

Director's Letter



Dear Reader:

Indiana Crash Facts 1996 is a tool to help us understand the relationship between human behavior and preventable death and injury. In researching and exploring the nature of motor vehicle crashes on Hoosier roads, we learn that they are preventable incidents which steal lives, livelihoods, and happiness. Traffic crashes remain the number one killer of our teens, the single most preventable cause of death for our younger children, and a frightening reality for the nearly one out of every two Hoosiers who will be involved in an alcohol-related crash in their lifetime.

This book was compiled by researchers at Purdue University's Automotive Transportation Center based primarily on data provided by the Indiana State Police and the Fatality Analysis Reporting System. Researchers have chosen the graphs and tables included in order to present a comprehensive picture of roadway safety in Indiana.

I hope that you will find this to be a useful guide to understanding and preventing automobile crashes in our state.

Sincerely,

Marilyn Bassett
Director

Foreword

Indiana Crash Facts 1996 is the fourth annual publication of Indiana Crash Facts. The formats of a few of the tables have been changed from the 1995 publication. These changes were made to make the information contained in tables more useful and understandable. We would appreciate receiving comments on the changes. We anticipate making additional changes and will consider alternatives to the organization of the publication for the 1997 data. If you would like to have some input on these changes, we encourage you to call or write the Automotive Transportation Center, (765) 494-7038. Our E-Mail address is atc@atc.ecn.purdue.edu/~atc/.

Private Property Data

The Indiana State Police (ISP) have discovered that most private property crashes, in previous years excluded from crash statistics, were included in the 1995 and approximately half of the 1994 data. This problem does not affect 1996 crash data.

When the 1996 ISP crash data became available, ATC used statistical curve-fitting procedures to estimate the most likely private property crash statistics for 1994 and 1995. The estimated numbers of total crashes, personal injury crashes and injuries were then computed by subtracting the appropriate statistical estimates for private property crashes. The annual number of private property fatalities has varied between zero and four for the 1988-1996 time period.

Estimates of the total numbers of crashes, personal injury crashes and injuries for 1994 and 1995 are provided in footnotes for the appropriate tables. The misclassification of private property crashes affected such counts as the number of hit-and-run crashes, school zone crashes, motorcycle, bicycle and pedestrian crashes. Caution must be exercised in comparing tables and figures in the 1996 Crash Facts with comparable tables in the 1994 and 1995 books.

Table of Contents

| | |
|-------------------------|-----|
| Director's Letter | i |
| Foreword | ii |
| Table of Contents | iii |
| Definitions | vi |
| Overview | 1 |
| Crashes | 37 |
| Drivers | 73 |
| Vehicles | 85 |
| Alcohol | 115 |
| Safety Equipment | 135 |
| Appendix | 147 |
| Index | 155 |

List of Tables

Overview

| | |
|--|----|
| 1. Crash Data by Year: 1992-1996 | 3 |
| 2. Crash Severity with Licensed Drivers and Registered Vehicles: 1988-1996 | 4 |
| 3. Indiana Fatality Rate per 100 Million Vehicle Miles Traveled: 1980-1996 | 5 |
| 4. Total Economic Loss by Crash Severity - 1996 | 6 |
| 5. Total Economic Loss by Year and Locale: 1988-1996 | 7 |
| 6. Total Economic Loss for all Reportable Crashes by County - 1996 | 8 |
| 7. Crash Severity by County - 1996 | 9 |
| 8. All Crashes by Primary Contributing Circumstances and Crash Type - 1996 | 11 |
| 9. Driver and Passenger Fatalities by Motor Vehicle Type - 1996 | 13 |
| 10. Crashes by County with Rates Per 1000 Licensed Drivers - 1996 | 14 |
| 11. Fatal Crashes and Fatalities by County and Month - 1996 | 16 |
| 12. Fatalities by Time of Day and Day of Week - 1996 | 21 |
| 13. Indiana Motor Vehicle Traffic Fatalities by County: 1988-1996 | 22 |
| 14. Crashes by Urban/Rural and Severity - 1996 | 24 |
| 15. Age, Role and Gender for Fatalities in Urban Locale - 1996 | 26 |
| 16. Age, Role and Gender for Fatalities in Rural Locale - 1996 | 26 |
| 17. Frequency of Fatal Crashes by Number of Fatalities and Urban/Rural Locale: 1988-1996 | 27 |
| 18. Indiana Traffic Fatalities by Locale: 1941-1996 | 28 |
| 19a. Single-Vehicle Crashes by Vehicle Contributing Circumstances and Driver Age Group - 1996 | 29 |
| 19b. Multiple-Vehicle Crashes by Vehicle Contributing Circumstances and Driver Age Group - 1996 | 29 |
| 20. Injuries by Age, Role and Gender in Urban Locale - 1996 | 30 |
| 21. Injuries by Age, Role and Gender in Rural Locale - 1996 | 30 |
| 22. Total Injuries in All Crashes by County and Month - 1996 | 32 |
| 23. Fatal Crashes and Fatalities on Legal Holidays: 1988-1996 | 34 |
| 24. Safety Restraint Usage by Drivers in Crashes: 1994-1996 | 35 |
| 25. Indiana Traffic Safety Time Clock - 1996 | 36 |
| Crashes | |
| 26. Primary Contributing Circumstances: 1992-1996 | 39 |
| 27. Crashes by Month and Severity by Urban /Rural Locale - 1996 | 40 |
| 28. Crashes by County and Roadway Type by Severity - 1996 | 42 |
| 29. Crashes by Time of Day and Day of Week by Severity - 1996 | 46 |
| 30. Crashes in Construction Zones by County, Roadway Type and Severity - 1996 | 48 |
| 31. Hit and Run Crashes by Location Type and Severity - 1996 | 52 |
| 32. Crashes by Location Type and Severity - 1996 | 52 |
| 33. Crashes Involving Hazardous Materials by County - 1996 | 53 |
| 34. Fixed Objects Struck by Crash Severity and Urban/Rural Locale - 1996 | 55 |
| 35. Crashes by Light Conditions and Severity with Fatalities, Injuries - 1996 | 55 |
| 36. Crashes by Weather Conditions and Severity with Fatalities, Injuries - 1996 | 56 |
| 37. Crashes by Road Conditions and Severity with Fatalities, Injuries - 1996 | 57 |
| 38. Crashes by Weather and Light Conditions - 1996 | 58 |
| 39. Crashes by Road Surface Type and Light Conditions - 1996 | 58 |
| 40. Traffic Controls for all Vehicles by Crash Severity - 1996 | 59 |
| 41. Agency Average Crash Response Time by Month and Locale - 1996 | 59 |
| 42. Crashes by County and Reporting Agency by Severity - 1996 | 60 |
| 43. Manner of Collision and Severity of Crashes Resulting in Fires - 1996 | 64 |
| 44. Crashes by Collision With by Severity and Locale - 1996 | 64 |
| 45. Interstate/Toll Road Crashes by Road Conditions and Severity - 1996 | 65 |
| 46. Interstate/Toll Road Crashes by Time of Day and Day of Week by Severity - 1996 | 66 |
| 47. Interstate/Toll Road Crashes by Collision With by Severity and Locale - 1996 | 70 |
| 48. Interstate/Toll Road Crashes and Fatalities by Month and Year: 1991-1993 | 71 |

| | |
|---|----|
| 49. Interstate/Toll Road Crashes and Fatalities by Month and Year: 1994-1996 | 71 |
| 50. Interstate/Toll Road Crashes by Light Conditions and Severity - 1996 | 72 |
| 51. Interstate/Toll Road Crashes by Weather Conditions and Severity - 1996 | 72 |

Drivers

| | |
|---|----|
| 52. Drivers in Crashes by Age Group and Severity - 1996 .. | 75 |
| 53. Total Crashes Per Licensed Driver by Age - 1996 | 75 |
| 54. Fatal Crashes Per Licensed Driver by Age - 1996 | 76 |
| 55. Driver Conditions by Age and Driver Factor - 1996 | 77 |
| 56. Drivers in Crashes by Age, Gender and Crash Severity - 1996 | 77 |
| 57. Drivers in Crashes by Age Group by County - 1996 | 78 |
| 58. Drivers in Crashes by Age Group and Gender - 1996 ... | 80 |
| 59. Drivers in Crashes by Age Group, Gender and Time of Day - 1996 | 81 |
| 60. Drivers by Pre-Crash Action and Severity - 1996 | 82 |
| 61. In-State and Out-of-State Drivers in Indiana Crashes by Month - 1996 | 82 |
| 62. Drivers by Injury Status by County - 1996 | 83 |

Vehicles

| | |
|--|-----|
| 63. Vehicles Involved in Crashes by Vehicle Type and Severity - 1996 | 87 |
| 64. Vehicles Involved in Crashes by Vehicle Use and Severity - 1996 | 87 |
| 65a. Motorcycle Crash Data: 1992-1996 | 88 |
| 65b. Motorcycle Crashes by Type and Severity - 1996 | 88 |
| 66. Motorcycle Crashes by Month and Severity with Fatalities, Injuries by Urban/Rural Locale - 1996 | 89 |
| 67. Motorcycle Crashes by Manner of Collision, Roadway Type and Locale - 1996 | 90 |
| 68. Motorcycle Crashes by Time of Day and Day of Week - 1996 | 90 |
| 69. Motorcycle Crashes by Severity: 1988-1996 | 91 |
| 70. Helmet Use in Motorcycle Crashes: 1988-1996 | 91 |
| 71. Motorcycle Crashes by Contributing Circumstances and Severity - 1996 | 92 |
| 72. Motorcycle Crashes by Road Surface Condition and Severity - 1996 | 93 |
| 73. Motorcycle Crashes by Light Condition and Severity - 1996 | 93 |
| 74. School Bus Crashes by Month and Severity with Fatalities, Injuries - 1996 | 94 |
| 75. School Bus Crashes by Contributing Circumstance and Severity - 1996 | 95 |
| 76. School Bus Crashes by Time of Day and Day of Week - 1996 | 96 |
| 77. Crashes in School Zones by County and Severity - 1996 | 97 |
| 78. Crashes Involving Pedestrians by Month and Severity with Fatalities, Injuries by Urban/Rural Locale - 1996 | 99 |
| 79. Crashes Involving Pedestrians by Manner of Collision and Roadway Type by Urban/Rural Locale - 1996 | 101 |
| 80. Crashes Involving Pedestrians by Time of Day and Day of Week - 1996 | 101 |
| 81. Pedestrian Fatalities and Injuries by Pedestrian Age and Light Condition - 1996 | 102 |

| | |
|--|-----|
| 82. Vehicles Involved in Pedestrian Crashes by Pedestrian Action - 1996 | 103 |
| 83. Bicycle Crashes by Month and Severity by Urban/Rural Locale - 1996 | 104 |
| 84. Bicycle Crashes by Time of Day and Day of Week - 1996 | 105 |
| 85. Bicycle Crashes by Manner of Collision, Roadway Type and Urban/Rural Locale - 1996 | 105 |
| 86. Bicyclist Fatalities or Injuries by Age, Gender and Injury Severity - 1996 | 106 |
| 87. Crashes Involving Trailers by Month and Severity with Fatalities, Injuries by Locale - 1996 | 106 |
| 88. Crashes Involving Railroad Trains by County and Severity - 1996 | 107 |
| 89. Railroad Train Crashes by Contributing Circumstances and Severity - 1996 | 110 |
| 90. Railroad Train Crashes by Road Surface Condition and Severity - 1996 | 110 |
| 91. Railroad Train Crashes by Light Conditions and Severity - 1996 | 110 |
| 92. Truck Crashes by Contributing Circumstances and Severity - 1996 | 111 |
| 93. Truck Crashes by Road Surface Condition and Severity - 1996 | 111 |
| 94. Truck Crashes by Light Condition and Severity - 1996 | 111 |
| 95. Semi-Truck Crashes by Contributing Circumstances and Severity - 1996 | 112 |
| 96. Semi-Truck Crashes by Road Surface Condition and Severity - 1996 | 112 |
| 97. Semi-Truck Crashes by Light Condition and Severity - 1996 | 112 |
| 98. Crashes Involving Deer by County with Fatalities, Injuries by Locale - 1996 | 113 |

Alcohol

| | |
|---|-----|
| 99. Alcohol-Related Crashes by County with Percent of All Crashes - 1996 | 117 |
| 100. Alcohol-Related Fatalities and Injuries by County - 1996 | 119 |
| 101. Alcohol-Related Crashes by County with Rates Per 1000 Licensed Drivers - 1996 | 121 |
| 102. Alcohol-Related Crashes by County and Roadway Type by Severity - 1996 | 124 |
| 103. Alcohol-Related Crashes by Time of Day and Day of Week with Fatalities, Injuries - 1996 | 128 |
| 104. BAC Test Results for Killed Drivers by Age and Gender -1996 | 129 |
| 105. Drivers with BAC Greater than 0.05 by Age Group: 1988-1996 | 130 |
| 106. Drivers by County and Age Group Involved in Alcohol Crashes - 1996 | 131 |
| 107. Motorcycle Driver Fatalities by BAC Test Results: 1988-1996 | 133 |
| 108. All Motorcycle Drivers by BAC Test Results: 1988-1996 | 133 |
| 109. Pedestrian Fatalities by BAC Test Results: 1988-1996 | 134 |

Safety Equipment

| | |
|---|-----|
| 110. Fatalities by Restraint Usage - 1996 | 137 |
| 111. Drivers by Safety Restraint Use and Crash Severity by County - 1996 | 138 |
| 112. Drivers by Type of Safety Restraint Used by County - 1996 | 140 |
| 113. Drivers by Age and Restraint Usage - 1996 | 142 |
| 114. Drivers by Restraint Usage and Injury Status - 1996 ... | 143 |
| 115. Drivers by Type of Restraint Used and Ejection Status - 1996 | 143 |
| 116. Driver Safety Restraint Usage by Age Group and Gender: 1994-1996 | 144 |

Appendix

| | |
|---|-----|
| A-1. Licensed Drivers, Registered Vehicles and Population by County - 1996 | 149 |
| A-2. Indiana Officer's Standard Crash Report | 150 |
| A-3. Indiana Officer's Vehicle Crash Report | 152 |

List of Figures

| | |
|--|----|
| 1. Fatal Crashes in Indiana: 1988-1996 | 4 |
| 2. Personal Injury and Property Damage Crashes: 1988-1996 | 4 |
| 3. Indiana Fatal Crash Rates and Fatality Rates: 1980-1996 | 5 |
| 4. Total Economic Loss in Crashes - 1996 | 6 |
| 5. Total Economic Loss by Year and Locale: 1988-1996 | 7 |
| 6. Total Crashes by Crash Type - 1996 | 12 |
| 7. Hit and Run and Non-Collision with Overturning by Primary Contributing Circumstance - 1996 | 12 |
| 8. Driver and Passenger Fatalities by Motor Vehicle Type - 1996 | 13 |
| 9. Fatal Crashes and Fatalities By Month - 1996 | 20 |
| 10. Fatalities by Day of Week and Time - 1996 | 20 |
| 11. Fatalities by Day of Week - 1996 | 21 |
| 12. Fatalities and Fatal Crashes by Weekday/Weekend Comparison: 1988-1996 | 24 |
| 13. Fatalities by Day of Week and Year: 1992-1996 | 25 |
| 14. Fatalities by Month and Year: 1992-1996 | 25 |
| 15. Indiana Traffic Fatalities: 1941-1996 | 28 |
| 16. Safety Belt Usage: 1986-1996 | 35 |
| 17. Urban and Rural Crashes by Month and Severity - 1996 | 40 |
| 18. Crashes by Severity - 1996 | 41 |
| 19. Crashes by Roadway Type and Severity - 1996 | 41 |
| 20. Crashes by Day of Week and Severity - 1996 | 46 |
| 21. Crashes by Time of Day and Severity - 1996 | 47 |
| 22. Crashes by Light and Weather Conditions by Severity - 1996 | 56 |
| 23. Road Conditions Crashes by Severity - 1996 | 57 |
| 24. Fatal and Personal Injury Crashes by Reporting Agency - 1996 | 61 |
| 25. Property Damage and Total Crashes by Reporting Agency - 1996 | 63 |
| 26. Interstate/Toll Road Crashes by Road Conditions - 1996 | 65 |
| 27. Fatal Interstate/Toll Road Crashes by Day and Locale - 1996 | 66 |

| | |
|--|-----|
| 28. Total Interstate/Toll Road Crashes by Day and Locale - 1996 | 67 |
| 29. Fatal Interstate/Toll Road Crashes by Time of Day and Locale - 1996 | 68 |
| 30. Total Interstate/Toll Road Crashes by Time of Day and Locale - 1996 | 69 |
| 31. Annual Interstate/Toll Road Crashes: 1988-1996 | 70 |
| 32. Interstate/Toll Road Crashes by Monthly Average: 1988-1996 | 70 |
| 33. Fatal Interstate/Toll Road Crashes by Light and Weather Conditions - 1996 | 72 |
| 34. Crash Rates per 1000 Licensed Drivers by Age Group - 1996 | 76 |
| 35. Fatal Crash Rates per 1000 Licensed Drivers by Age Group - 1996 | 76 |
| 36. Motorcycle Crashes by Month - 1996 | 89 |
| 37. Fatal Motorcycle Crashes by Contributing Circumstances - 1996 | 92 |
| 38. Motorcycle Crashes by Road Surface and Light Conditions - 1996 | 93 |
| 39. School Bus Crashes by Month - 1996 | 94 |
| 40. School Bus Crashes by Contributing Circumstance and Severity - 1996 | 95 |
| 41. Crashes in School Zones by Severity - 1996 | 96 |
| 42. Crashes Involving Pedestrians by Month - 1996 | 99 |
| 43. Pedestrian Fatalities by Year: 1981-1996 | 100 |
| 44. Crashes Involving Pedestrians by Severity - 1996 | 100 |
| 45. Pedestrian Fatalities and Injuries by Light Conditions - 1996 | 102 |
| 46. Crashes by Pedestrian Action - 1996 | 103 |
| 47. Bicycle Crashes by Month - 1996 | 104 |
| 48. Bicyclist Fatalities by Year: 1981-1996 | 104 |
| 49. Crashes Involving Railroad Trains by Severity - 1996 . | 109 |
| 50. Alcohol-Related Crashes by Severity and Roadway Type - 1996 | 123 |
| 51. Alcohol-Related Crashes by Day and by Time of Week - 1996 | 128 |
| 52. BAC Test Results for Killed Drivers - 1996 | 129 |
| 53. Drivers with BAC Greater than 0.05: 1988-1996 | 130 |
| 54. Motorcycle Driver Fatalities by BAC Test Results: 1988-1996 | 133 |
| 55. Pedestrian Fatalities by BAC Test Results: 1988-1996 | 134 |
| 56. Fatalities by Restraint Usage - 1996 | 137 |
| 57. Drivers by Age and Restraint Usage - 1996 | 142 |
| 58. Occupants and Injury Status by Seating Position and Belt Use - 1996 | 145 |
| 59. Motorcycle Occupants and Injury Status by Helmet Use - 1996 | 146 |

Definitions

Alcohol-Related Crash: A crash in which the investigating officer reported one or more of the following: Primary Contributing Circumstance for the crashes as *Alcoholic Beverages*; Vehicle Contributing Circumstance for one or more of the involved vehicles as *Alcoholic Beverage*, or; A Blood Alcohol Concentration of greater than 0.05 percent for one or more of the drivers involved in the crash.

