0                        | 15              | 8.8                                    | 8                   | 1.0                                 |
| Jennings     | 12    | 1.5                        | 0     | 0.0                        | 8               | 6.0                                    | 4                   | 0.6                                 |
| Johnson      | 59    | 2.0                        | 2     | 22.2                       | 40              | 6.5                                    | 17                  | 0.8                                 |
| Knox         | 16    | 1.6                        | 0     | 0.0                        | 12              | 5.5                                    | 4                   | 0.5                                 |
| Kosciusko    | 40    | 1.6                        | 2     | 15.4                       | 21              | 6.7                                    | 17                  | 0.8                                 |
| LaGrange     | 18    | 2.2                        | 2     | 40.0                       | 9               | 10.2                                   | 7                   | 1.0                                 |
| Lake         | 173   | 1.0                        | 5     | 12.8                       | 108             | 3.9                                    | 60                  | 0.4                                 |
| LaPorte      | 59    | 1.8                        | 4     | 16.0                       | 39              | 6.4                                    | 16                  | 0.6                                 |
| Lawrence     | 39    | 3.4                        | 0     | 0.0                        | 34              | 12.7                                   | 5                   | 0.6                                 |
| Madison      | 93    | 2.2                        | 1     | 11.1                       | 67              | 8.4                                    | 25                  | 0.7                                 |
| Marion       | 351   | 1.3                        | 10    | 17.9                       | 228             | 4.5                                    | 113                 | 0.5                                 |
| Marshall     | 28    | 1.9                        | 1     | 12.5                       | 18              | 8.0                                    | 9                   | 0.7                                 |
| Martin       | 8     | 3.5                        | 2     | 50.0                       | 4               | 10.0                                   | 2                   | 1.1                                 |
| Miami        | 28    | 2.4                        | 2     | 20.0                       | 20              | 11.5                                   | 6                   | 0.6                                 |

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Table 96. (continued)

|              | Total |                            | Fatal |                            | Personal injury |  | Other injury status |                                     |
|--------------|-------|----------------------------|-------|----------------------------|-----------------|--|---------------------|-------------------------------------|
|              | Count | % of all county collisions | Count | % of county fatal injuries | Count           | % of county personal injury collisions | Count               | % of county other injury collisions |
| Monroe       | 85    | 2.1                        | 2     | 28.6                       | 64              | 7.3                                    | 19                  | 0.6                                 |
| Montgomery   | 18    | 1.8                        | 1     | 16.7                       | 15              | 9.6                                    | 2                   | 0.2                                 |
| Morgan       | 59    | 3.7                        | 2     | 28.6                       | 43              | 12.5                                   | 14                  | 1.1                                 |
| Newton       | 9     | 2.3                        | 0     | 0.0                        | 7               | 11.5                                   | 2                   | 0.6                                 |
| Noble        | 19    | 1.5                        | 0     | 0.0                        | 11              | 7.2                                    | 8                   | 0.7                                 |
| Ohio         | 8     | 3.4                        | 1     | 100.0                      | 5               | 16.1                                   | 2                   | 1.0                                 |
| Orange       | 12    | 2.0                        | 1     | 100.0                      | 9               | 8.5                                    | 2                   | 0.4                                 |
| Owen         | 11    | 2.0                        | 0     | 0.0                        | 8               | 7.1                                    | 3                   | 0.7                                 |
| Parke        | 15    | 2.5                        | 1     | 20.0                       | 11              | 12.9                                   | 3                   | 0.6                                 |
| Perry        | 13    | 3.0                        | 0     | 0.0                        | 10              | 10.0                                   | 3                   | 0.9                                 |
| Pike         | 3     | 1.7                        | 0     | 0.0                        | 3               | 6.0                                    | 0                   | 0.0                                 |
| Porter       | 95    | 2.0                        | 7     | 31.8                       | 67              | 6.5                                    | 21                  | 0.6                                 |
| Posey        | 12    | 2.3                        | 0     | 0.0                        | 9               | 10.2                                   | 3                   | 0.7                                 |
| Pulaski      | 9     | 1.6                        | 0     | 0.0                        | 7               | 9.0                                    | 2                   | 0.4                                 |
| Putnam       | 11    | 1.4                        | 0     | 0.0                        | 10              | 8.1                                    | 1                   | 0.2                                 |
| Randolph     | 12    | 2.1                        | 0     | 0.0                        | 10              | 11.0                                   | 2                   | 0.4                                 |
| Ripley       | 16    | 2.1                        | 0     | 0.0                        | 12              | 8.3                                    | 4                   | 0.7                                 |
| Rush         | 5     | 1.5                        | 1     | 33.3                       | 4               | 4.8                                    | 0                   | 0.0                                 |
| Saint Joseph | 97    | 1.4                        | 1     | 7.1                        | 65              | 5.0                                    | 31                  | 0.6                                 |
| Scott        | 13    | 2.1                        | 0     | 0.0                        | 11              | 6.4                                    | 2                   | 0.5                                 |
| Shelby       | 30    | 2.7                        | 2     | 40.0                       | 23              | 8.8                                    | 5                   | 0.6                                 |
| Spencer      | 13    | 2.2                        | 0     | 0.0                        | 9               | 11.0                                   | 4                   | 0.8                                 |
| Starke       | 9     | 1.2                        | 0     | 0.0                        | 7               | 7.1                                    | 2                   | 0.3                                 |
| Steuben      | 31    | 2.2                        | 1     | 20.0                       | 20              | 13.9                                   | 10                  | 0.8                                 |
| Sullivan     | 9     | 2.3                        | 2     | 40.0                       | 5               | 6.7                                    | 2                   | 0.7                                 |
| Switzerland  | 3     | 1.3                        | 0     | 0.0                        | 1               | 2.4                                    | 2                   | 1.1                                 |
| Tippecanoe   | 131   | 1.9                        | 2     | 20.0                       | 85              | 9.0                                    | 44                  | 0.7                                 |
| Tipton       | 6     | 1.6                        | 1     | 25.0                       | 5               | 6.1                                    | 0                   | 0.0                                 |
| Union        | 3     | 2.4                        | 0     | 0.0                        | 3               | 15.0                                   | 0                   | 0.0                                 |
| Vanderburgh  | 101   | 1.6                        | 3     | 18.8                       | 68              | 6.1                                    | 30                  | 0.6                                 |
| Vermillion   | 4     | 0.9                        | 0     | 0.0                        | 3               | 4.0                                    | 1                   | 0.3                                 |
| Vigo         | 78    | 2.2                        | 1     | 11.1                       | 59              | 7.5                                    | 18                  | 0.7                                 |
| Wabash       | 23    | 2.2                        | 0     | 0.0                        | 18              | 12.5                                   | 5                   | 0.6                                 |
| Warren       | 2     | 0.8                        | 0     | 0.0                        | 2               | 7.1                                    | 0                   | 0.0                                 |
| Warrick      | 20    | 1.4                        | 1     | 14.3                       | 11              | 5.6                                    | 8                   | 0.7                                 |
| Washington   | 17    | 2.5                        | 0     | 0.0                        | 13              | 12.5                                   | 4                   | 0.7                                 |
| Wayne        | 62    | 3.0                        | 2     | 16.7                       | 46              | 10.8                                   | 14                  | 0.9                                 |
| Wells        | 8     | 1.3                        | 0     | 0.0                        | 6               | 7.1                                    | 2                   | 0.4                                 |
| White        | 8     | 0.9                        | 0     | 0.0                        | 6               | 5.0                                    | 2                   | 0.3                                 |
| Whitley      | 18    | 2.2                        | 0     | 0.0                        | 14              | 10.1                                   | 4                   | 0.6                                 |

**Notes:**

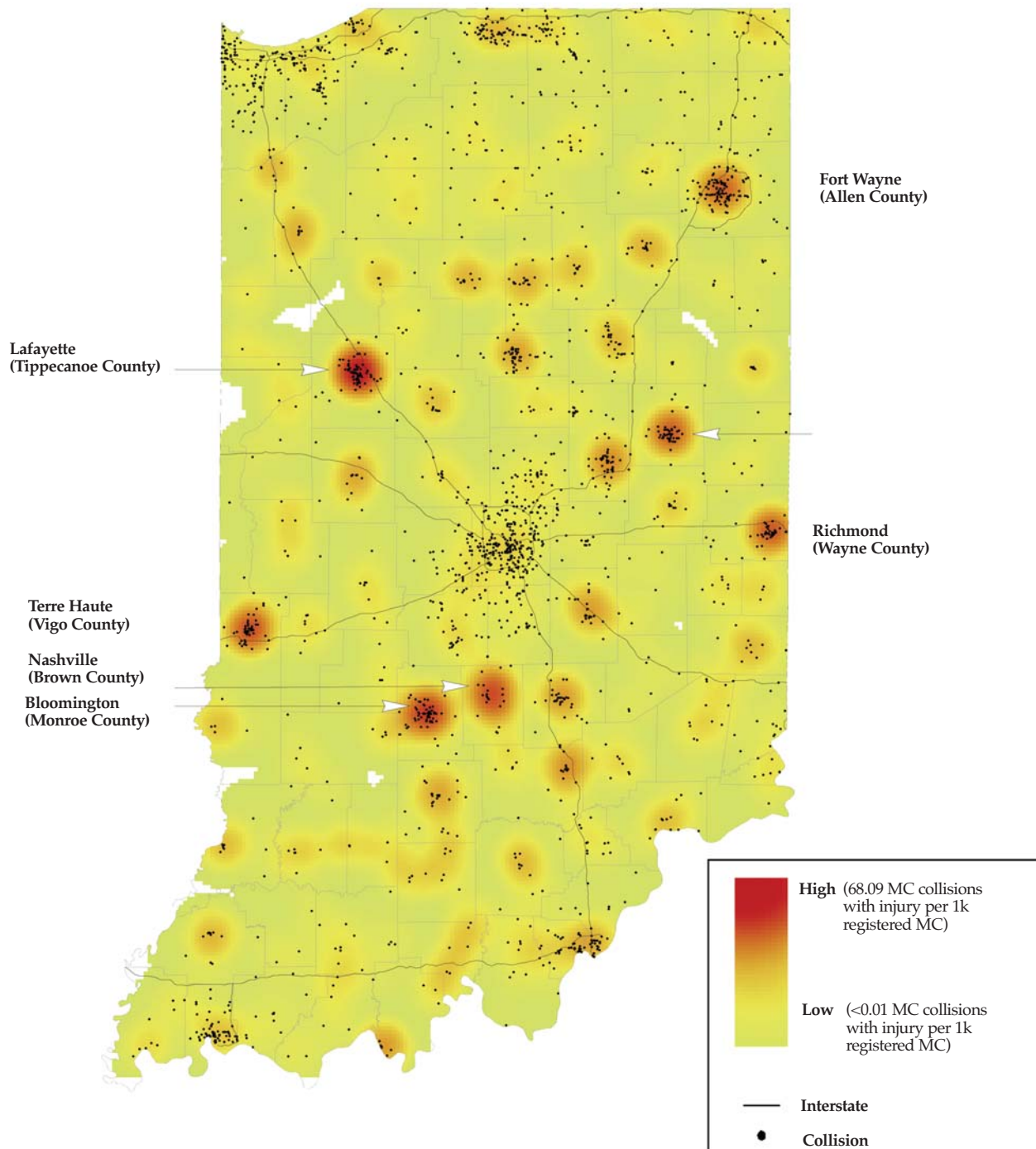
Includes collisions where at least one *motorcycle* or *moped* was involved.