BAC (Blood Alcohol Content): Grams of ethanol per 100ml of blood, or 210 liters of breath. It is reported as a percentage. For example, 0.10, Indiana's current legal level for per se intoxication, would denote 0.1 percent alcohol within a person's blood.

Bicycle Crash: A crash involving one or more bicycles and a motor vehicle. In Crash Facts for 1993-94, only crashes in which a bicyclist was reported injured or killed were included.

Collision Crash: A motor vehicle crash other than an overturning incident in which the first harmful event is a collision of a motor vehicle in transport with another motor vehicle, other property or pedestrians.

Contributing Circumstances: A single Primary Contributing Circumstance may be indicated on the crash report for a crash. For each vehicle involved up to two Vehicular Contributing Circumstances can be cited. For Tables 8, 26, 71, 75, 89, 92 and 95 groupings of contributing circumstance were used as follows:

- Unsafe Speed (Speed Too Fast)
- Failure to Yield Right-of-Way
- Disregard Signal/Sign
- Left of Center
- Improper Passing
- Following Too Closely
- Improper Turning (Made Improper Turn)
- Alcoholic Beverages (Had Been Drinking)
- Other Improper Driving
 - Illegal Drugs
 - Prescription Drugs
 - Driver Illness
 - Improper Lane Usage
 - Unsafe Backing
 - Wrong Way on One Way
 - Violation of License Restrictions
- Mechanical Failure
 - Engine Failure or Defective
 - Accelerator Failure or Defective
 - Brake Failure or Defective
 - Tire Failure or Defective

- Headlight Defective or Not On
- Other Lights Defective
- Steering Failure
- Window/Windshield Defective
- Insecure/Leaky Load
- Tow Hitch Failure
- Driver Inattention/Asleep
 - Inattention
 - Asleep
- Animal(s) Present on Roadway
- Roadway Factors
 - Loose Surface Material
 - Holes/Ruts in Surface
 - Shoulder Defective
 - Road Under Construction
 - Obstruction Not Marked
 - Lane Marking Obscured
- Materials on Surface (Weather)
- Other
 - Pedestrian Actions
 - Passenger Distractions
 - Glare
 - Oversize/Overweight
 - View Obstructed By a Vehicle
 - View Obstructed By Other
 - Jackknifing
- Unknown

Crash Severity: The type of Crash: FATAL - a crash in which a person or persons died; PERSONAL INJURY - a crash in which a person or persons were injured, not including any crash in which a person or persons died; PROPERTY DAMAGE - a crash in which property was damaged of \$750 or more occurred (\$200 prior to 1990), but there were no fatalities or reported injuries.

Driver/Operator: The person who is in actual physical control of a vehicle in transit.

Economic Loss: An approximation of the costs associated with crashes, based upon current National Highway Transportation Safety Administration (NHTSA) estimates of the loss to society for each fatality, injury, and property damage crash.

FARS: Fatality Analysis Reporting System.(Previously Fatal Accident Reporting System)

Fatal Crash: A fatality is counted when a person dies due to the injuries from a traffic crash, within 30 days after the crash. Prior to 1983 fatalities were counted if they occurred up to 90 days after the crash.

Fatality LD Rate: The numbers of fatalities (persons killed) per 1000 licensed drivers for a county/state. (Fatalities/Licensed Drivers) x 1000.

Fatality VMT Rate: The numbers of fatalities (persons killed) per 100 million vehicle miles traveled for a county/state. (Fatalities/Vehicle Miles Traveled) x 100,000,000.

FHWA: Federal Highway Administration. A division of the United States Department of Transportation.

In Transport: Denotes a motor vehicle in motion or on a roadway.

Licensed Driver (LDVR): Person listed by the Indiana Bureau of Motor Vehicles as holding a valid driver's license.

Manner of Collision: Indicates what the driver/vehicle was doing (turning left, right going straight, etc.) at the time of the crash as referred to in the Officer's Standard Crash Report Code Sheet. (See Appendix)

Motor Vehicle Crash: A crash involving a motor vehicle in transport on a public trafficway (in Indiana) that results in injury, death or at least \$750 property damage.

Motorcycle Crash: A crash involving one or more motorcycles, mopeds, motor scooters or minibikes.

Non-collision Crash: A crash that does not involve a collision with another motor vehicle, bicycle, pedestrian or other property. Types of noncollision crashes include: explosion or fire in vehicle, rollover, immersion, vehicle struck by flying object, etc.

Occupant: Any person who is in or upon a vehicle, including the driver, passenger, and persons riding on the outside of the vehicle.

Passenger: Any occupant of a vehicle who is not the driver.

Pedestrian Crash: A crash involving a collision of a motor vehicle with a pedestrian or a crash in which a contributing circumstance was *Pedestrian Distraction*. In Crash Facts 1993-94, only crashes in which a pedestrian was reported as killed or injured were included.

Personal Injury Crash: A crash in which a person or persons were injured, not including any crash in which a person or persons died.

Private Property Crash: A crash which occurs on private property, driveway, parking lot or garages. A crash in which a motor vehicle leaves a public roadway and strikes a person, vehicle, tree or mailbox on private property is "not" classified as a *Private Property* since the crash "started" on the roadway.

Property Damage Crash: Any crash in which only property damage (damage to the vehicle or other property) occurred. As of 1990, a crash is required to be reported if the amount of the damage was \$750 or more. Prior to 1990, the amount was \$200 or more.

Registered Vehicle: Vehicle of any type in a county or state registered with the Indiana Bureau of Motor Vehicles.

Reportable Crash: Any crash in which a person dies or one or more persons were injured or property damage of \$750 or more occurred (\$200 prior to 1990).

Roadway Type: Indiana roads are classified as: (1) Interstate or Toll Road; (2) United States Route; (3) State Road; (4) County Road - a locally maintained road outside the limits of incorporated cities or towns; and (5) City Street - a locally maintained road within the limits of an incorporated city or town.

Role: The function of the person at the time of the crash, such as: driver, passenger, motorcyclist, bicyclist or pedestrian.

Rural Area: An area outside the limits of an incorporated city or town.

Safety Restraint: A safety device classified as a lap belt, shoulder belt, harness, child restraint, airbag or other similar equipment.

School Bus Crash: A crash involving one or more school buses.

School Zone: An area around a school as identified by designated highway signs.

Truck Crash: A motor vehicle crash involving one or more vehicles of the following types: (1) 2-axle, 6-tire single unit truck or stepvan; (2) 3-or-more-axle single unit truck; (3) single-unit truck with trailer; (4) truck tractor with trailer; (5) truck tractor with no trailer; (6) truck tractor with double trailers; (8) heavy truck of other or unknown type. Pickup trucks and vans are not counted as trucks.

Urban Area: An area inside the limits of an incorporated city or town.

Vehicle Type: The type of vehicle according to the Vehicle Codes section of the Officer's Standard Crash Report Code Sheet. (See Appendix)

VMT: Vehicle Miles Traveled. The estimated total number of miles traveled annually by motor vehicles on Indiana trafficways.

Overview

Over the past 15 years, substantial progress has been made in reducing the number of deaths and injuries on Indiana's highways. An overview of statewide crash statistics is crucial to an understanding of traffic safety in Indiana. This section contains graphs and tables which portray a comprehensive picture of crashes. Based on this information, the Council grants federal and state funds to communities to address their traffic safety problems.

Time of day, time of year, county, rural/urban, location, severity and other general information are examined in this section. In addition, personal attributes of crash victims are included, such as seat belt use, gender, age, and role of drivers and passengers.

According to Indiana State Police Crash Reports, 221,465 traffic crashes were reported in Indiana during 1996 (Table 1). Of these, 870 were fatal crashes in which 982 people died. There were an additional 52,058 personal injury crashes and a total of 77,339 people injured.

Compared to 1995, the number of fatal crashes increased 1.3 percent from 859 to 870 (Figure 1). Fatalities increased 2.4 percent from 959 to 982 while, for the nation, fatalities increased only 0.2 percent. On the positive side, personal injury crashes decreased 3.3 percent and the number of people injured decreased 4.1 percent.

Indiana's fatality rate per 100 million vehicle miles traveled remained slightly below the national average of 1.7. The fatality rate of 1.5 fatalities per 100 million vehicle miles traveled (HVMT) was the same as in 1995 (Figure 3).

The total economic cost of traffic crashes in 1996 was estimated, using the NHTSA crash cost model, to be 2.452 billion dollars in 1996 dollars. This was a 1.1 percent decrease in economic loss compared with 1995. The NHTSA crash cost model includes a number of factors, including medical and funeral cost, lost wages, legal expenses and damage to property. The largest single factor is loss in market productivity, which includes lost household productivity. For Indiana in 1996, the model yields an average cost for each fatality of \$768,216, \$15,628 for each injured person and \$1,637 for each vehicle involved in a property damage only crash. The model used does not include any cost estimation for crashes and injuries not reported. It does not

Overview Cont.

include any psychological cost component for such factors as pain and suffering or quality of life. All economic loss is expressed in 1996 dollars so no adjustment for inflation is needed in interpreting Table 5 or Figure 5.

Table 8 shows that *Driver Inattention* was reported as the Primary Contributing Circumstance for 45,405 (20.5 percent) of all crashes and was the largest single factor for each of the Collision-Type categories.

The highest number of fatal crashes (93) and fatalities (110) occurred during July; there were also 93 fatal crashes with 109 fatalities during August (Figure 9). Over the five-year period of 1992-1996, the June-October period accounted for more fatalities than the rest of the year (Figure 14). The highest frequency of fatalities, per 6-hour period (56), occurred on Saturdays between midnight and 6 AM (Figure 10).

In 1996, Saturday had the highest number of traffic fatalities with 180 (Figure 11) and, over the 1992-1996 period, Saturday had the highest frequency of fatalities four out of the five years (Figure 13).

A discrepancy still exists in the number and severity of crashes between the state's urban and rural areas (See Table 14). During 1996, most of the crashes (60.2 percent) occurred in Indiana's urban areas, but the majority of fatal crashes (73.0 percent) occurred in the State's rural areas.

From 1988 through 1992 there were declines in weekday traffic fatalities followed by increases in fatalities since 1992. Weekend fatalities, which are more likely to be alcohol-related, have shown a different and more positive trend; they have declined 22 percent from 403 in 1990 to 314 in 1996 (Figure 12).

The combined statistics of Tables 15 and 16 give detailed information on fatalities by age, gender and role (driver, passenger, pedestrian, etc.). The highest death toll for any single age was for 17-year-olds and 18-year-olds with 40 fatalities for each group. Of the 172 age 16-20 motor vehicle occupant fatalities, 86 percent occurred in rural locations. As seen in Table 17, there were twelve crashes in 1996 in which three persons died and no crashes with more than three fatalities.

Tables 19a and 19b contain information on single-vehicle versus multiple-vehicle crashes. There were 75,102 crashes involving a single moving vehicle and 146,363 multiple-vehicle crashes. Younger drivers (below age 35) were much more likely to have *Speed too Fast* as a contributing circumstance than older drivers in either single-vehicle or multiple-vehicle crashes. *Had Been Drinking* was most frequently cited for drivers age 21-34 in single-vehicle crashes.

Tables 20 and 21 give similar information as Tables 15 and 16 for injured persons. The highest injury frequency for any single age was 3,524 for 16-year-olds, followed by 3,324 for 17-year-olds.

Before Indiana's seat belt law went into effect in the middle of 1987 the usage rate was about 20 percent. As seen in Figure 16, the percentage of front seat occupants of passenger cars observed using their safety belts has increased from that low level to a high of 63.2 in 1995. From that high, the observed rate declined slightly in 1996 to 62.3 percent. Considering the estimated relative precision of 4.3 percent for the 1996 observations, this decrease was not statistically significant.

The Indiana Traffic Safety Time Clock data (Table 25) summarizes the frequencies of various fatality and injury statistics for all crashes and alcohol-related crashes.

State Summary

Table 1. Crash Data by Year: 1992-1996

| | | TOTAL | | | ALCOHOL-RELATED | | |
|-------------------|-----------------|---------|----------|---------------------------|-----------------|----------|---------------------------|
| | | CRASHES | PER HVMT | PER 1000 LICENSED DRIVERS | CRASHES | PER HVMT | PER 1000 LICENSED DRIVERS |
| 1996 | TOTAL | 221,465 | 335.40 | 56.75 | 9,777 | 14.81 | 2.505 |
| | FATAL | 870 | 1.32 | 0.22 | 209 | 0.32 | 0.054 |
| | FATALITIES | 982 | 1.49 | 0.25 | 239 | 0.36 | 0.061 |
| | PERSONAL INJURY | 52,058 | 78.84 | 13.34 | 4,526 | 6.85 | 1.160 |
| | PERSONS INJURED | 77,339 | 117.13 | 19.82 | 6,664 | 10.09 | 1.708 |
| 1995 ¹ | TOTAL | 221,027 | 342.46 | 56.94 | 9,995 | 15.49 | 2.575 |
| | FATAL | 859 | 1.33 | 0.22 | 199 | 0.31 | 0.051 |
| | FATALITIES | 959 | 1.49 | 0.25 | 226 | 0.35 | 0.058 |
| | PERSONAL INJURY | 53,831 | 83.41 | 13.87 | 4,637 | 7.18 | 1.195 |
| | PERSONS INJURED | 80,632 | 124.93 | 20.77 | 6,889 | 10.67 | 1.775 |
| 1994 ¹ | TOTAL | 213,223 | 343.31 | 55.23 | 9,794 | 15.77 | 2.537 |
| | FATAL | 875 | 1.41 | 0.23 | 204 | 0.33 | 0.053 |
| | FATALITIES | 976 | 1.57 | 0.25 | 229 | 0.37 | 0.059 |
| | PERSONAL INJURY | 52,476 | 84.49 | 13.59 | 4,680 | 7.54 | 1.212 |
| | PERSONS INJURED | 78,105 | 125.76 | 20.23 | 6,893 | 11.10 | 1.786 |
| 1993 | TOTAL | 204,373 | 338.02 | 53.91 | 10,137 | 16.77 | 2.670 |
| | FATAL | 782 | 1.29 | 0.21 | 199 | 0.33 | 0.050 |
| | FATALITIES | 891 | 1.47 | 0.24 | 228 | 0.38 | 0.060 |
| | PERSONAL INJURY | 50,774 | 83.98 | 13.39 | 4,807 | 7.95 | 1.270 |
| | PERSONS INJURED | 75,614 | 125.06 | 19.95 | 7,144 | 11.82 | 1.880 |
| 1992 | TOTAL | 194,879 | 341.46 | 51.28 | 10,517 | 18.43 | 2.770 |
| | FATAL | 798 | 1.40 | 0.21 | 211 | 0.37 | 0.060 |
| | FATALITIES | 903 | 1.58 | 0.24 | 242 | 0.42 | 0.060 |
| | PERSONAL INJURY | 48,606 | 85.17 | 12.79 | 4,881 | 8.55 | 1.280 |
| | PERSONS INJURED | 72,223 | 126.55 | 19.00 | 7,327 | 12.84 | 1.930 |

| | 1996 | 1995 | 1994 | 1993 | 1992 |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|
| VEHICLE MILES TRAVELED* | | | | | |
| (IN MILLIONS) | 66,030 | 64,541 | 62,108 | 60,461 | 57,072 |
| LICENSED DRIVERS** | 3,902,519 | 3,881,424 | 3,860,329 | 3,790,783 | 3,800,437 |

* Federal Highway Administration, 1996.