*Personal injury* includes *incapacitating, non-incapacitating, and possible injury* collisions.

**Source:**

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Map 12. Concentrations of Indiana motorcycle collisions with injuries per 1,000 county registered motorcycles, 2009



**Notes:**  
 Includes *fatal*, *incapacitating*, and *non-incapacitating* (including *possible*) collision severities.  
 Includes collisions where at least one *motorcycle* or *moped* was involved.  
 Density grid is based on points with valid coordinates (2,246/2,335).

**Sources:**  
 Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2010.  
 Indiana Bureau of Motor Vehicles, 2009 registered vehicles.

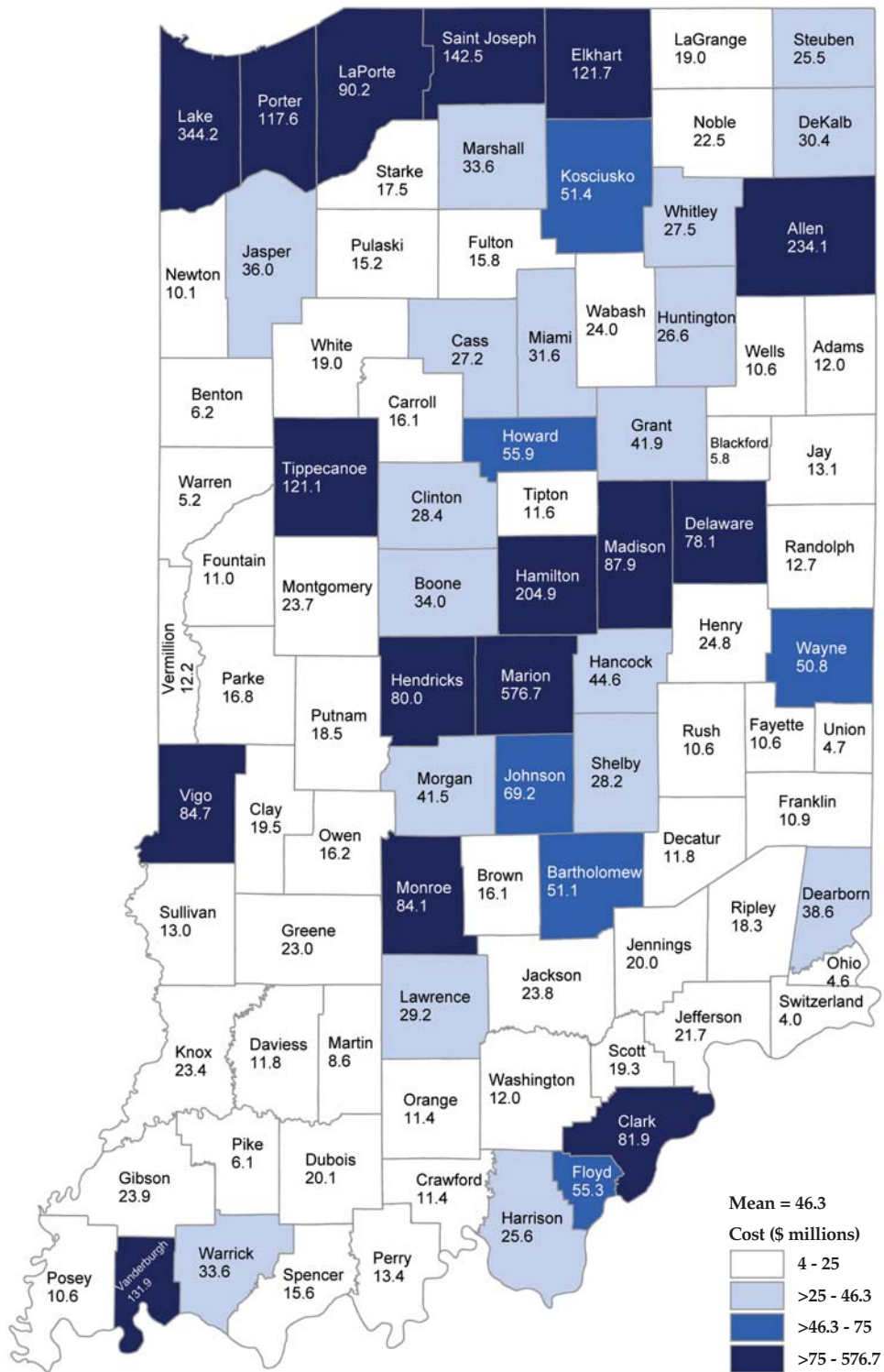








Map 20. Estimated costs of Indiana collisions (\$ millions), by county, 2009

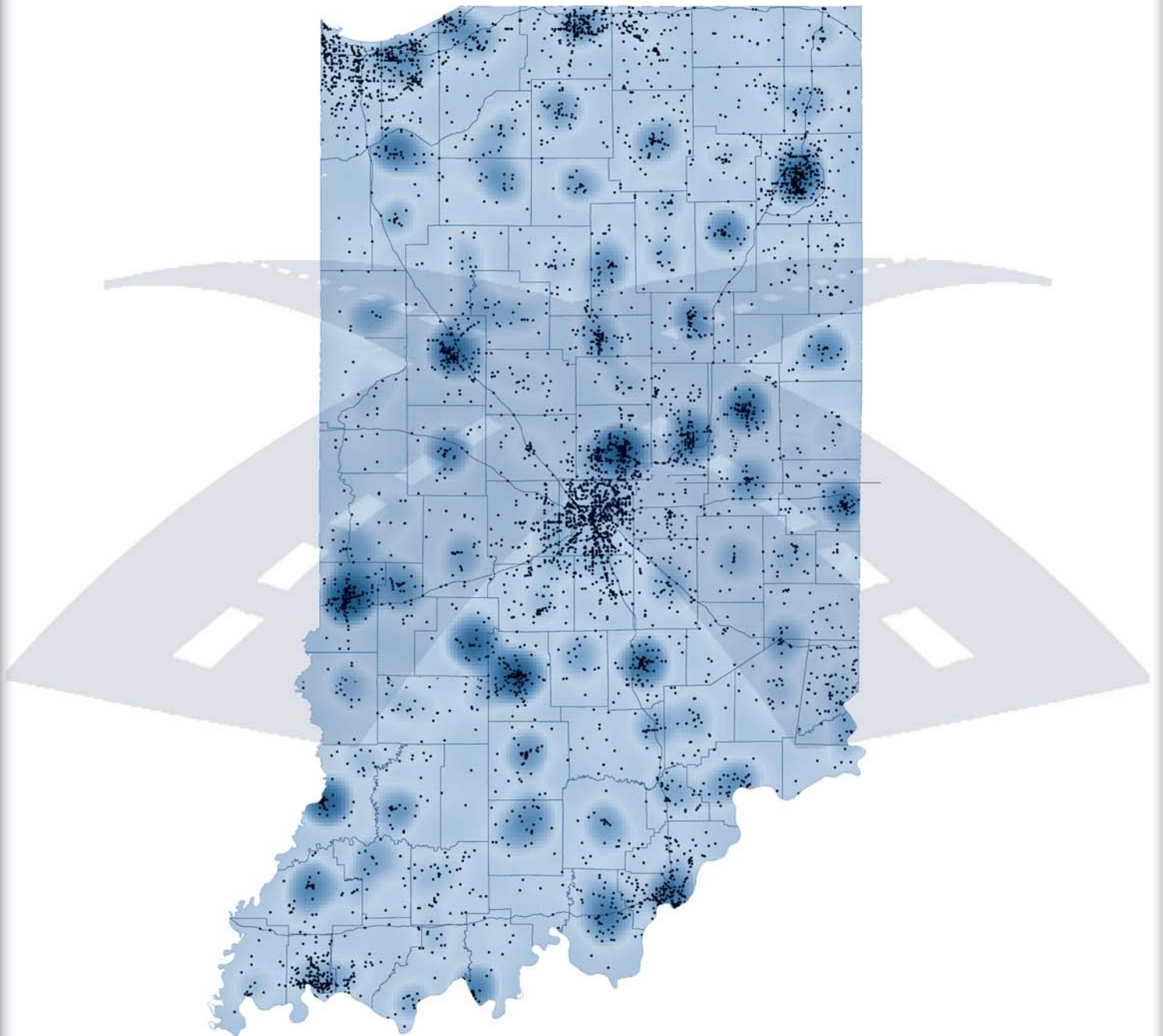


**Notes:**  
 All costs in 2009 dollars.  
 See Appendix A for discussion of cost calculations.

**Sources:**  
 Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.  
 Blincoe, L., Seay, A., Zaloshnja, E., Miller, T., Romano, E., Luchter, S., Spicer, R. (2000). *The economic impact of motor vehicle crashes, 2000*. National Highway Traffic Safety Administration, DOT HS 809 446.  
 Bureau of Labor Statistics, <http://www.bls.gov>