Legend: HVMT= Hundred Million Vehicles Miles Traveled.

Vehicle Miles Traveled Source: Indiana Department of Transportation.

** Bureau of Motor Vehicles: 1992, 1993, 1994, 1997.

Note: 1995 and 1996 licensed driver numbers estimated from 1994 and 1997 counts.

Actual 1995 and 1996 licensed driver numbers unavailable.

LD Rates are expressed per 1000 licensed drivers. VMT Rates are expressed per 100,000,000 vehicle miles traveled.

¹ Corrected for misclassified private property crashes.

Table 2. Crash Severity with Licensed Drivers and Registered Vehicles: 1988-1996

| Year | Fatal | Personal Injury | Property Damage | Total Crashes | Fatalities | Injuries | Licensed ¹ Drivers | Registered ¹ Vehicles |
|------|-------|---------------------|----------------------|----------------------|------------|---------------------|-------------------------------|----------------------------------|
| 1988 | 962 | 51,678 | 164,040 | 216,680 | 1,104 | 75,360 | 3,590,173 | 4,550,450 |
| 1989 | 883 | 52,338 | 168,953 | 222,174 | 973 | 76,447 | 3,754,151 | 4,693,634 |
| 1990 | 924 | 50,667 | 157,929 | 209,520 | 1,044 | 74,916 | 3,601,167 | 4,624,591 |
| 1991 | 904 | 47,132 | 146,923 | 194,959 | 1,022 | 69,280 | 3,744,208 | 4,740,306 |
| 1992 | 798 | 48,606 | 145,475 | 194,879 | 903 | 72,223 | 3,800,437 | 4,839,889 |
| 1993 | 782 | 50,774 | 152,817 | 204,373 | 891 | 75,614 | 3,790,783 | 4,953,250 |
| 1994 | 875 | 52,476 ² | 159,872 ² | 213,223 ² | 976 | 78,105 ² | 3,860,329 | 5,131,673 |
| 1995 | 859 | 53,831 ² | 166,337 ² | 221,027 ² | 959 | 80,632 ² | 3,881,424 | 5,209,779 |
| 1996 | 870 | 52,058 | 168,537 | 221,465 | 982 | 77,339 | 3,902,519 | 5,347,748 |

Note: 1995 and 1996 licensed driver numbers estimated from 1994 and 1997 counts.

Actual 1995 and 1996 licensed driver numbers unavailable.

¹ Source: Indiana Department of Motor Vehicles

² Corrected for misclassified private property crashes. See Foreword for explanation.

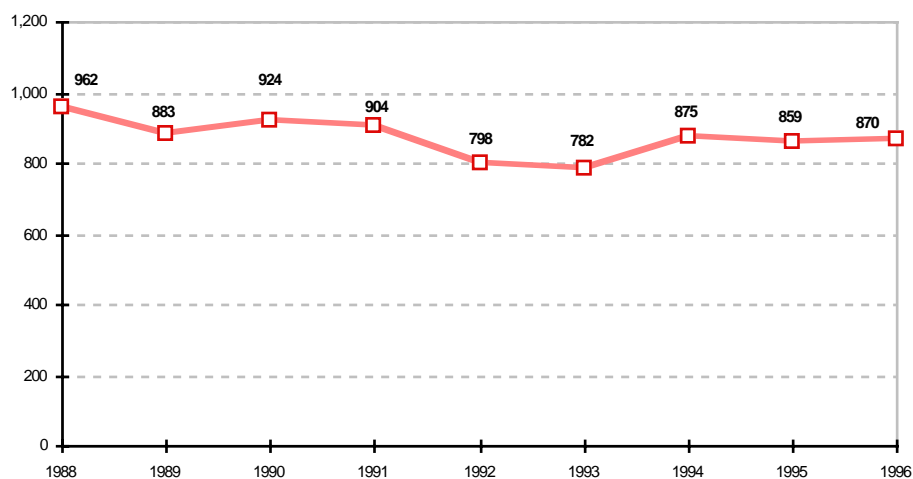


Figure 1. Fatal Crashes in Indiana: 1988-1996

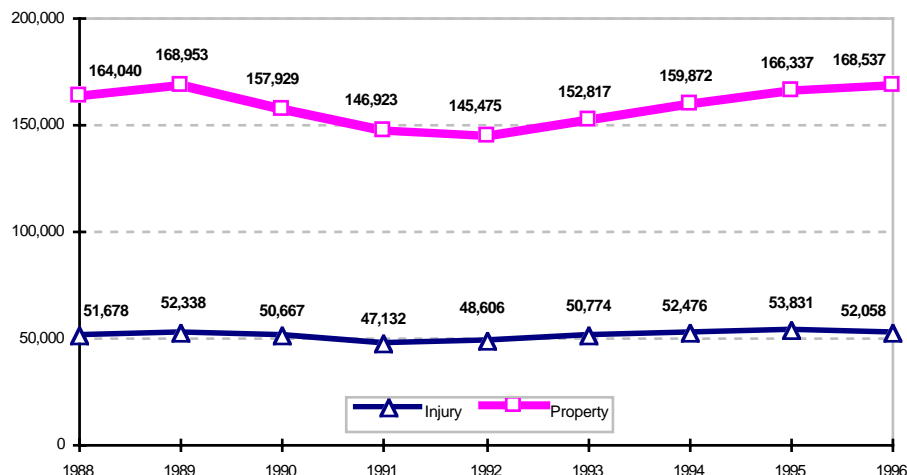


Figure 2. Personal Injury and Property Damage Crashes : 1988-1996

Table 3. Indiana Fatality Rate per 100 Million Vehicle Miles Traveled: 1980-1996

| Year | Billion VMT | Fatal Crashes | Traffic Deaths | Fatality Rate | Change in Fatality Rate | Fatal Crash Rate | Change in Fatal Crash Rate |
|------|-------------|---------------|----------------|---------------|-------------------------|------------------|----------------------------|
| 1980 | 38.7 | 1,040 | 1,179 | 3.0 | -6.3% | 2.7 | N/A |
| 1981 | 38.9 | 1,022 | 1,177 | 2.9 | -3.3% | 2.6 | -2.2% |
| 1982 | 39.2 | 849 | 971 | 2.5 | -13.8% | 2.2 | -17.5% |
| 1983 | 39.8 | 875 | 1,020 | 2.6 | 4.0% | 2.2 | 1.4% |
| 1984 | 41.1 | 839 | 929 | 2.3 | -11.5% | 2.0 | -7.3% |
| 1985 | 40.8 | 881 | 980 | 2.4 | 4.3% | 2.2 | 5.9% |
| 1986 | 40.8 | 993 | 1,038 | 2.5 | 4.2% | 2.4 | 13.0% |
| 1987 | 43.6 | 957 | 1,056 | 2.4 | -4.0% | 2.2 | -10.2% |
| 1988 | 51.1 | 962 | 1,104 | 2.1 | -12.5% | 1.9 | -14.2% |
| 1989 | 56.2 | 883 | 973 | 1.7 | -19.0% | 1.6 | -16.5% |
| 1990 | 53.7 | 924 | 1,044 | 2.0 | 17.6% | 1.7 | 9.6% |
| 1991 | 54.3 | 904 | 1,022 | 1.9 | -5.0% | 1.7 | -2.9% |
| 1992 | 57.1 | 798 | 903 | 1.6 | -15.8% | 1.4 | -16.2% |
| 1993 | 60.5 | 782 | 891 | 1.5 | -6.3% | 1.3 | -7.9% |
| 1994 | 62.1 | 875 | 976 | 1.6 | 6.7% | 1.4 | 9.3% |
| 1995 | 64.6 | 859 | 959 | 1.5 | -6.9% | 1.3 | -5.7% |
| 1996 | 66.0 | 870 | 982 | 1.5 | -0.2% | 1.3 | -0.8% |

VMT Source: Indiana Department of Transportation, Federal Highway Administration, 1996. Legend: VMT = Vehicle Miles Traveled
 Example: The Fatality Rate, for 1996, of 1.5 traffic fatalities [(982/66.0) x 10] per 100 million vehicle miles traveled.
 Also, the Fatal Crash rate of 1.3 [(870/66.0) x 10] per 100 million vehicle miles traveled occurred during 1996.

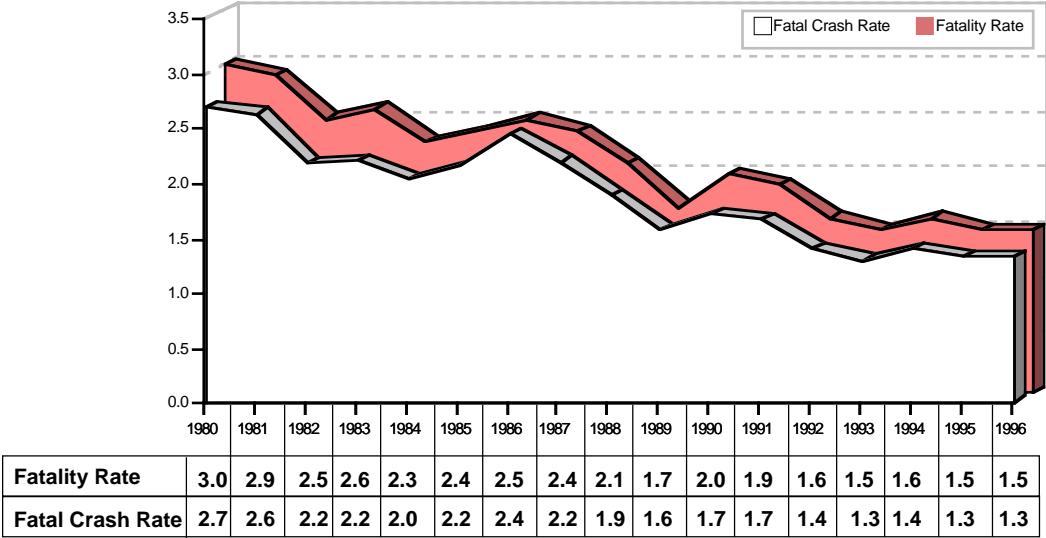


Figure 3. Indiana Fatal Crash Rates and Fatality Rates: 1980-1996 (Per 100 million Vehicle Miles Traveled)

Overview

Table 4. Total Economic Loss by Crash Severity - 1996
(In Millions of 1996 Dollars)

| Location | Fatalities | % | Injuries | % | Vehicles in | | Total | % |
|--------------|--------------|-------|----------------|-------|--------------|-------|----------------|-------|
| | | | | | PD | % | | |
| Rural | \$560 | 74.2% | \$514 | 42.5% | \$162 | 33.2% | \$1,236 | 50.4% |
| Urban | \$194 | 25.8% | \$695 | 57.5% | \$326 | 66.8% | \$1,216 | 49.6% |
| Total | \$754 | | \$1,209 | | \$489 | | \$2,452 | |

Note: Total Economic Loss is the total socioeconomic cost estimated using the NHTSA crash cost model.

Percentages calculated from column totals. Legend: PD=Property Damage

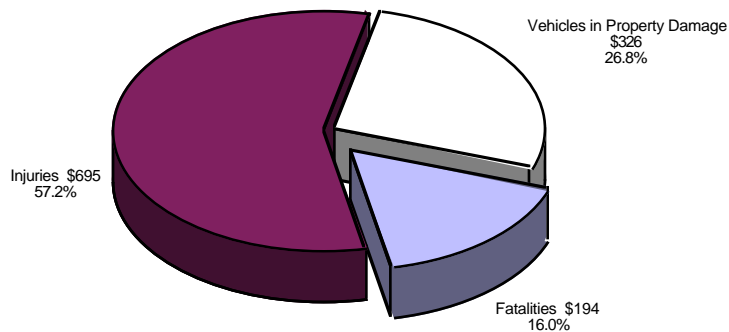
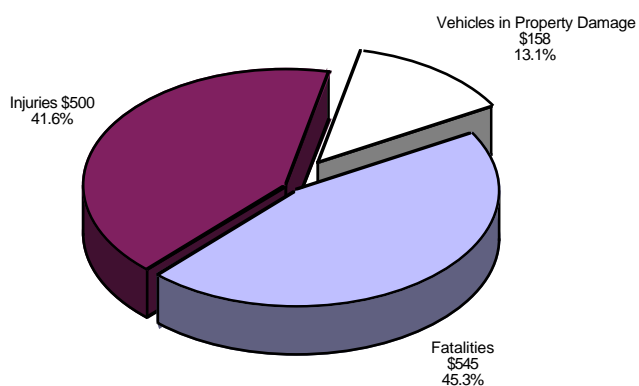


Figure 4. Total Economic Loss in Crashes - 1996

**Table 5. Total Economic Loss by Year and Locale: 1988-1996
(In Millions of 1996 Dollars)**

| Year | Rural | % | Urban | % | Statewide |
|-------------------|---------|-------|---------|-------|-----------|
| 1988 | \$1,292 | 51.5% | \$1,216 | 48.5% | \$2,508 |
| 1989 | \$1,209 | 49.6% | \$1,229 | 50.4% | \$2,437 |
| 1990 | \$1,235 | 50.9% | \$1,193 | 49.1% | \$2,428 |
| 1991 | \$1,217 | 53.0% | \$1,079 | 47.0% | \$2,295 |
| 1992 | \$1,134 | 50.5% | \$1,112 | 49.5% | \$2,247 |
| 1993 | \$1,160 | 50.2% | \$1,151 | 49.8% | \$2,311 |
| 1994 ¹ | \$1,250 | 51.3% | \$1,185 | 48.7% | \$2,435 |
| 1995 ¹ | \$1,251 | 50.5% | \$1,229 | 49.5% | \$2,480 |
| 1996 | \$1,236 | 50.4% | \$1,216 | 49.6% | \$2,452 |

Note: Total Economic Loss is the total socioeconomic cost estimated using the NHTSA crash cost model.

¹ *Corrected for misclassified private property crashes. See Foreword for explanation. All economic loss is expressed in 1996 dollars so no adjustment for inflation is needed.*

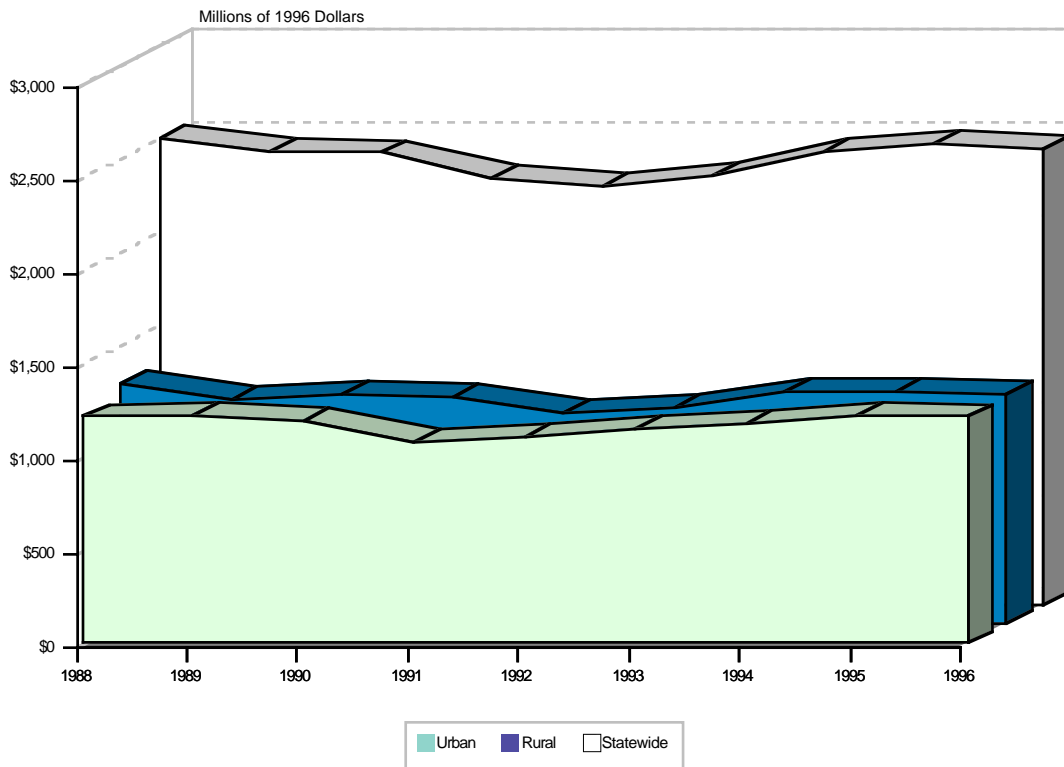


Figure 5. Total Economic Loss by Year and Locale: 1988-1996

Table 6. Total Economic Loss for all Reportable Crashes by County - 1996

| County | Total Economic Loss (Millions of Dollars) | Per Capita (Dollars) | County | Total Economic Loss (Millions of Dollars) | Per Capita (Dollars) |
|---------------|---|--------------------------------|----------------|---|--------------------------------|
| ADAMS | \$9.3 | \$285 | LAWRENCE | \$18.5 | \$408 |
| ALLEN | \$125.5 | \$405 | MADISON | \$52.4 | \$396 |
| BARTHOLOMEW | \$36.0 | \$526 | MARION | \$361.4 | \$444 |
| BENTON | \$3.2 | \$333 | MARSHALL | \$23.6 | \$523 |
| BLACKFORD | \$5.0 | \$352 | MARTIN | \$4.9 | \$464 |
| BOONE | \$16.8 | \$397 | MIAMI | \$13.9 | \$429 |
| BROWN | \$8.1 | \$526 | MONROE | \$38.0 | \$328 |
| CARROLL | \$8.1 | \$413 | MONTGOMERY | \$17.0 | \$470 |
| CASS | \$15.6 | \$404 | MORGAN | \$19.3 | \$306 |
| CLARK | \$35.8 | \$388 | NEWTON | \$5.3 | \$363 |
| CLAY | \$11.9 | \$448 | NOBLE | \$18.7 | \$451 |
| CLINTON | \$12.9 | \$391 | OHIO | \$1.4 | \$258 |
| CRAWFORD | \$3.1 | \$295 | ORANGE | \$7.9 | \$413 |
| DAVISS | \$12.9 | \$449 | OWEN | \$7.5 | \$372 |
| DEARBORN | \$19.6 | \$433 | PARKE | \$4.9 | \$301 |
| DECATUR | \$13.3 | \$530 | PERRY | \$6.7 | \$349 |
| DEKALB | \$18.2 | \$478 | PIKE | \$9.1 | \$721 |
| DELAWARE | \$48.8 | \$412 | PORTER | \$58.8 | \$414 |
| DUBOIS | \$12.6 | \$322 | POSEY | \$6.1 | \$229 |
| ELKHART | \$89.9 | \$533 | PULASKI | \$6.2 | \$476 |
| FAYETTE | \$9.7 | \$371 | PUTNAM | \$11.8 | \$354 |
| FLOYD | \$27.3 | \$386 | RANDOLPH | \$12.0 | \$435 |
| FOUNTAIN | \$8.9 | \$488 | RIPLEY | \$9.2 | \$343 |
| FRANKLIN | \$10.2 | \$477 | RUSH | \$6.7 | \$369 |
| FULTON | \$11.4 | \$566 | SAINT JOSEPH | \$113.7 | \$442 |
| GIBSON | \$12.9 | \$404 | SCOTT | \$11.9 | \$527 |
| GRANT | \$32.0 | \$437 | SHELBY | \$15.3 | \$357 |
| GREENE | \$9.2 | \$280 | SPENCER | \$8.1 | \$395 |
| HAMILTON | \$45.5 | \$308 | STARKE | \$11.4 | \$488 |
| HANCOCK | \$16.7 | \$320 | STEUBEN | \$16.5 | \$537 |
| HARRISON | \$14.6 | \$440 | SULLIVAN | \$7.7 | \$383 |
| HENDRICKS | \$33.9 | \$380 | SWITZERLAND | \$4.3 | \$509 |
| HENRY | \$19.4 | \$397 | TIPPECANOE | \$57.9 | \$419 |
| HOWARD | \$29.1 | \$347 | TIPTON | \$7.4 | \$450 |
| HUNTINGTON | \$18.4 | \$497 | UNION | \$3.0 | \$405 |
| JACKSON | \$19.7 | \$488 | VANDEBURGH | \$59.3 | \$355 |
| JASPER | \$12.7 | \$448 | VERMILLION | \$12.5 | \$742 |
| JAY | \$8.4 | \$387 | VIGO | \$53.3 | \$503 |
| JEFFERSON | \$13.0 | \$420 | WABASH | \$18.9 | \$546 |
| JENNINGS | \$10.7 | \$400 | WARREN | \$3.2 | \$396 |
| JOHNSON | \$33.0 | \$317 | WARRICK | \$11.8 | \$236 |
| KNOX | \$14.8 | \$373 | WASHINGTON | \$10.1 | \$380 |
| KOSCIUSKO | \$35.2 | \$505 | WAYNE | \$35.5 | \$494 |
| LAGRANGE | \$20.4 | \$635 | WELLS | \$11.4 | \$429 |
| LAKE | \$210.0 | \$438 | WHITE | \$8.4 | \$334 |
| LAPORTE | \$54.4 | \$498 | WHITLEY | \$11.0 | \$369 |
| | | | INDIANA | \$2,451.9 | \$421 |

Note: Total Economic Loss is the total socioeconomic cost estimated using the NHTSA crash cost model. 1996 population estimates obtained from the U.S. Census Bureau.

Table 7. Crash Severity by County - 1996

| County | Total Crashes | | | | Alcohol-Related Crashes | | | |
|-------------|---------------|-------|-----------------|-----------------|-------------------------|-------|-----------------|-----------------|
| | Total | Fatal | Personal Injury | Property Damage | Total | Fatal | Personal Injury | Property Damage |
| ADAMS | 928 | 4 | 177 | 747 | 30 | 0 | 12 | 18 |
| ALLEN | 13,339 | 34 | 2,918 | 10,387 | 562 | 11 | 271 | 280 |
| BARTHOLOMEW | 2,461 | 15 | 706 | 1,740 | 99 | 2 | 51 | 46 |
| BENTON | 189 | 2 | 48 | 139 | 3 | 0 | 1 | 2 |
| BLACKFORD | 450 | 2 | 83 | 365 | 14 | 0 | 7 | 7 |
| BOONE | 1,419 | 8 | 266 | 1,145 | 57 | 3 | 18 | 36 |
| BROWN | 481 | 4 | 101 | 376 | 28 | 1 | 12 | 15 |
| CARROLL | 649 | 5 | 132 | 512 | 24 | 0 | 14 | 10 |
| CASS | 1,807 | 3 | 404 | 1,400 | 60 | 1 | 27 | 32 |
| CLARK | 3,616 | 5 | 1,009 | 2,602 | 191 | 0 | 92 | 99 |
| CLAY | 979 | 6 | 187 | 786 | 36 | 1 | 13 | 22 |
| CLINTON | 1,061 | 6 | 258 | 797 | 52 | 1 | 22 | 29 |
| CRAWFORD | 270 | 1 | 49 | 220 | 8 | 1 | 6 | 1 |
| DAVISS | 858 | 6 | 221 | 631 | 64 | 1 | 36 | 27 |
| DEARBORN | 1,590 | 9 | 387 | 1,194 | 91 | 1 | 46 | 44 |
| DECATUR | 820 | 8 | 184 | 628 | 35 | 1 | 16 | 18 |
| DEKALB | 1,480 | 11 | 281 | 1,188 | 56 | 4 | 28 | 24 |
| DELAWARE | 4,661 | 18 | 1,075 | 3,568 | 189 | 4 | 89 | 96 |
| DUBOIS | 1,382 | 2 | 345 | 1,035 | 75 | 0 | 42 | 33 |
| ELKHART | 7,521 | 32 | 1,807 | 5,682 | 321 | 11 | 172 | 138 |
| FAYETTE | 998 | 2 | 223 | 773 | 60 | 0 | 26 | 34 |
| FLOYD | 2,572 | 8 | 664 | 1,900 | 145 | 4 | 66 | 75 |
| FOUNTAIN | 648 | 4 | 126 | 518 | 29 | 1 | 14 | 14 |
| FRANKLIN | 646 | 6 | 132 | 508 | 41 | 0 | 16 | 25 |
| FULTON | 681 | 8 | 144 | 529 | 38 | 4 | 17 | 17 |
| GIBSON | 1,072 | 6 | 234 | 832 | 48 | 2 | 22 | 24 |
| GRANT | 2,864 | 11 | 620 | 2,233 | 113 | 4 | 41 | 68 |
| GREENE | 965 | 3 | 225 | 737 | 44 | 1 | 22 | 21 |
| HAMILTON | 4,700 | 11 | 1,104 | 3,585 | 119 | 3 | 55 | 61 |
| HANCOCK | 1,536 | 4 | 415 | 1,117 | 60 | 0 | 31 | 29 |
| HARRISON | 1,217 | 7 | 263 | 947 | 47 | 0 | 26 | 21 |
| HENDRICKS | 2,695 | 17 | 568 | 2,110 | 92 | 2 | 35 | 55 |
| HENRY | 1,554 | 7 | 383 | 1,164 | 68 | 3 | 35 | 30 |
| HOWARD | 2,824 | 5 | 792 | 2,027 | 126 | 2 | 66 | 58 |
| HUNTINGTON | 1,323 | 9 | 318 | 996 | 45 | 2 | 25 | 18 |
| JACKSON | 1,755 | 6 | 404 | 1,345 | 62 | 2 | 27 | 33 |
| JASPER | 1,020 | 7 | 223 | 790 | 45 | 3 | 27 | 15 |
| JAY | 753 | 4 | 139 | 610 | 19 | 1 | 7 | 11 |
| JEFFERSON | 1,024 | 4 | 233 | 787 | 61 | 0 | 31 | 30 |
| JENNINGS | 886 | 4 | 218 | 664 | 48 | 1 | 32 | 15 |
| JOHNSON | 3,186 | 10 | 781 | 2,395 | 139 | 0 | 60 | 79 |
| KNOX | 1,423 | 5 | 345 | 1,073 | 72 | 3 | 35 | 34 |
| KOSCIUSKO | 2,757 | 20 | 560 | 2,177 | 153 | 6 | 75 | 72 |
| LAGRANGE | 1,086 | 15 | 157 | 914 | 45 | 4 | 23 | 18 |
| LAKE | 19,612 | 56 | 4,880 | 14,676 | 935 | 20 | 442 | 473 |
| LAPORTE | 4,106 | 23 | 1,099 | 2,984 | 253 | 7 | 126 | 120 |

Overview

Table 7. Crash Severity by County - 1996 (Cont.)

| County | Total Crashes | | | | Alcohol-Related Crashes | | | |
|----------------|----------------|------------|-----------------|-----------------|-------------------------|------------|-----------------|-----------------|
| | Total | Fatal | Personal Injury | Property Damage | Total | Fatal | Personal Injury | Property Damage |
| LAWRENCE | 1,499 | 7 | 348 | 1,144 | 79 | 2 | 35 | 42 |
| MADISON | 5,096 | 12 | 1,304 | 3,780 | 239 | 1 | 105 | 133 |
| MARION | 33,523 | 97 | 8,652 | 24,774 | 1,279 | 16 | 584 | 679 |
| MARSHALL | 1,745 | 12 | 405 | 1,328 | 75 | 2 | 40 | 33 |
| MARTIN | 337 | 3 | 90 | 244 | 25 | 2 | 11 | 12 |
| MIAMI | 1,128 | 6 | 252 | 870 | 51 | 1 | 29 | 21 |
| MONROE | 4,566 | 9 | 908 | 3,649 | 125 | 4 | 56 | 65 |
| MONTGOMERY | 1,321 | 9 | 276 | 1,036 | 48 | 1 | 23 | 24 |
| MORGAN | 1,675 | 7 | 413 | 1,255 | 82 | 2 | 38 | 42 |
| NEWTON | 376 | 3 | 77 | 296 | 30 | 2 | 12 | 16 |
| NOBLE | 1,713 | 10 | 292 | 1,411 | 90 | 2 | 34 | 54 |
| OHIO | 217 | 0 | 41 | 176 | 15 | 0 | 7 | 8 |
| ORANGE | 622 | 5 | 83 | 534 | 18 | 1 | 6 | 11 |
| OWEN | 640 | 3 | 162 | 475 | 31 | 0 | 12 | 19 |
| PARKE | 573 | 2 | 101 | 470 | 32 | 0 | 13 | 19 |
| PERRY | 684 | 3 | 136 | 545 | 35 | 2 | 14 | 19 |
| PIKE | 408 | 6 | 93 | 309 | 24 | 0 | 11 | 13 |
| PORTER | 4,624 | 24 | 1,212 | 3,388 | 221 | 4 | 105 | 112 |
| POSEY | 578 | 3 | 120 | 455 | 26 | 0 | 16 | 10 |
| PULASKI | 603 | 4 | 96 | 503 | 22 | 0 | 16 | 6 |
| PUTNAM | 1,183 | 5 | 237 | 941 | 41 | 1 | 18 | 22 |
| RANDOLPH | 740 | 9 | 149 | 582 | 32 | 2 | 13 | 17 |
| RIPLEY | 872 | 5 | 161 | 706 | 44 | 0 | 17 | 27 |
| RUSH | 529 | 3 | 119 | 407 | 19 | 0 | 8 | 11 |
| SAINT JOSEPH | 10,330 | 37 | 2,632 | 7,661 | 593 | 9 | 256 | 328 |
| SCOTT | 829 | 4 | 255 | 570 | 43 | 2 | 21 | 20 |
| SHELBY | 1,381 | 6 | 342 | 1,033 | 79 | 2 | 36 | 41 |
| SPENCER | 641 | 5 | 137 | 499 | 52 | 2 | 14 | 36 |
| STARKE | 824 | 5 | 192 | 627 | 55 | 2 | 26 | 27 |
| STEBEN | 1,761 | 8 | 299 | 1,454 | 54 | 2 | 16 | 36 |
| SULLIVAN | 527 | 5 | 84 | 438 | 10 | 2 | 2 | 6 |
| SWITZERLAND | 367 | 3 | 63 | 301 | 14 | 2 | 7 | 5 |
| TIPPECANOE | 6,492 | 17 | 1,240 | 5,235 | 279 | 2 | 121 | 156 |
| TIPTON | 423 | 4 | 108 | 311 | 12 | 2 | 6 | 4 |
| UNION | 248 | 2 | 44 | 202 | 4 | 0 | 1 | 3 |
| VANDEBURGH | 6,832 | 12 | 1,513 | 5,307 | 305 | 3 | 132 | 170 |
| VERMILLION | 601 | 9 | 143 | 449 | 32 | 3 | 11 | 18 |
| VIGO | 5,260 | 17 | 1,216 | 4,027 | 232 | 4 | 101 | 127 |
| WABASH | 1,287 | 10 | 309 | 968 | 52 | 2 | 29 | 21 |
| WARREN | 282 | 2 | 48 | 232 | 10 | 0 | 3 | 7 |
| WARRICK | 1,481 | 3 | 288 | 1,190 | 65 | 0 | 24 | 41 |
| WASHINGTON | 878 | 5 | 198 | 675 | 55 | 3 | 24 | 28 |
| WAYNE | 2,932 | 14 | 735 | 2,183 | 130 | 2 | 59 | 69 |
| WELLS | 826 | 6 | 182 | 638 | 32 | 1 | 13 | 18 |
| WHITE | 1,078 | 2 | 196 | 880 | 38 | 0 | 21 | 17 |
| WHITLEY | 1,069 | 4 | 219 | 846 | 46 | 1 | 23 | 22 |
| INDIANA | 221,465 | 870 | 52,058 | 168,537 | 9,777 | 209 | 4,526 | 5,042 |