# INDIANA STANDARD CRASH REPORT, GLOSSARY, APPENDIX



# INDIANA OFFICER'S STANDARD CRASH REPORT

| INDIANA OFFICER'S STANDARD CRASH REPORT   |                                |                          |  |                          |                          |  |                     |                          |  | Page                     | of                       |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                    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| Electronic Version  |                                |                          |  |                          |                          |  |                     |                          |  | Local ID                 |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                          |               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| Date of Crash   | Day of Week                    | Actual Local Time        | County   |                          | Township                 |  | # Motor Vehicles    | # Injured                | # Dead                                   | # Commercial Vehicles    | # Deor                   |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                         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| Road Crash Occurred On  |                                |                          | Nearest/Intersecting Road/MileMarker/Interchange |                          |                          | If not an intersection, number of feet from  | Direction           | Road Classification      |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  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| Inside Corporate Limits?  | City/Town or Nearest City/Town |                          |  |                          | Property?                | Crash Latitude   | Crash Longitude     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                    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| Driver #1   |                                |                          | Driver #2  |                          |                          | Driver #3  |                     | Driver #4                |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                          |   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type="checkbox"/></td></tr> <tr><td>Accelerator Failure or Defective</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Brake Failure or Defective</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Tire Failure or Defective</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Headlight(s) Defective or Not On</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Other Lights Defective</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input 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Crash:</td> <td colspan="2">Was this crash the result of aggressive driving?</td> </tr> <tr> <td colspan="2">Other Property Damage (1)</td> <td>State Property</td> <td colspan="9">Owner's Name and Address</td> </tr> <tr> <td colspan="2">Other Property Damage (2)</td> <td>State Property</td> <td colspan="9">Owner's Name and Address</td> </tr> <tr> <td colspan="6" style="text-align: center;">Witness/Other Participant</td> <td colspan="6" style="text-align: center;">Non-Motorist</td> </tr> <tr> <td><input type="checkbox"/> Witness</td> <td>#</td> <td colspan="4">Name</td> <td colspan="6">(Last Name, First Name, MI)</td> </tr> <tr> <td><input type="checkbox"/> Other Participant</td> <td>#</td> <td colspan="4">Name</td> <td colspan="3">Non-Motorist Type</td> <td colspan="3">Non-Motorist Action</td> </tr> <tr> <td colspan="6">Address etc.</td> <td colspan="6">Apparent Physical Condition</td> </tr> <tr> <td colspan="6">Phone #</td> <td colspan="6">Location at Time of Crash</td> </tr> <tr> <td><input type="checkbox"/> Witness</td> <td>#</td> <td colspan="4">Name</td> <td colspan="2">Cited?</td> <td colspan="4">Direction</td> </tr> <tr> <td colspan="6">Address etc.</td> <td colspan="6">Street/Highway</td> </tr> <tr> <td colspan="6">Phone #</td> <td colspan="6">Location at Time of Crash</td> </tr> <tr> <td colspan="6"></td> <td colspan="3">Traffic Control?</td> <td colspan="3">If yes, was traffic control operational?</td> </tr> </table> |                                |                          |  |                          |                          | <p><b>Driver Contributing Circumstances</b></p> <table border="0" style="width:100%;"> <tr><td>Alcoholic Beverages</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Illegal Drugs</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input 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<input type="checkbox"/> | <input type="checkbox"/> | Utility Work | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | None  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p><b>Area Information</b></p> <p>Hit and Run</p> <p>School Zone</p> <p>Rumble Strips</p> <p>Locality</p> <p>Light Condition</p> <p>Weather Conditions</p> <p>Surface Condition</p> <p>Type of Median</p> <p>Type of Roadway Junction</p> <p>Road Character</p> <p>Roadway Surface</p> <p>Construction <input type="checkbox"/> If Yes, Construction Type</p> <p>Traffic Control Devices</p> <p>Traffic Control Device Operational?</p> |  | Total Estimate of all damage in the Crash: |  |  |  |  |  |  |  |  |  |  |  | Was this crash the result of aggressive driving? |  | Other Property Damage (1) |  | State Property | Owner's Name and Address |  |  |  |  |  |  |  |  | Other Property Damage (2) |  | State Property | Owner's Name and Address |  |  |  |  |  |  |  |  | Witness/Other Participant |  |  |  |  |  | Non-Motorist |  |  |  |  |  | <input type="checkbox"/> Witness | # | Name |  |  |  | (Last Name, First Name, MI) |  |  |  |  |  | <input type="checkbox"/> Other Participant | # | Name |  |  |  | Non-Motorist Type |  |  | Non-Motorist Action |  |  | Address etc. |  |  |  |  |  | Apparent Physical Condition |  |  |  |  |  | Phone # |  |  |  |  |  | Location at Time of Crash |  |  |  |  |  | <input type="checkbox"/> Witness | # | Name |  |  |  | Cited? |  | Direction |  |  |  | Address etc. |  |  |  |  |  | Street/Highway |  |  |  |  |  | Phone # |  |  |  |  |  | Location at Time of Crash |  |  |  |  |  |  |  |  |  |  |  | Traffic Control? |  |  | If yes, was traffic control operational? |  |  |
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Violation</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Jackknifing</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Cell Phone Usage</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Other Telematics</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Driver Distracted</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Speed/Weather Conditions</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>None</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </table>  | Alcoholic Beverages            | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>   | Illegal Drugs       | <input type="checkbox"/> | <input type="checkbox"/>                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                         | Prescription 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type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other Telematics | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Driver Distracted | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Speed/Weather Conditions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | None  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p><b>Vehicle Contributing Circumstances</b></p> <table border="0" style="width:100%;"> 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type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Other Lights Defective</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Steering Failure</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Window/Windshield Defective</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Oversize/Overweight Load</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Insecure/Leaky Load</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input 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type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Holes/Ruts in Surface</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Shoulder Defective</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Road Under Construction</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Severe Crosswinds</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Obstruction Not Marked</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Lane Marking Obscured</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>View Obstructed</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Animal/Object in Roadway</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Traffic Ctl Inop/Missing/Obscure</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Utility Work</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>None</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </table> | Engine Failure or Defective | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>  | Accelerator Failure or Defective | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Brake Failure or Defective       | <input 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type="checkbox"/> | <input type="checkbox"/> | Holes/Ruts in Surface | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Shoulder Defective    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Road Under Construction | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Severe Crosswinds       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Obstruction Not Marked | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Lane Marking Obscured  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input 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Information</b></p> <p>Hit and Run</p> <p>School Zone</p> <p>Rumble Strips</p> <p>Locality</p> <p>Light Condition</p> <p>Weather Conditions</p> <p>Surface Condition</p> <p>Type of Median</p> <p>Type of Roadway Junction</p> <p>Road Character</p> <p>Roadway Surface</p> <p>Construction <input type="checkbox"/> If Yes, Construction Type</p> <p>Traffic Control Devices</p> <p>Traffic Control Device Operational?