Table 8. All Crashes by Primary Contributing Circumstance and Crash Type - 1996

| Primary Contributing Circumstances | Hit and Run Collision | | Non-Collision with Other | | Not Reported | Total |
|------------------------------------|-----------------------|-----------------|--------------------------|--------------|---------------|----------------|
| | Collision | Other Collision | with Other | Other | | |
| Alcoholic Beverage | 911 | 3,523 | 372 | 83 | 33 | 4,922 |
| Illegal Drugs | 13 | 66 | 2 | 1 | 3 | 85 |
| Prescription Drugs | 22 | 111 | 4 | 3 | 2 | 142 |
| Driver Apparently Asleep | 63 | 1,881 | 292 | 51 | 8 | 2,295 |
| Driver Inattention | 3,147 | 40,687 | 1,117 | 288 | 166 | 45,405 |
| Driver Illness | 19 | 610 | 26 | 11 | 4 | 670 |
| Unsafe Speed | 829 | 8,046 | 897 | 153 | 41 | 9,966 |
| Failure to Yield Right-of-Way | 1,408 | 27,550 | 123 | 46 | 49 | 29,176 |
| Disregarded Signal/Sign | 751 | 6,966 | 57 | 8 | 16 | 7,798 |
| Left of Center | 643 | 2,916 | 106 | 16 | 20 | 3,701 |
| Improper Passing | 338 | 1,850 | 28 | 5 | 10 | 2,231 |
| Improper Turning | 424 | 3,415 | 27 | 22 | 22 | 3,910 |
| Improper Lane Usage | 766 | 3,202 | 58 | 11 | 12 | 4,049 |
| Following Too Closely | 839 | 11,146 | 29 | 11 | 24 | 12,049 |
| Unsafe Backing | 700 | 3,152 | 10 | 6 | 13 | 3,881 |
| Wrong Way on One-Way | 43 | 219 | 4 | 0 | 0 | 266 |
| Pedestrian Actions | 59 | 1,077 | 5 | 26 | 22 | 1,189 |
| Passenger Distraction | 11 | 295 | 14 | 5 | 2 | 327 |
| Violation of Driver License | 7 | 50 | 2 | 1 | 1 | 61 |
| Engine Failure or Defective | 4 | 172 | 6 | 164 | 11 | 357 |
| Accelerator Failure or Defective | 4 | 154 | 3 | 2 | 0 | 163 |
| Brake Failure or Defective | 45 | 1,558 | 44 | 27 | 1 | 1,675 |
| Tire Failure or Defective | 21 | 535 | 71 | 66 | 14 | 707 |
| Headlight Defective or Not On | 14 | 128 | 1 | 3 | 0 | 146 |
| Other Lights Defective | 3 | 112 | 1 | 0 | 0 | 116 |
| Steering Failure | 13 | 346 | 34 | 9 | 1 | 403 |
| Window/Windshield Defective | 1 | 12 | 0 | 1 | 0 | 14 |
| Oversize/Overweight | 11 | 82 | 6 | 10 | 3 | 112 |
| Insecure/Leaky Load | 22 | 284 | 41 | 59 | 20 | 426 |
| Tow Hitch Failure | 4 | 127 | 15 | 15 | 2 | 163 |
| Animal(s) Present on Roadway | 70 | 13,740 | 364 | 112 | 63 | 14,349 |
| Glare | 7 | 389 | 8 | 6 | 2 | 412 |
| Loose Surface Material | 3 | 279 | 67 | 29 | 2 | 380 |
| Materials on Surface/Weather | 303 | 13,152 | 965 | 281 | 62 | 14,763 |
| Holes/Ruts on Surface | 3 | 120 | 18 | 45 | 5 | 191 |
| Shoulder Defective | 1 | 35 | 8 | 2 | 1 | 47 |
| Road Under Construction | 2 | 88 | 2 | 10 | 2 | 104 |
| Obstruction Not Marked | 4 | 126 | 3 | 2 | 0 | 135 |
| Lane Marking Obscured | 0 | 16 | 1 | 0 | 0 | 17 |
| View Obstructed by a Vehicle | 26 | 1,351 | 5 | 8 | 2 | 1,392 |
| View Obstructed by Other | 14 | 934 | 21 | 8 | 6 | 983 |
| Other | 1,574 | 8,573 | 423 | 467 | 132 | 11,169 |
| Jackknifing | 6 | 52 | 13 | 25 | 3 | 99 |
| Unknown | 3,218 | 1,910 | 95 | 41 | 35,755 | 41,019 |
| Total | 16,366 | 161,037 | 5,388 | 2,139 | 36,535 | 221,465 |

Note: Non-collision is a crash that does not involve a collision with another motor vehicle, other property or a pedestrian. Types of non-collision crashes include; explosion or fire in vehicle, rollover, immersion, vehicle struck by flying object, etc.

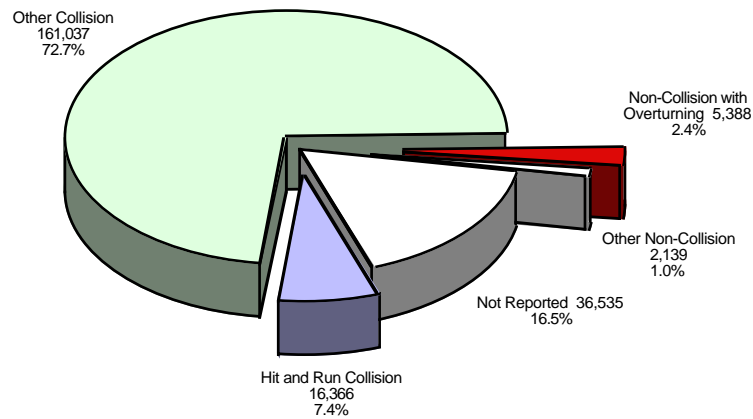
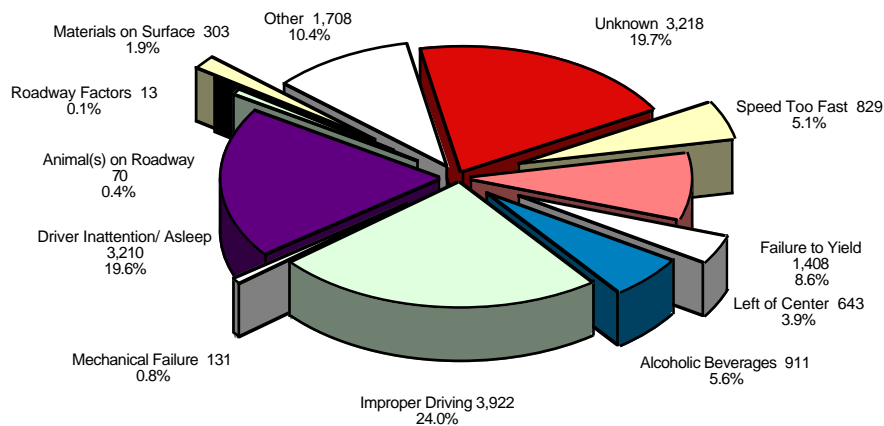
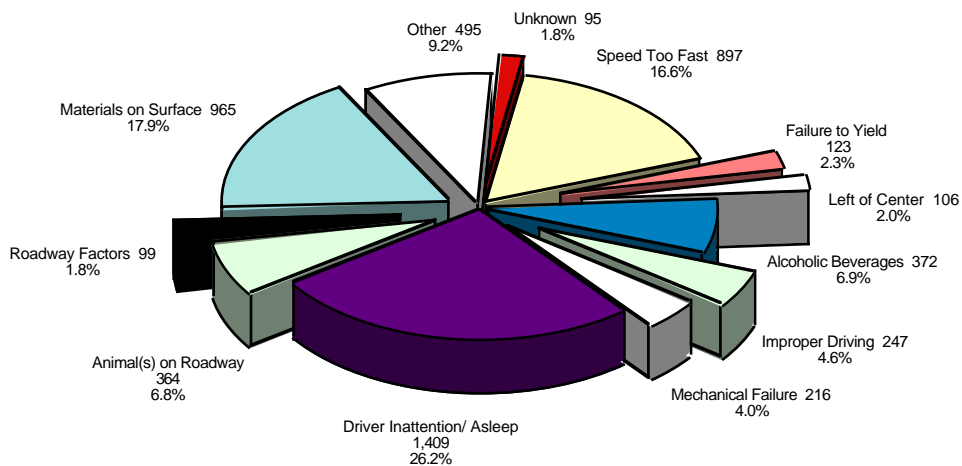


Figure 6. Total Crashes by Crash Type - 1996



Hit and Run Collision



Non-Collision with Overturning

Figure 7. Hit and Run Collision and Non-Collision with Overturning by Primary Contributing Circumstance - 1996

Table 9. Driver and Passenger Fatalities by Motor Vehicle Type - 1996

| Vehicle Type | Driver | % | Passenger | % | Total | % |
|-------------------------------|------------|--------|------------|-------|------------|--------|
| Passenger Car | 441 | 68.80% | 197 | 76.1% | 638 | 70.89% |
| Pickup Truck | 81 | 12.64% | 25 | 9.7% | 106 | 11.78% |
| Van | 35 | 5.46% | 19 | 7.3% | 54 | 6.00% |
| Truck | 11 | 1.72% | 2 | 0.8% | 13 | 1.44% |
| Semi-Tractor with Trailers | 11 | 1.72% | 0 | 0.0% | 11 | 1.22% |
| Combination Vehicle | 1 | 0.16% | 0 | 0.0% | 1 | 0.11% |
| Recreation Vehicle | 1 | 0.16% | 0 | 0.0% | 1 | 0.11% |
| Police Car | 1 | 0.16% | 0 | 0.0% | 1 | 0.11% |
| Ambulance | 1 | 0.16% | 1 | 0.4% | 2 | 0.22% |
| Motorcycle* | 54 | 8.42% | 9 | 3.5% | 63 | 7.00% |
| Farm Equipment | 2 | 0.31% | 0 | 0.0% | 2 | 0.22% |
| Other | 1 | 0.16% | 0 | 0.0% | 1 | 0.11% |
| Unknown | 1 | 0.16% | 6 | 2.3% | 7 | 0.78% |
| Total | 641 | | 259 | | 900 | |

*Motorcycle includes motorcycles, mopeds, motor bikes/scooters/minibikes.
 Note: Table does not include non-occupants (ie, pedestrian, bicyclists).

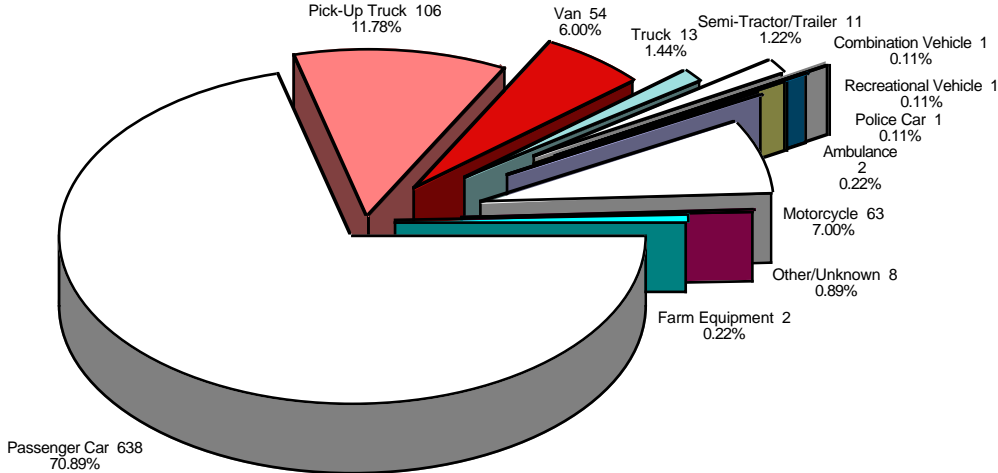


Figure 8. Driver and Passenger Fatalities by Motor Vehicle Type - 1996

Table 10. Crashes by County with Rates Per 1000 Licensed Drivers - 1996

| County | Fatal Rates | | Injury Rates | | Property Damage | PD Rates | Total Rates | |
|-------------|-------------|---------------|-----------------|---------------|-----------------|---------------|-------------|---------------|
| | Fatal | Per 1000 LDVR | Personal Injury | Per 1000 LDVR | | Per 1000 LDVR | Total | Per 1000 LDVR |
| ADAMS | 4 | 0.20 | 177 | 8.66 | 747 | 36.5 | 928 | 45.4 |
| ALLEN | 34 | 0.16 | 2,918 | 13.89 | 10,387 | 49.4 | 13,339 | 63.5 |
| BARTHOLOMEW | 15 | 0.31 | 706 | 14.38 | 1,740 | 35.4 | 2,461 | 50.1 |
| BENTON | 2 | 0.28 | 48 | 6.77 | 139 | 19.6 | 189 | 26.7 |
| BLACKFORD | 2 | 0.20 | 83 | 8.20 | 365 | 36.1 | 450 | 44.4 |
| BOONE | 8 | 0.26 | 266 | 8.64 | 1,145 | 37.2 | 1,419 | 46.1 |
| BROWN | 4 | 0.37 | 101 | 9.26 | 376 | 34.5 | 481 | 44.1 |
| CARROLL | 5 | 0.35 | 132 | 9.16 | 512 | 35.5 | 649 | 45.0 |
| CASS | 3 | 0.11 | 404 | 15.03 | 1,400 | 52.1 | 1,807 | 67.2 |
| CLARK | 5 | 0.08 | 1,009 | 15.66 | 2,602 | 40.4 | 3,616 | 56.1 |
| CLAY | 6 | 0.32 | 187 | 10.00 | 786 | 42.0 | 979 | 52.4 |
| CLINTON | 6 | 0.27 | 258 | 11.63 | 797 | 35.9 | 1,061 | 47.8 |
| CRAWFORD | 1 | 0.13 | 49 | 6.49 | 220 | 29.2 | 270 | 35.8 |
| DAVISS | 6 | 0.34 | 221 | 12.44 | 631 | 35.5 | 858 | 48.3 |
| DEARBORN | 9 | 0.29 | 387 | 12.43 | 1,194 | 38.3 | 1,590 | 51.1 |
| DECATUR | 8 | 0.46 | 184 | 10.58 | 628 | 36.1 | 820 | 47.2 |
| DEKALB | 11 | 0.41 | 281 | 10.42 | 1,188 | 44.0 | 1,480 | 54.9 |
| DELAWARE | 18 | 0.24 | 1,075 | 14.32 | 3,568 | 47.5 | 4,661 | 62.1 |
| DUBOIS | 2 | 0.07 | 345 | 12.60 | 1,035 | 37.8 | 1,382 | 50.5 |
| ELKHART | 32 | 0.29 | 1,807 | 16.47 | 5,682 | 51.8 | 7,521 | 68.6 |
| FAYETTE | 2 | 0.11 | 223 | 12.37 | 773 | 42.9 | 998 | 55.4 |
| FLOYD | 8 | 0.17 | 664 | 13.73 | 1,900 | 39.3 | 2,572 | 53.2 |
| FOUNTAIN | 4 | 0.30 | 126 | 9.39 | 518 | 38.6 | 648 | 48.3 |
| FRANKLIN | 6 | 0.44 | 132 | 9.67 | 508 | 37.2 | 646 | 47.3 |
| FULTON | 8 | 0.57 | 144 | 10.20 | 529 | 37.5 | 681 | 48.2 |
| GIBSON | 6 | 0.26 | 234 | 10.23 | 832 | 36.4 | 1,072 | 46.9 |
| GRANT | 11 | 0.22 | 620 | 12.54 | 2,233 | 45.2 | 2,864 | 57.9 |
| GREENE | 3 | 0.13 | 225 | 9.96 | 737 | 32.6 | 965 | 42.7 |
| HAMILTON | 11 | 0.10 | 1,104 | 10.37 | 3,585 | 33.7 | 4,700 | 44.2 |
| HANCOCK | 4 | 0.10 | 415 | 10.87 | 1,117 | 29.2 | 1,536 | 40.2 |
| HARRISON | 7 | 0.29 | 263 | 10.82 | 947 | 39.0 | 1,217 | 50.1 |
| HENDRICKS | 17 | 0.27 | 568 | 8.98 | 2,110 | 33.4 | 2,695 | 42.6 |
| HENRY | 7 | 0.20 | 383 | 10.71 | 1,164 | 32.6 | 1,554 | 43.5 |
| HOWARD | 5 | 0.08 | 792 | 13.32 | 2,027 | 34.1 | 2,824 | 47.5 |
| HUNTINGTON | 9 | 0.34 | 318 | 12.18 | 996 | 38.1 | 1,323 | 50.7 |
| JACKSON | 6 | 0.21 | 404 | 14.06 | 1,345 | 46.8 | 1,755 | 61.1 |
| JASPER | 7 | 0.34 | 223 | 10.85 | 790 | 38.4 | 1,020 | 49.6 |
| JAY | 4 | 0.25 | 139 | 8.85 | 610 | 38.9 | 753 | 48.0 |
| JEFFERSON | 4 | 0.19 | 233 | 11.20 | 787 | 37.8 | 1,024 | 49.2 |
| JENNINGS | 4 | 0.23 | 218 | 12.58 | 664 | 38.3 | 886 | 51.1 |
| JOHNSON | 10 | 0.14 | 781 | 10.62 | 2,395 | 32.6 | 3,186 | 43.3 |
| KNOX | 5 | 0.19 | 345 | 12.91 | 1,073 | 40.2 | 1,423 | 53.3 |
| KOSCIUSKO | 20 | 0.41 | 560 | 11.57 | 2,177 | 45.0 | 2,757 | 57.0 |
| LAGRANGE | 15 | 0.92 | 157 | 9.64 | 914 | 56.1 | 1,086 | 66.7 |
| LAKE | 56 | 0.19 | 4,880 | 16.52 | 14,676 | 49.7 | 19,612 | 66.4 |
| LAPORTE | 23 | 0.32 | 1,099 | 15.29 | 2,984 | 41.5 | 4,106 | 57.1 |

Legend: LDVR= Licensed Driver; PD= Property Damage
 Licensed Driver Source: Indiana Bureau of Motor Vehicles

Note: 1996 licensed driver numbers estimated from 1994 and 1997 counts. Actual 1995 and 1996 licensed driver numbers unavailable.