</p> |                          |                          |                          |                          |                          |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                           |  |                |                          |  |  |  |  |  |  |  |  |                           |  |                |                          |  |  |  |  |  |  |  |  |                           |  |  |  |  |  |              |  |  |  |  |  |                                  |   |      |  |  |  |                             |  |  |  |  |  |  |   |      |  |  |  |         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| Alcoholic Beverages   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                   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| Illegal Drugs   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                         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| Prescription Drugs  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                     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| Driver Asleep or Fatigued   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |             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| Driver Illness  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                         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| Unsafe Speed  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          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| Failure to Yield  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                       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| Disregard Signal  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                       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| Left of Center  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                         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| Improper Passing  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                       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| Improper Turning  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                       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| Improper Lane Usage   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                   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| Following Too Closely   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                 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| Unsafe Backing  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                         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| Overcorrecting  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                         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| Ran off Road  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          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| Wrong Way on One Way  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                   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| Pedestrian's Action   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                   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| Passenger Distraction   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                 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| Restriction Violation   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                 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| Jackknifing   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          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| Cell Phone Usage  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                       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| Other Telematics  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                       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| Driver Distracted   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                     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| Speed/Weather Conditions  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |               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| Other   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |      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| None  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |        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| Engine Failure or Defective   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |           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| Accelerator Failure or Defective  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |       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| Brake Failure or Defective  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |             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| Tire Failure or Defective   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |             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| Headlight(s) Defective or Not On  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |       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| Other Lights Defective  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                 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| Steering Failure  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                       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| Window/Windshield Defective   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |           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| Oversize/Overweight Load  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |               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| Insecure/Leaky Load   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                   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| Tow Hitch Failure   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                     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| Other   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |      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| None  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |        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| Glare   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |      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| Roadway Surface   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                       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| Holes/Ruts in Surface   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                 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| Shoulder Defective  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                     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| Road Under Construction   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |               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| Severe Crosswinds   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                     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| Obstruction Not Marked  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                 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| Lane Marking Obscured   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                 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| View Obstructed   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                       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| Animal/Object in Roadway  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |               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| Traffic Ctl Inop/Missing/Obscure  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |       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| Utility Work  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          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| Other   | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |      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| None  | <input type="checkbox"/>       | <input type="checkbox"/> | <input type="checkbox"/>                         | <input type="checkbox"/> | <input type="checkbox"/> |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |        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| Total Estimate of all damage in the Crash:  |                                |                          |  |                          |                          |  |                     |                          |  |                          |                          | Was this crash the result of aggressive driving? |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                        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| Other Property Damage (1)   |                                | State Property           | Owner's Name and Address                         |                          |                          |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |             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| Other Property Damage (2)   |                                | State Property           | Owner's Name and Address                         |                          |                          |  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |             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| Witness/Other Participant   |                                |                          |  |                          |                          | Non-Motorist   |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                    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| <input type="checkbox"/> Witness  | #                              | Name                     |  |                          |                          | (Last Name, First Name, MI)  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          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| <input type="checkbox"/> Other Participant  | #                              | Name                     |  |                          |                          | Non-Motorist Type  |                     |                          | Non-Motorist Action                      |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |              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| Address etc.  |                                |                          |  |                          |                          | Apparent Physical Condition  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                    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| Phone #   |                                |                          |  |                          |                          | Location at Time of Crash  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                          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| <input type="checkbox"/> Witness  | #                              | Name                     |  |                          |                          | Cited?   |                     | Direction                |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                    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| Address etc.  |                                |                          |  |                          |                          | Street/Highway   |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                          |     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| Phone #   |                                |                          |  |                          |                          | Location at Time of Crash  |                     |                          |  |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |                          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|   |                                |                          |  |                          |                          | Traffic Control?   |                     |                          | If yes, was traffic control operational? |                          |                          |  |                    |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                           |                          |                          |                          |                          |                          |                |                          |                          |                          |                          |                          |                  |                          |                          |  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Local ID