Table 10. Crashes by County with Rates Per 1000 Licensed Drivers - 1996 (Cont.)

| County | Fatal Rates | | Injury Rates | | Property Damage | PD Rates | | Total Rates | |
|----------------|-------------|---------------|-----------------|---------------|-----------------|---------------|----------------|---------------|--|
| | Fatal | Per 1000 LDVR | Personal Injury | Per 1000 LDVR | | Per 1000 LDVR | Total | Per 1000 LDVR | |
| LAWRENCE | 7 | 0.22 | 348 | 10.91 | 1,144 | 35.9 | 1,499 | 47.0 | |
| MADISON | 12 | 0.13 | 1,304 | 14.45 | 3,780 | 41.9 | 5,096 | 56.5 | |
| MARION | 97 | 0.19 | 8,652 | 16.64 | 24,774 | 47.6 | 33,523 | 64.5 | |
| MARSHALL | 12 | 0.41 | 405 | 13.68 | 1,328 | 44.9 | 1,745 | 58.9 | |
| MARTIN | 3 | 0.39 | 90 | 11.70 | 244 | 31.7 | 337 | 43.8 | |
| MIAMI | 6 | 0.24 | 252 | 10.22 | 870 | 35.3 | 1,128 | 45.7 | |
| MONROE | 9 | 0.13 | 908 | 13.36 | 3,649 | 53.7 | 4,566 | 67.2 | |
| MONTGOMERY | 9 | 0.35 | 276 | 10.76 | 1,036 | 40.4 | 1,321 | 51.5 | |
| MORGAN | 7 | 0.16 | 413 | 9.50 | 1,255 | 28.9 | 1,675 | 38.5 | |
| NEWTON | 3 | 0.30 | 77 | 7.75 | 296 | 29.8 | 376 | 37.8 | |
| NOBLE | 10 | 0.35 | 292 | 10.12 | 1,411 | 48.9 | 1,713 | 59.4 | |
| OHIO | 0 | 0.00 | 41 | 10.22 | 176 | 43.9 | 217 | 54.1 | |
| ORANGE | 5 | 0.38 | 83 | 6.31 | 534 | 40.6 | 622 | 47.3 | |
| OWEN | 3 | 0.22 | 162 | 11.81 | 475 | 34.6 | 640 | 46.7 | |
| PARKE | 2 | 0.18 | 101 | 9.22 | 470 | 42.9 | 573 | 52.3 | |
| PERRY | 3 | 0.23 | 136 | 10.31 | 545 | 41.3 | 684 | 51.9 | |
| PIKE | 6 | 0.66 | 93 | 10.31 | 309 | 34.2 | 408 | 45.2 | |
| PORTER | 24 | 0.24 | 1,212 | 12.34 | 3,388 | 34.5 | 4,624 | 47.1 | |
| POSEY | 3 | 0.16 | 120 | 6.41 | 455 | 24.3 | 578 | 30.9 | |
| PULASKI | 4 | 0.42 | 96 | 10.04 | 503 | 52.6 | 603 | 63.1 | |
| PUTNAM | 5 | 0.23 | 237 | 10.76 | 941 | 42.7 | 1,183 | 53.7 | |
| RANDOLPH | 9 | 0.45 | 149 | 7.45 | 582 | 29.1 | 740 | 37.0 | |
| RIPLEY | 5 | 0.25 | 161 | 8.07 | 706 | 35.4 | 872 | 43.7 | |
| RUSH | 3 | 0.24 | 119 | 9.35 | 407 | 32.0 | 529 | 41.6 | |
| SAINT JOSEPH | 37 | 0.23 | 2,632 | 16.03 | 7,661 | 46.7 | 10,330 | 62.9 | |
| SCOTT | 4 | 0.26 | 255 | 16.38 | 570 | 36.6 | 829 | 53.2 | |
| SHELBY | 6 | 0.21 | 342 | 11.72 | 1,033 | 35.4 | 1,381 | 47.3 | |
| SPENCER | 5 | 0.35 | 137 | 9.51 | 499 | 34.6 | 641 | 44.5 | |
| STARKE | 5 | 0.32 | 192 | 12.33 | 627 | 40.3 | 824 | 52.9 | |
| STEBEN | 8 | 0.36 | 299 | 13.36 | 1,454 | 65.0 | 1,761 | 78.7 | |
| SULLIVAN | 5 | 0.35 | 84 | 5.88 | 438 | 30.6 | 527 | 36.9 | |
| SWITZERLAND | 3 | 0.54 | 63 | 11.42 | 301 | 54.6 | 367 | 66.5 | |
| TIPPECANOE | 17 | 0.20 | 1,240 | 14.65 | 5,235 | 61.8 | 6,492 | 76.7 | |
| TIPTON | 4 | 0.33 | 108 | 9.01 | 311 | 25.9 | 423 | 35.3 | |
| UNION | 2 | 0.37 | 44 | 8.21 | 202 | 37.7 | 248 | 46.3 | |
| VANDEBURGH | 12 | 0.11 | 1,513 | 13.41 | 5,307 | 47.0 | 6,832 | 60.5 | |
| VERMILLION | 9 | 0.73 | 143 | 11.63 | 449 | 36.5 | 601 | 48.9 | |
| VIGO | 17 | 0.25 | 1,216 | 18.02 | 4,027 | 59.7 | 5,260 | 77.9 | |
| WABASH | 10 | 0.40 | 309 | 12.51 | 968 | 39.2 | 1,287 | 52.1 | |
| WARREN | 2 | 0.36 | 48 | 8.66 | 232 | 41.8 | 282 | 50.9 | |
| WARRICK | 3 | 0.08 | 288 | 7.86 | 1,190 | 32.5 | 1,481 | 40.4 | |
| WASHINGTON | 5 | 0.29 | 198 | 11.48 | 675 | 39.1 | 878 | 50.9 | |
| WAYNE | 14 | 0.29 | 735 | 15.07 | 2,183 | 44.7 | 2,932 | 60.1 | |
| WELLS | 6 | 0.31 | 182 | 9.54 | 638 | 33.4 | 826 | 43.3 | |
| WHITE | 2 | 0.11 | 196 | 10.72 | 880 | 48.1 | 1,078 | 59.0 | |
| WHITLEY | 4 | 0.18 | 219 | 10.11 | 846 | 39.1 | 1,069 | 49.4 | |
| INDIANA | 870 | 0.22 | 52,058 | 13.34 | 168,537 | 43.2 | 221,465 | 56.7 | |

Legend: LDVR=Licensed Drivers; PD= Property Damage
Licensed Drivers Source: Indiana Bureau of Motor Vehicles.

Note: 1996 licensed drivers numbers estimated from 1994 and 1997 counts. Actual 1995 and 1996 licensed driver numbers unavailable.

Overview

Table 11. Fatal Crashes and Fatalities by County and Month - 1996

| County | January | | February | | March | | April | | May | | June | |
|-------------|---------|-----|----------|-----|-------|-----|-------|-----|------|-----|------|-----|
| | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat |
| ADAMS | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| ALLEN | 1 | 1 | 4 | 4 | 3 | 3 | 3 | 3 | 2 | 2 | 5 | 5 |
| BARTHOLOMEW | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 1 | 1 |
| BENTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BLACKFORD | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOONE | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 1 |
| BROWN | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| CARROLL | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| CASS | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CLARK | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| CLAY | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| CLINTON | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 1 |
| CRAWFORD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| DAVISS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| DEARBORN | 4 | 4 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| DECATUR | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 |
| DEKALB | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| DELAWARE | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 |
| DUBOIS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| ELKHART | 1 | 1 | 0 | 0 | 3 | 4 | 4 | 6 | 2 | 2 | 3 | 4 |
| FAYETTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FLOYD | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 |
| FOUNTAIN | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FRANKLIN | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| FULTON | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| GIBSON | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| GRANT | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 |
| GREENE | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HAMILTON | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 |
| HANCOCK | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 1 | 1 |
| HARRISON | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 0 |
| HENDRICKS | 2 | 2 | 3 | 3 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 1 |
| HENRY | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| HOWARD | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 |
| HUNTINGTON | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| JACKSON | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 |
| JASPER | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| JAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| JEFFERSON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| JENNINGS | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| JOHNSON | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| KNOX | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| KOSCIUSKO | 0 | 0 | 5 | 5 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| LAGRANGE | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 |
| LAKE | 9 | 12 | 4 | 4 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 4 |
| LAPORTE | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 |

Legend: Crsh=Crashes; Fat=Fatalities

Table 11. Fatal Crashes and Fatalities by County and Month - 1996 (Cont.)

| County | July | | August | | September | | October | | November | | December | | Total | |
|-------------|------|-----|--------|-----|-----------|-----|---------|-----|----------|-----|----------|-----|-------|-----|
| | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat |
| ADAMS | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 4 |
| ALLEN | 2 | 3 | 5 | 5 | 4 | 4 | 4 | 5 | 1 | 1 | 0 | 0 | 34 | 36 |
| BARTHOLOMEW | 2 | 2 | 2 | 5 | 1 | 1 | 0 | 0 | 2 | 2 | 1 | 1 | 15 | 18 |
| BENTON | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| BLACKFORD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| BOONE | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 8 | 10 |
| BROWN | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 |
| CARROLL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| CASS | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 |
| CLARK | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 6 |
| CLAY | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 1 | 1 | 6 | 7 |
| CLINTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 6 |
| CRAWFORD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| DAVISS | 1 | 2 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 8 |
| DEARBORN | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 9 |
| DECATUR | 1 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 8 | 9 |
| DEKALB | 2 | 3 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 11 | 12 |
| DELAWARE | 3 | 3 | 2 | 2 | 1 | 1 | 2 | 3 | 2 | 2 | 1 | 1 | 18 | 19 |
| DUBOIS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| ELKHART | 5 | 7 | 6 | 9 | 3 | 3 | 3 | 3 | 0 | 0 | 2 | 2 | 32 | 41 |
| FAYETTE | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 3 |
| FLOYD | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 9 |
| FOUNTAIN | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 6 |
| FRANKLIN | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 6 | 7 |
| FULTON | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 8 | 9 |
| GIBSON | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 7 |
| GRANT | 1 | 1 | 2 | 3 | 2 | 4 | 1 | 2 | 1 | 1 | 0 | 0 | 11 | 15 |
| GREENE | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| HAMILTON | 0 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| HANCOCK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| HARRISON | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 | 8 |
| HENDRICKS | 2 | 2 | 2 | 2 | 1 | 1 | 3 | 4 | 1 | 1 | 0 | 0 | 17 | 19 |
| HENRY | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 7 | 10 |
| HOWARD | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 5 |
| HUNTINGTON | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 10 |
| JACKSON | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 6 | 9 |
| JASPER | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 7 | 7 |
| JAY | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 5 |
| JEFFERSON | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 7 |
| JENNINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| JOHNSON | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 1 | 10 | 10 |
| KNOX | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 5 |
| KOSCIUSKO | 1 | 1 | 3 | 3 | 2 | 2 | 3 | 4 | 0 | 0 | 1 | 1 | 20 | 21 |
| LAGRANGE | 2 | 2 | 1 | 1 | 0 | 0 | 3 | 3 | 1 | 2 | 4 | 6 | 15 | 19 |
| LAKE | 5 | 6 | 8 | 8 | 6 | 6 | 2 | 4 | 5 | 5 | 8 | 9 | 56 | 64 |
| LAPORTE | 4 | 4 | 5 | 8 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 23 | 26 |

Legend: Crsh=Crashes; Fat=Fatalities

Overview

Table 11. Fatal Crashes and Fatalities by County and Month - 1996 (Cont.)

| County | January | | February | | March | | April | | May | | June | |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat |
| LAWRENCE | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 |
| MADISON | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 2 |
| MARION | 10 | 11 | 7 | 7 | 11 | 13 | 6 | 6 | 9 | 10 | 8 | 9 |
| MARSHALL | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 3 | 3 | 1 | 1 |
| MARTIN | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| MIAMI | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 |
| MONROE | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| MONTGOMERY | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 3 |
| MORGAN | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 2 |
| NEWTON | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| NOBLE | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 1 | 1 | 2 | 3 |
| OHIO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ORANGE | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| OWEN | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PARKE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PERRY | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PIKE | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| PORTER | 1 | 2 | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 0 | 0 |
| POSEY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| PULASKI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PUTNAM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| RANDOLPH | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| RIPLEY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 |
| RUSH | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SAINT JOSEPH | 4 | 4 | 1 | 1 | 4 | 4 | 1 | 1 | 3 | 3 | 2 | 2 |
| SCOTT | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 |
| SHELBY | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| SPENCER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| STARKE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 1 |
| STEUBEN | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| SULLIVAN | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| SWITZERLAND | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| TIPPECANOE | 2 | 2 | 4 | 5 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| TIPTON | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| UNION | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| VANDERBURGH | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 2 | 2 |
| VERMILLION | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| VIGO | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| WABASH | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| WARREN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WARRICK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WASHINGTON | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| WAYNE | 3 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 2 | 2 | 2 |
| WELLS | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| WHITE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHITLEY | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| INDIANA | 75 | 82 | 64 | 67 | 62 | 66 | 57 | 66 | 79 | 83 | 77 | 88 |

Legend: Crsh=Crashes; Fat=Fatalities

Table 11. Fatal Crashes and Fatalities by County and Month - 1996 (Cont.)

| County | July | | August | | September | | October | | November | | December | | Total | |
|----------------|-----------|------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat |
| LAWRENCE | 1 | 1 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 9 |
| MADISON | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 12 | 13 |
| MARION | 8 | 9 | 7 | 8 | 8 | 9 | 7 | 7 | 7 | 7 | 9 | 10 | 97 | 106 |
| MARSHALL | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 12 | 13 |
| MARTIN | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| MIAMI | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 | 8 |
| MONROE | 1 | 1 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 9 | 9 |
| MONTGOMERY | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 11 |
| MORGAN | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 8 |
| NEWTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| NOBLE | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 11 |
| OHIO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ORANGE | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 5 | 6 |
| OWEN | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 |
| PARKE | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 |
| PERRY | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 |
| PIKE | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 6 | 8 |
| PORTER | 0 | 0 | 2 | 3 | 6 | 6 | 1 | 1 | 3 | 3 | 3 | 4 | 24 | 27 |
| POSEY | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 |
| PULASKI | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 4 | 4 |
| PUTNAM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 5 | 5 |
| RANDOLPH | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 9 | 9 |
| RIPLEY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 5 |
| RUSH | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 |
| SAINT JOSEPH | 5 | 5 | 6 | 7 | 5 | 5 | 3 | 4 | 0 | 0 | 3 | 3 | 37 | 39 |
| SCOTT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| SHELBY | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 6 | 6 |
| SPENCER | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 5 |
| STARKE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 7 |
| STEUBEN | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 8 | 8 |
| SULLIVAN | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 5 | 6 |
| SWITZERLAND | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| TIPPECANOE | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 3 | 17 | 19 |
| TIPTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 4 | 5 |
| UNION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| VANDEBURGH | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 12 | 12 |
| VERMILLION | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 10 |
| VIGO | 4 | 4 | 2 | 2 | 3 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 17 | 17 |
| WABASH | 1 | 3 | 0 | 0 | 2 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 10 | 12 |
| WARREN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 |
| WARRICK | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 |
| WASHINGTON | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 5 |
| WAYNE | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 14 | 15 |
| WELLS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 4 | 6 | 7 |
| WHITE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 |
| WHITLEY | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| INDIANA | 93 | 110 | 93 | 109 | 71 | 80 | 76 | 86 | 58 | 69 | 65 | 76 | 870 | 982 |

Legend: Crsh=Crashes; Fat=Fatalities

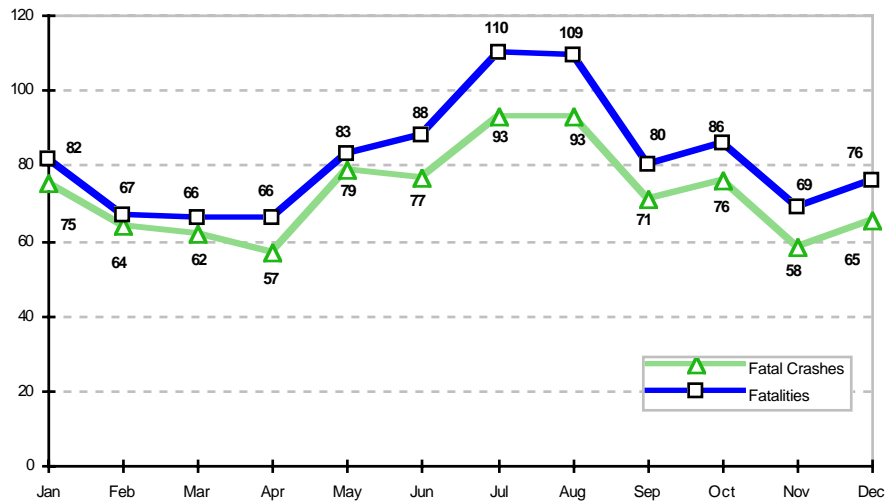


Figure 9. Fatal Crashes and Fatalities by Month - 1996

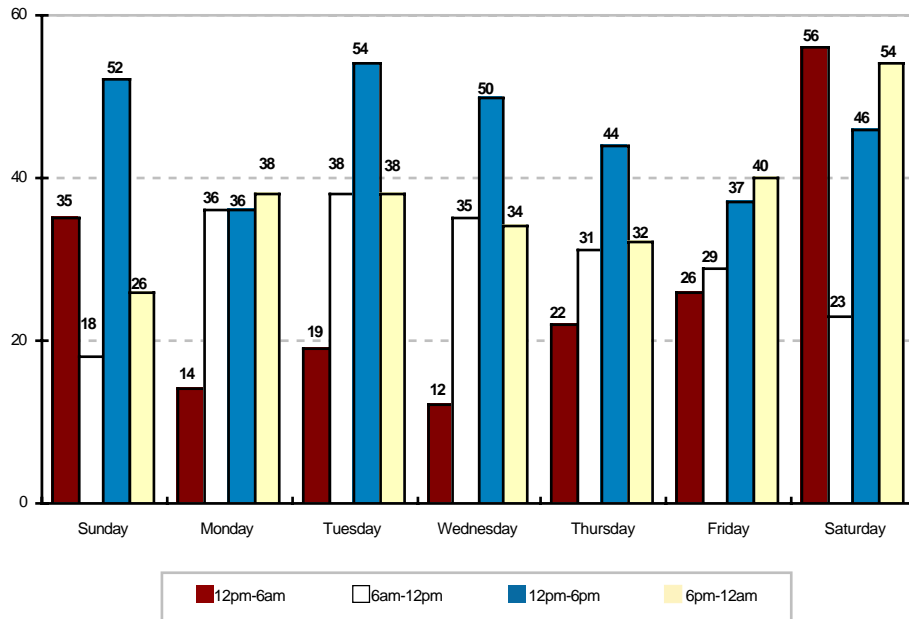


Figure 10. Fatalities by Day of Week and Time - 1996

Note: Unknown Time of Day not included.

Table 12. Fatalities by Time of Day and Day of Week - 1996

| Time | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Total |
|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|
| midnight - 1 am | 6 | 3 | 2 | 5 | 5 | 1 | 11 | 33 |
| 1 - 2 am | 7 | 2 | 5 | 2 | 4 | 4 | 10 | 34 |
| 2 - 3 am | 7 | 4 | 3 | 1 | 1 | 10 | 12 | 38 |
| 3 - 4 am | 10 | 1 | 0 | 2 | 2 | 1 | 11 | 27 |
| 4 - 5 am | 1 | 1 | 3 | 0 | 4 | 3 | 5 | 17 |
| 5 - 6 am | 4 | 3 | 6 | 2 | 6 | 7 | 7 | 35 |
| 6 - 7 am | 5 | 0 | 4 | 4 | 4 | 4 | 3 | 24 |
| 7 - 8 am | 2 | 11 | 7 | 9 | 3 | 2 | 4 | 38 |
| 8 - 9 am | 3 | 8 | 5 | 8 | 5 | 3 | 6 | 38 |
| 9 - 10 am | 3 | 5 | 8 | 9 | 8 | 5 | 2 | 40 |
| 10 - 11 am | 2 | 6 | 7 | 3 | 8 | 9 | 3 | 38 |
| 11 - noon | 3 | 6 | 7 | 2 | 3 | 6 | 5 | 32 |
| noon - 1 pm | 10 | 5 | 6 | 4 | 3 | 4 | 6 | 38 |
| 1 - 2 pm | 3 | 3 | 4 | 6 | 8 | 6 | 10 | 40 |
| 2 - 3 pm | 10 | 5 | 9 | 7 | 8 | 6 | 4 | 49 |
| 3 - 4 pm | 12 | 5 | 13 | 14 | 11 | 8 | 11 | 74 |
| 4 - 5 pm | 8 | 9 | 10 | 14 | 6 | 4 | 6 | 57 |
| 5 - 6 pm | 9 | 9 | 12 | 5 | 8 | 9 | 9 | 61 |
| 6 - 7 pm | 6 | 9 | 9 | 6 | 4 | 4 | 6 | 44 |
| 7 - 8 pm | 3 | 2 | 6 | 6 | 5 | 8 | 11 | 41 |
| 8 - 9 pm | 4 | 9 | 6 | 10 | 4 | 5 | 8 | 46 |
| 9 - 10 pm | 5 | 8 | 4 | 3 | 12 | 6 | 8 | 46 |
| 10 - 11 pm | 3 | 3 | 8 | 8 | 4 | 6 | 3 | 35 |
| 11 - midnight | 5 | 7 | 5 | 1 | 3 | 11 | 18 | 50 |
| Unknown | 3 | 0 | 0 | 1 | 0 | 2 | 1 | 7 |
| Total | 134 | 124 | 149 | 132 | 129 | 134 | 180 | 982 |

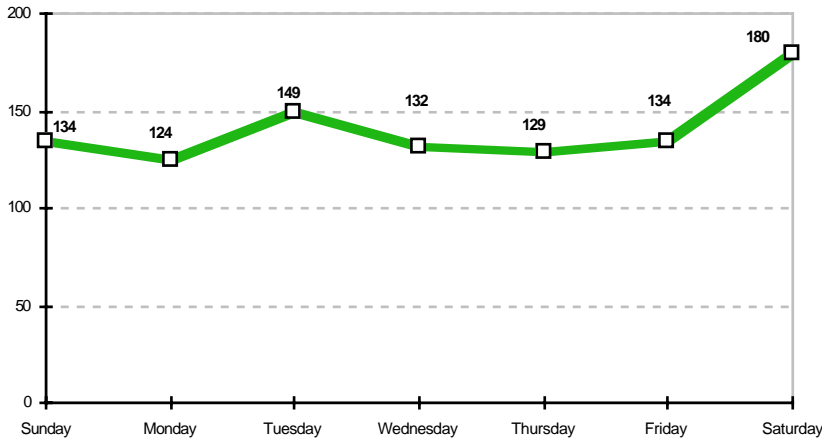


Figure 11. Fatalities by Day of Week - 1996

Overview

Table 13. Indiana Motor Vehicle Traffic Fatalities by County: 1988-1996

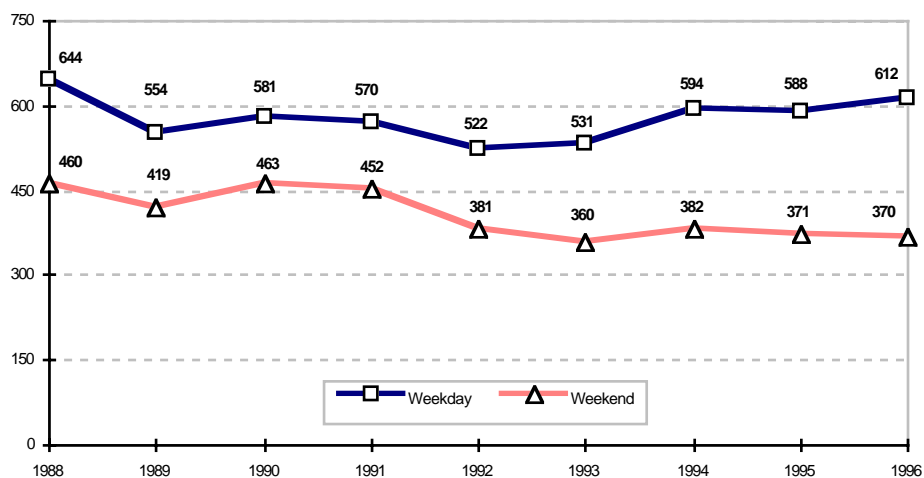
| County | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 |
|-------------|------|------|------|------|------|------|------|------|------|
| ADAMS | 10 | 5 | 4 | 6 | 3 | 6 | 4 | 7 | 4 |
| ALLEN | 60 | 52 | 44 | 38 | 36 | 35 | 50 | 35 | 36 |
| BARTHOLOMEW | 20 | 8 | 19 | 10 | 12 | 12 | 9 | 15 | 18 |
| BENTON | 2 | 3 | 1 | 0 | 1 | 3 | 2 | 0 | 2 |
| BLACKFORD | 3 | 1 | 4 | 1 | 2 | 6 | 0 | 2 | 3 |
| BOONE | 14 | 12 | 11 | 8 | 9 | 4 | 14 | 8 | 10 |
| BROWN | 8 | 2 | 4 | 5 | 4 | 5 | 4 | 1 | 6 |
| CARROLL | 5 | 1 | 2 | 2 | 2 | 6 | 9 | 4 | 5 |
| CASS | 10 | 14 | 10 | 14 | 5 | 12 | 7 | 9 | 3 |
| CLARK | 15 | 13 | 12 | 20 | 14 | 17 | 10 | 16 | 6 |
| CLAY | 5 | 5 | 4 | 3 | 6 | 0 | 8 | 8 | 7 |
| CLINTON | 9 | 9 | 12 | 15 | 6 | 5 | 15 | 8 | 6 |
| CRAWFORD | 2 | 3 | 6 | 3 | 2 | 2 | 3 | 2 | 2 |
| DAVISS | 6 | 4 | 6 | 10 | 8 | 6 | 4 | 5 | 8 |
| DEARBORN | 10 | 9 | 4 | 9 | 10 | 3 | 7 | 10 | 9 |
| DECATUR | 7 | 4 | 6 | 5 | 5 | 4 | 10 | 3 | 9 |
| DEKALB | 10 | 5 | 8 | 15 | 13 | 11 | 10 | 8 | 12 |
| DELAWARE | 16 | 23 | 19 | 26 | 16 | 23 | 17 | 20 | 19 |
| DUBOIS | 11 | 7 | 10 | 2 | 6 | 4 | 4 | 6 | 3 |
| ELKHART | 32 | 31 | 36 | 25 | 26 | 34 | 32 | 39 | 41 |
| FAYETTE | 3 | 5 | 2 | 5 | 5 | 0 | 5 | 2 | 3 |
| FLOYD | 5 | 13 | 5 | 11 | 9 | 9 | 10 | 7 | 9 |
| FOUNTAIN | 5 | 0 | 2 | 6 | 4 | 3 | 3 | 4 | 6 |
| FRANKLIN | 2 | 9 | 7 | 3 | 3 | 8 | 3 | 3 | 7 |
| FULTON | 8 | 6 | 7 | 3 | 8 | 6 | 6 | 2 | 9 |
| GIBSON | 6 | 6 | 5 | 5 | 7 | 7 | 4 | 15 | 7 |
| GRANT | 23 | 11 | 14 | 5 | 9 | 11 | 9 | 10 | 15 |
| GREENE | 17 | 8 | 7 | 5 | 10 | 9 | 7 | 4 | 3 |
| HAMILTON | 22 | 12 | 15 | 13 | 13 | 12 | 9 | 15 | 11 |
| HANCOCK | 12 | 7 | 11 | 3 | 5 | 10 | 9 | 9 | 5 |
| HARRISON | 8 | 6 | 6 | 11 | 5 | 4 | 12 | 14 | 8 |
| HENDRICKS | 9 | 10 | 17 | 12 | 13 | 6 | 10 | 8 | 19 |
| HENRY | 12 | 7 | 21 | 19 | 16 | 12 | 9 | 10 | 10 |
| HOWARD | 15 | 17 | 5 | 17 | 16 | 5 | 14 | 9 | 5 |
| HUNTINGTON | 14 | 4 | 9 | 13 | 5 | 12 | 15 | 12 | 10 |
| JACKSON | 11 | 5 | 10 | 11 | 6 | 8 | 9 | 8 | 9 |
| JASPER | 6 | 6 | 14 | 9 | 9 | 4 | 10 | 6 | 7 |
| JAY | 2 | 7 | 8 | 4 | 6 | 5 | 3 | 6 | 5 |
| JEFFERSON | 5 | 3 | 4 | 4 | 6 | 4 | 9 | 7 | 7 |
| JENNINGS | 8 | 5 | 4 | 11 | 5 | 5 | 9 | 5 | 5 |
| JOHNSON | 7 | 17 | 12 | 8 | 10 | 5 | 10 | 11 | 10 |
| KNOX | 7 | 2 | 10 | 12 | 11 | 5 | 13 | 7 | 5 |
| KOSCIUSKO | 27 | 21 | 21 | 15 | 11 | 19 | 24 | 14 | 21 |
| LAGRANGE | 5 | 7 | 13 | 9 | 7 | 8 | 8 | 9 | 19 |
| LAKE | 74 | 77 | 74 | 65 | 66 | 55 | 80 | 61 | 64 |
| LAPORTE | 17 | 31 | 37 | 35 | 26 | 31 | 28 | 17 | 26 |

Table 13. Indiana Motor Vehicle Traffic Fatalities by County: 1988-1996 (Cont.)

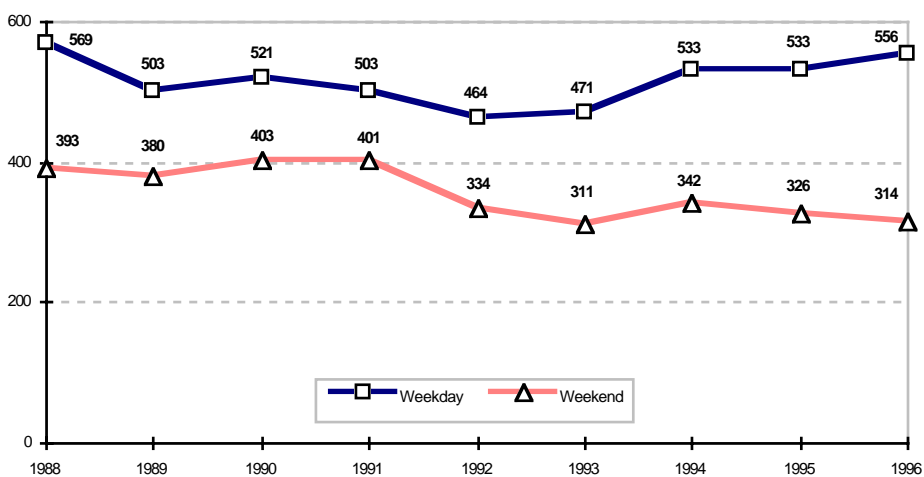
| County | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 |
|----------------|--------------|------------|--------------|--------------|------------|------------|------------|------------|------------|
| LAWRENCE | 4 | 9 | 6 | 6 | 11 | 12 | 9 | 15 | 9 |
| MADISON | 22 | 24 | 27 | 24 | 11 | 13 | 27 | 18 | 13 |
| MARION | 100 | 88 | 94 | 74 | 82 | 79 | 78 | 91 | 106 |
| MARSHALL | 18 | 12 | 9 | 12 | 10 | 11 | 7 | 12 | 13 |
| MARTIN | 3 | 2 | 3 | 1 | 3 | 2 | 3 | 3 | 3 |
| MIAMI | 6 | 4 | 7 | 12 | 9 | 10 | 6 | 7 | 8 |
| MONROE | 14 | 13 | 12 | 17 | 10 | 14 | 14 | 11 | 9 |
| MONTGOMERY | 14 | 12 | 7 | 6 | 7 | 6 | 9 | 7 | 11 |
| MORGAN | 10 | 10 | 9 | 10 | 10 | 15 | 4 | 13 | 8 |
| NEWTON | 9 | 7 | 8 | 6 | 4 | 10 | 5 | 5 | 3 |
| NOBLE | 10 | 11 | 8 | 11 | 15 | 9 | 11 | 18 | 11 |
| OHIO | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 |
| ORANGE | 6 | 2 | 3 | 3 | 3 | 2 | 4 | 5 | 6 |
| OWEN | 6 | 3 | 4 | 6 | 5 | 3 | 5 | 1 | 3 |
| PARKE | 8 | 3 | 8 | 6 | 7 | 2 | 5 | 4 | 2 |
| PERRY | 2 | 6 | 4 | 2 | 0 | 7 | 3 | 5 | 3 |
| PIKE | 0 | 4 | 5 | 5 | 5 | 1 | 1 | 2 | 8 |
| PORTER | 38 | 20 | 38 | 28 | 26 | 29 | 20 | 26 | 27 |
| POSEY | 14 | 2 | 5 | 5 | 1 | 8 | 4 | 5 | 3 |
| PULASKI | 3 | 3 | 4 | 5 | 4 | 0 | 4 | 6 | 4 |
| PUTNAM | 6 | 11 | 8 | 10 | 8 | 4 | 11 | 6 | 5 |
| RANDOLPH | 5 | 8 | 4 | 7 | 3 | 10 | 12 | 7 | 9 |
| RIPLEY | 0 | 4 | 4 | 10 | 6 | 2 | 5 | 8 | 5 |
| RUSH | 3 | 7 | 3 | 4 | 3 | 2 | 4 | 13 | 4 |
| SAINT JOSEPH | 40 | 40 | 40 | 41 | 21 | 24 | 25 | 36 | 39 |
| SCOTT | 2 | 4 | 7 | 4 | 10 | 10 | 4 | 6 | 5 |
| SHELBY | 5 | 5 | 7 | 9 | 4 | 13 | 5 | 6 | 6 |
| SPENCER | 8 | 5 | 6 | 5 | 8 | 4 | 5 | 5 | 5 |
| STARKE | 17 | 6 | 10 | 9 | 6 | 7 | 9 | 13 | 7 |
| STEUBEN | 16 | 7 | 9 | 11 | 12 | 6 | 9 | 4 | 8 |
| SULLIVAN | 8 | 1 | 2 | 7 | 3 | 2 | 5 | 2 | 6 |
| SWITZERLAND | 1 | 6 | 1 | 4 | 2 | 1 | 1 | 2 | 3 |
| TIPPECANOE | 14 | 19 | 23 | 16 | 20 | 23 | 14 | 20 | 19 |
| TIPTON | 0 | 10 | 5 | 5 | 4 | 4 | 1 | 2 | 5 |
| UNION | 2 | 2 | 2 | 2 | 3 | 0 | 0 | 1 | 2 |
| VANDEBURGH | 21 | 19 | 17 | 19 | 17 | 11 | 17 | 21 | 12 |
| VERMILLION | 6 | 3 | 2 | 2 | 6 | 3 | 7 | 5 | 10 |
| VIGO | 16 | 15 | 13 | 17 | 8 | 12 | 24 | 14 | 17 |
| WABASH | 5 | 6 | 14 | 8 | 14 | 10 | 10 | 15 | 12 |
| WARREN | 2 | 2 | 2 | 13 | 3 | 4 | 2 | 2 | 2 |
| WARRICK | 5 | 11 | 7 | 7 | 11 | 8 | 9 | 4 | 3 |
| WASHINGTON | 5 | 1 | 9 | 11 | 3 | 5 | 5 | 4 | 5 |
| WAYNE | 13 | 17 | 8 | 9 | 9 | 10 | 6 | 9 | 15 |
| WELLS | 8 | 4 | 4 | 6 | 6 | 8 | 7 | 4 | 7 |
| WHITE | 11 | 4 | 6 | 13 | 6 | 6 | 6 | 6 | 2 |
| WHITLEY | 12 | 7 | 7 | 4 | 5 | 7 | 7 | 7 | 5 |
| INDIANA | 1,104 | 973 | 1,044 | 1,022 | 903 | 891 | 976 | 959 | 982 |