|                       |              |                                 |        |                         |               |
|-----------------------|--------------|---------------------------------|--------|-------------------------|---------------|
| <b>Type of Crash</b>  |              |                                 |        |                         |               |
| Time Notified         | Time Arrived | Other Location of Investigation |        |                         |               |
| Assisting Officer     |              | ID No.                          | Agency | Investigation Complete? | Photos Taken? |
| Assisting Officer     |              | ID No.                          | Agency | Date of Report          |               |
| Investigating Officer |              | ID No.                          | Agency | Reviewing Officer       |               |

**Narrative**

|  |  |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
|--|--|--|--|--|---|--|--------|------------|---|---|----|-----------------------------------|--|--|------------------------------------|---|--------------------------------|--|---|--|--|---|--|
| <b>UNIT INFORMATION</b>  |  |  |  |  |   |  |        |            |   | Page                                    | of |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Local ID   |  |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Driver's Name (Last, First, MI)  |  |  |  |  | Safety Equipment Used                           |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Address (Street, City, State, Zip)   |  |  |  |  | Safety Equipment Effective?                     |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
|  |  |  |  |  | Ejection/Trapped                                |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Date of Birth  |  | Age                                    |  | Gender   |   | EMS No.  |        | Inmed Attn |   | Driver Injury Status                    |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Driver's License #   |  |  | Lic Type   | CDL Class  | Lic State                                       | Nature of Most Severe Injury   |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Apparent Physical Status   |  |  | Restrictions   |  |   | Location of Most Severe Injury   |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| <input type="checkbox"/> Normal<br><input type="checkbox"/> Had Been Drinking<br><input type="checkbox"/> Handicapped<br><input type="checkbox"/> Ill<br><input type="checkbox"/> Asleep/Fatigued<br><input type="checkbox"/> Drugs/Medication<br><input type="checkbox"/> Unknown   |  |  | <input type="checkbox"/> Glasses/Contact Lenses<br><input type="checkbox"/> Outside Rearview Mirror<br><input type="checkbox"/> Daylight Driving<br><input type="checkbox"/> Automatic Transmission<br><input type="checkbox"/> Special Controls<br><input type="checkbox"/> Employment Only<br><input type="checkbox"/> Motorcycle Only<br><input type="checkbox"/> Tol/From Employment |  |   | <input type="checkbox"/> Employer's Vehicle Only<br><input type="checkbox"/> State-Owned Vehicles<br><input type="checkbox"/> PP Chauffeurs Taxi Only<br><input type="checkbox"/> Power Steering<br><input type="checkbox"/> Special Restrictions<br><input type="checkbox"/> Probation DWI<br><input type="checkbox"/> Probation HTO<br><input type="checkbox"/> None |        |            | If Cited?<br><input type="checkbox"/> Infraction<br><input type="checkbox"/> Misdemeanor<br><input type="checkbox"/> Felony |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Test Given<br>NONE   |  | Type Given                             |  | <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Breath <input type="checkbox"/> SFST <input type="checkbox"/> PBT |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Alcohol Results  |  |  |  |  | Drug Results                                    |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| PBT  |  |  |  |  | Certified Test <input type="checkbox"/> Pending |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Veh#   |  | Color                                  | Vehicle Year   |  | Make  | Model  |        | Style      |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| # Occupants  |  | Lic Year                               | License #  |  | License State                                   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| # Axles  | Speed Limit  | Insured By                             |  |  |   | Phone Number   |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Vehicle Identification#  |  |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Registered Owner's Name (Last, First, MI)  |  |  |  |  |   |  |        |            |   | <input type="checkbox"/> Same as Driver |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Address (Street, City, State, Zip)   |  |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Vehicle Use  |  |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Towed? To By Reason  |  |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Lic State  |  | Lic Year                               | Registered Owner's Name (Last, First, MI)  |  |   |  |        |            |   | <input type="checkbox"/> Same as Driver |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| License#   |  | Address (Street, City, State, Zip)     |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Veh Year   |  | Make                                   | Pre-Crash Vehicle Action   |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Lic State  |  | Lic Year                               | Registered Owner's Name (Last, First, MI)  |  |   |  |        |            |   | <input type="checkbox"/> Same as Driver |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| License#   |  | Address (Street, City, State, Zip)     |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Veh Year   |  | Make                                   | Direction of Travel  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Commercial Vehicle: Carrier's Name and Address   |  |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| HAZMAT Proper Shipping Name:   |  |  |  |  | State DOT#                                      |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| US DOT#  |  |  | ICC#   |  | CMV Inspection                                  |  | If Yes |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Gross Vehicle Weight Rating  |  |  |  | Cargo Body Type  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| HAZMAT Placard   |  | HAZMAT Release of Cargo                |  | HAZMAT 4-Digit ID#   |   | Hazzard Class #  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Initial Impact Area<br><input type="checkbox"/> Undercarriage <input type="checkbox"/> Trailer <input type="checkbox"/> None <input type="checkbox"/> Unknown <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">Front</td> <td style="text-align: center;"> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </td> <td style="text-align: center;">Rear</td> </tr> </table>  |  |  |  |  |   |  |        |            |   |   |    | Front                             | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Rear                                   |                                    |   |                                |  |   |  |  |   |  |
| Front  | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Rear                                   |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Areas Damaged (Multiples)<br><input type="checkbox"/> Undercarriage <input type="checkbox"/> Trailer <input type="checkbox"/> None <input type="checkbox"/> Unknown <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">Front</td> <td style="text-align: center;"> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </td> <td style="text-align: center;">Rear</td> </tr> </table>  |  |  |  |  |   |  |        |            |   |   |    | Front                             | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Rear                                   |                                    |   |                                |  |   |  |  |   |  |
| Front  | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Rear                                   |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Type of Primary/Secondary Roadway<br><input type="checkbox"/> One Way Traffic <input type="checkbox"/> Two Way Traffic <table style="margin-left: auto; margin-right: auto;"> <tr> <td><input type="checkbox"/> One Lane</td> <td><input type="checkbox"/> Two Lanes</td> <td><input type="checkbox"/> Private Drive</td> </tr> <tr> <td><input type="checkbox"/> Two Lanes</td> <td><input type="checkbox"/> Multi-Lane Divided (3 or more)</td> <td><input type="checkbox"/> Alley</td> </tr> <tr> <td><input type="checkbox"/> Multi-Lanes (3 or more)</td> <td><input type="checkbox"/> Multi-Lane Undivided 2 way left turn</td> <td></td> </tr> <tr> <td></td> <td><input type="checkbox"/> Multi-Lane Undivided (3 or more)</td> <td></td> </tr> </table> |  |  |  |  |   |  |        |            |   |   |    | <input type="checkbox"/> One Lane | <input type="checkbox"/> Two Lanes   | <input type="checkbox"/> Private Drive | <input type="checkbox"/> Two Lanes | <input type="checkbox"/> Multi-Lane Divided (3 or more) | <input type="checkbox"/> Alley | <input type="checkbox"/> Multi-Lanes (3 or more) | <input type="checkbox"/> Multi-Lane Undivided 2 way left turn |  |  | <input type="checkbox"/> Multi-Lane Undivided (3 or more) |  |
| <input type="checkbox"/> One Lane  | <input type="checkbox"/> Two Lanes   | <input type="checkbox"/> Private Drive |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| <input type="checkbox"/> Two Lanes   | <input type="checkbox"/> Multi-Lane Divided (3 or more)                    | <input type="checkbox"/> Alley         |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| <input type="checkbox"/> Multi-Lanes (3 or more)   | <input type="checkbox"/> Multi-Lane Undivided 2 way left turn              |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
|  | <input type="checkbox"/> Multi-Lane Undivided (3 or more)                  |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |
| Event Collision With   |  |  |  |  |   |  |        |            |   |   |    |                                   |  |  |                                    |   |                                |  |   |  |  |   |  |

# GLOSSARY

## 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 alcohol-involved 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.

## Alcohol-impaired

A collision in which any vehicle driver involved has a BAC test result at or above 0.08 g/dL. Note that this definition is limited to vehicle drivers, whereas the BAC levels of any driver or non-motorist are included in the definition alcohol-related.

## 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 cited (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

- 1) 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 that contributed to the collision. See also *General Contributing Factors*.

## 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.
2. *Injury Crash*. A police-reported crash involving a motor vehicle in transport on a trafficway in which no one died but at 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 2008 *Indiana Crash Fact Book*.

## Dark-Lighted

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

*Glossary, continued*

**Dark-Not lighted**

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

**Day**

From 6:00a to 5:59p.

**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. See also *Contributing Circumstance*.

**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 U.S. 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 hazardous materials in quantities above the thresholds established by the USDOT, or other authorized entity. This placard identifies the hazard class division number, four-digit 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 points 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.

**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.



## Glossary, continued

### Large Trucks

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

### Licensed Drivers

The annual count of licensed drivers in a given location (e.g., county, state, nation).

### 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 6:00p to 5:59a.

### 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.

### 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.

### Passenger Vehicles

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

### 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.

### Registered Vehicles

The annual count of registered vehicles in a given location (e.g., county, state, nation).

### Restraint Use

The occupant's use of available vehicle restraints including lap belt, shoulder belt, or automatic belt.

### 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.

### Rural

Any area outside the incorporated limits of a city.

*Glossary, continued*

**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 two axles and six tires on the ground, or three or more axles).

**Speed-related**

A collision is identified 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 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 ten 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.

**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 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 (VMT).

**Weekday**

From 6:00a Monday to 5:59p Friday.

**Weekend**

From 6:00p Friday to 5:59a 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 between the ages of 15 and 20 years old.

## 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).<sup>1</sup> 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.<sup>2</sup> 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.”<sup>3,4</sup> 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.<sup>5</sup> 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](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](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](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 were not available for this series; 2001 data used as a proxy.

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.

<sup>1</sup>Blincoe, 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.

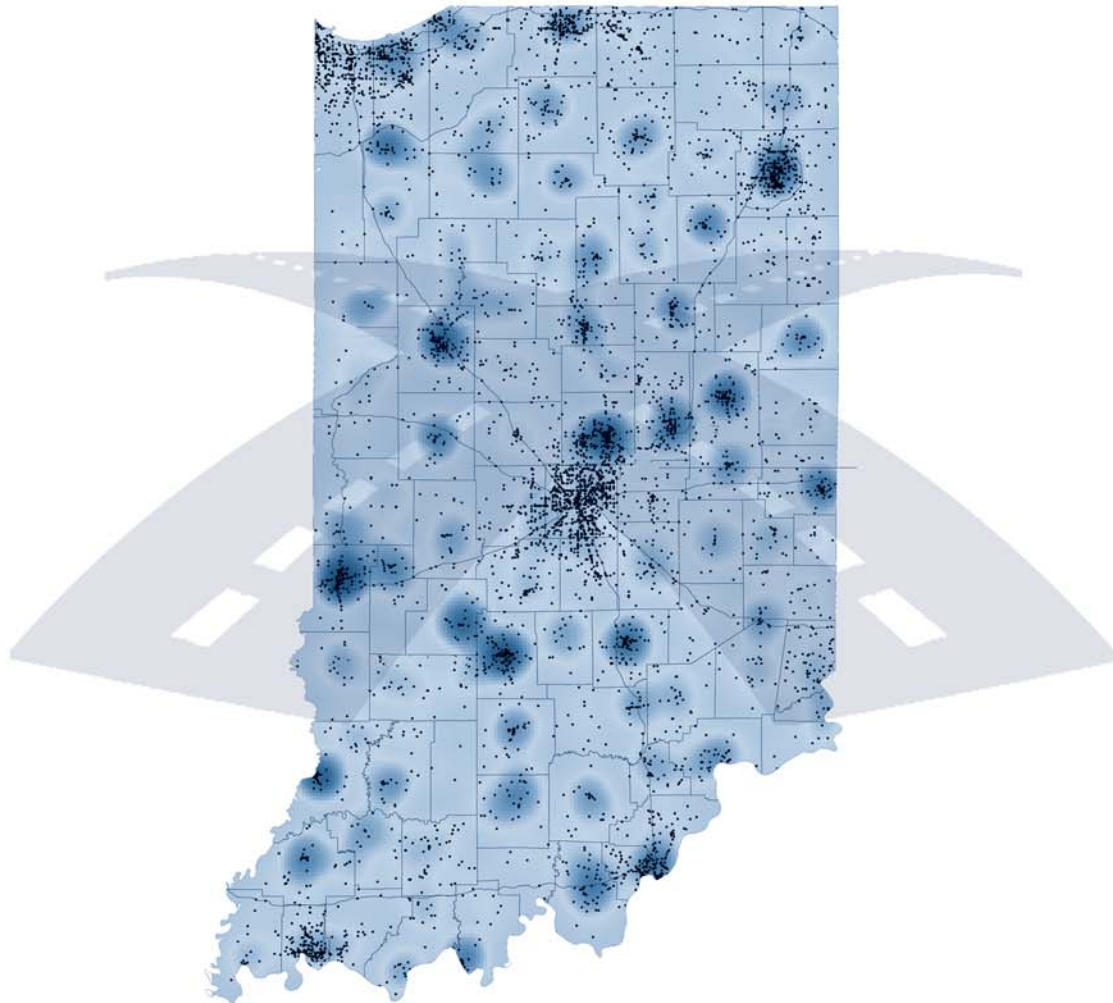
<sup>2</sup>Association for the Advancement of Automotive Medicine. <http://www.carcrash.org>

<sup>3</sup>[http://www.nhtsa-tsis.net/projects/NHTSA/NHTSA\\_NASS.htm](http://www.nhtsa-tsis.net/projects/NHTSA/NHTSA_NASS.htm)

<sup>4</sup>National Automotive Sampling System, 1982-1986; *Ejection Mitigation Using Advanced Glazing: A Status Report, November 1995*, NHTSA

<sup>5</sup>Blincoe et al. 2002.

# INDIANA CRASH FACTS



## 2009

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