Table 14. Crashes by Urban/Rural and Severity - 1996

| | Fatal | % | Personal Injury | % | Property Damage | % | Total | % |
|--------------|------------|-------|-----------------|-------|-----------------|-------|----------------|-------|
| Rural | 635 | 73.0% | 21,605 | 41.5% | 66,011 | 39.2% | 88,251 | 39.8% |
| Urban | 235 | 27.0% | 30,453 | 58.5% | 102,526 | 60.8% | 133,214 | 60.2% |
| Total | 870 | | 52,058 | | 168,537 | | 221,465 | |



Fatalities



Fatal Crashes

Figure 12. Fatalities and Fatal Crashes by Weekday/Weekend by Year: 1988-1996

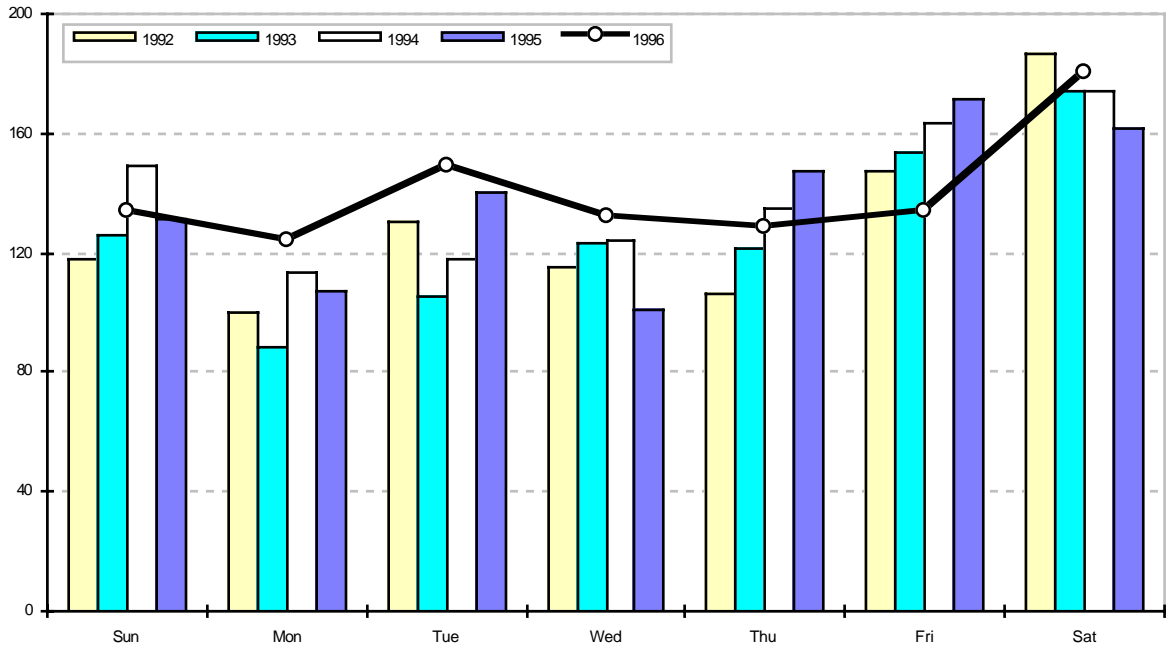


Figure 13. Fatalities by Day of Week and Year: 1992-1996

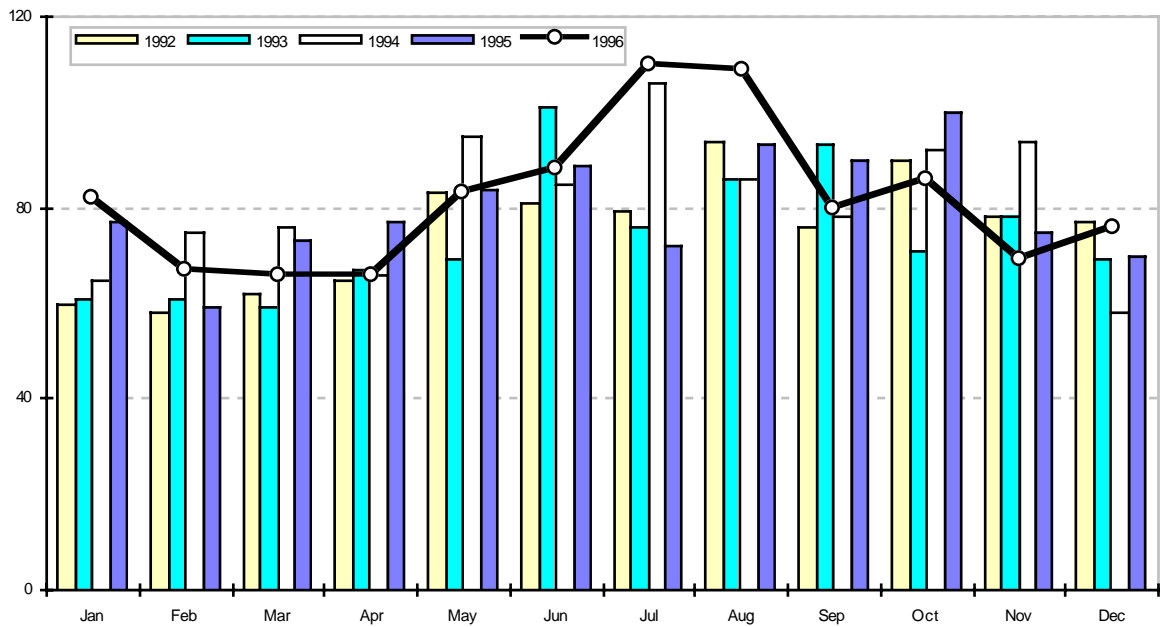


Figure 14. Fatalities by Month and Year: 1992-1996

Overview

Table 15. Age, Role and Gender for Fatalities in Urban Locale - 1996

| Age | Vehicle | | | | | | | | | | | | Total | | | | | |
|--------------|-----------|----------|----------|---------------------|-----------|------------|------------------------|-----------|-----------|---------------------------|----------|-----------|------------|-----------|-----------|------------|-----------|------------|
| | Bicyclist | | | Driver ¹ | | | Passenger ² | | | Motorcyclist ³ | | | Pedestrian | | | Fatalities | | |
| | M | F | Tot | M | F | Tot | M | F | Tot | M | F | Tot | M | F | Tot | M | F | Tot |
| 0-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 |
| 5-9 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 7 |
| 10-14 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 5 |
| 15 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 |
| 16 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 4 |
| 17 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 |
| 18 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 4 | 2 | 6 |
| 19 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 5 |
| 20 | 0 | 0 | 0 | 3 | 2 | 5 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 3 | 9 |
| 21 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 4 |
| 22 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 |
| 23 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 |
| 24 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 4 |
| 25-34 | 0 | 0 | 0 | 22 | 6 | 28 | 2 | 4 | 6 | 6 | 0 | 6 | 4 | 2 | 6 | 34 | 12 | 46 |
| 35-44 | 1 | 0 | 1 | 10 | 5 | 15 | 5 | 2 | 7 | 4 | 0 | 4 | 4 | 5 | 9 | 24 | 12 | 36 |
| 45-54 | 0 | 0 | 0 | 10 | 5 | 15 | 1 | 2 | 3 | 3 | 0 | 3 | 5 | 1 | 6 | 19 | 8 | 27 |
| 55-64 | 0 | 0 | 0 | 11 | 3 | 14 | 3 | 6 | 9 | 0 | 0 | 0 | 3 | 2 | 5 | 17 | 11 | 28 |
| 65-74 | 0 | 0 | 0 | 6 | 4 | 10 | 1 | 4 | 5 | 0 | 0 | 0 | 3 | 1 | 4 | 10 | 9 | 19 |
| 75-84 | 0 | 0 | 0 | 10 | 4 | 14 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 23 |
| 85+ | 0 | 0 | 0 | 5 | 5 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 |
| Total | 4 | 0 | 4 | 92 | 37 | 129 | 33 | 31 | 64 | 18 | 0 | 18 | 22 | 16 | 38 | 169 | 84 | 253 |

Table 16. Age, Role and Gender for Fatalities in Rural Locale - 1996

| Age | Vehicle | | | | | | | | | | | | Total | | | | | |
|--------------------------|-----------|----------|----------|---------------------|------------|------------------|------------------------|-----------|------------------|---------------------------|----------|-----------|------------|-----------|-----------|-------------------------|------------|------------|
| | Bicyclist | | | Driver ¹ | | | Passenger ² | | | Motorcyclist ³ | | | Pedestrian | | | Fatalities ⁴ | | |
| | M | F | Tot | M | F | Tot ⁴ | M | F | Tot ⁴ | M | F | Tot | M | F | Tot | M | F | Tot |
| 0-2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5-9 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 5 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 6 | 11 |
| 10-14 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 9 | 16 | 2 | 0 | 2 | 1 | 2 | 3 | 11 | 11 | 22 |
| 15 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 4 | 6 |
| 16 | 0 | 0 | 0 | 14 | 10 | 24 | 4 | 3 | 7 | 1 | 0 | 1 | 1 | 0 | 1 | 20 | 13 | 33 |
| 17 | 0 | 0 | 0 | 7 | 4 | 11 | 12 | 12 | 24 | 0 | 0 | 0 | 1 | 0 | 1 | 20 | 16 | 36 |
| 18 | 0 | 0 | 0 | 18 | 3 | 21 | 6 | 3 | 9 | 2 | 0 | 2 | 1 | 1 | 2 | 27 | 7 | 34 |
| 19 | 0 | 0 | 0 | 12 | 4 | 16 | 5 | 0 | 5 | 3 | 0 | 3 | 0 | 0 | 0 | 20 | 4 | 24 |
| 20 | 0 | 0 | 0 | 12 | 3 | 15 | 6 | 3 | 9 | 1 | 0 | 1 | 1 | 0 | 1 | 20 | 6 | 26 |
| 21 | 0 | 0 | 0 | 5 | 2 | 7 | 2 | 2 | 4 | 0 | 0 | 0 | 2 | 0 | 2 | 9 | 4 | 13 |
| 22 | 0 | 0 | 0 | 7 | 2 | 9 | 4 | 0 | 4 | 4 | 0 | 5 | 0 | 0 | 0 | 15 | 2 | 18 |
| 23 | 0 | 0 | 0 | 10 | 4 | 14 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 18 |
| 24 | 0 | 0 | 0 | 4 | 1 | 5 | 3 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 8 | 2 | 10 |
| 25-34 | 1 | 0 | 1 | 57 | 21 | 78 | 16 | 9 | 25 | 9 | 0 | 9 | 4 | 3 | 7 | 87 | 33 | 120 |
| 35-44 | 0 | 0 | 0 | 45 | 26 | 71 | 5 | 7 | 12 | 6 | 0 | 6 | 4 | 0 | 4 | 60 | 33 | 93 |
| 45-54 | 0 | 0 | 0 | 37 | 26 | 63 | 1 | 8 | 9 | 5 | 0 | 5 | 4 | 1 | 5 | 47 | 35 | 82 |
| 55-64 | 0 | 0 | 0 | 29 | 14 | 43 | 1 | 4 | 5 | 0 | 0 | 0 | 1 | 1 | 2 | 31 | 19 | 50 |
| 65-74 | 0 | 0 | 0 | 32 | 12 | 44 | 5 | 12 | 17 | 0 | 0 | 0 | 2 | 1 | 3 | 39 | 25 | 64 |
| 75-84 | 0 | 0 | 0 | 16 | 9 | 25 | 1 | 8 | 9 | 0 | 0 | 0 | 2 | 2 | 4 | 19 | 19 | 38 |
| 85+ | 0 | 0 | 0 | 9 | 1 | 10 | 1 | 2 | 3 | 1 | 0 | 1 | 1 | 0 | 1 | 12 | 3 | 15 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total⁴ | 2 | 0 | 2 | 315 | 143 | 458 | 96 | 99 | 195 | 35 | 0 | 36 | 26 | 12 | 38 | 474 | 254 | 729 |

¹Drivers of motorcycles, mopeds, motorized bicycles, motor scooters and minibikes are excluded.

²Passenger includes all passengers in crashes.

³Motorcyclist includes all drivers of motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

⁴Total includes persons whose gender is unknown.

Note: Tables count fatalities, not crashes. Legend: M=Male; F=Female

Table 17. Frequency of Fatal Crashes by Number of Fatalities and Urban/Rural Locale: 1988-1996

| Year | Urban | Rural | Total | Year | Urban | Rural | Total |
|--------------------------------------|-------|-------|-------|--------------------------------------|-------|-------|-------|
| One Person Fatality Crashes | | | | Five Person Fatality Crashes | | | |
| 1988 | 242 | 612 | 854 | 1988 | 1 | 1 | 2 |
| 1989 | 240 | 568 | 808 | 1989 | 0 | 0 | 0 |
| 1990 | 259 | 572 | 831 | 1990 | 0 | 0 | 0 |
| 1991 | 213 | 598 | 811 | 1991 | 0 | 0 | 0 |
| 1992 | 212 | 501 | 713 | 1992 | 2 | 0 | 2 |
| 1993 | 187 | 502 | 689 | 1993 | 0 | 1 | 1 |
| 1994 | 212 | 579 | 791 | 1994 | 0 | 1 | 1 |
| 1995 | 223 | 556 | 779 | 1995 | 0 | 1 | 1 |
| 1996 | 217 | 553 | 770 | 1996 | 0 | 0 | 0 |
| Two Person Fatality Crashes | | | | Six Person Fatality Crashes | | | |
| 1988 | 17 | 69 | 86 | 1988 | 1 | 0 | 1 |
| 1989 | 14 | 50 | 64 | 1989 | 0 | 1 | 1 |
| 1990 | 14 | 61 | 75 | 1990 | 0 | 2 | 2 |
| 1991 | 11 | 63 | 74 | 1991 | 0 | 0 | 0 |
| 1992 | 8 | 63 | 71 | 1992 | 0 | 0 | 0 |
| 1993 | 15 | 66 | 81 | 1993 | 0 | 0 | 0 |
| 1994 | 8 | 65 | 73 | 1994 | 0 | 0 | 0 |
| 1995 | 8 | 57 | 65 | 1995 | 0 | 0 | 0 |
| 1996 | 18 | 70 | 88 | 1996 | 0 | 0 | 0 |
| Three Person Fatality Crashes | | | | Seven Person Fatality Crashes | | | |
| 1988 | 2 | 15 | 17 | 1988 | 0 | 1 | 1 |
| 1989 | 2 | 7 | 9 | 1989 | 0 | 0 | 0 |
| 1990 | 1 | 12 | 13 | 1990 | 0 | 0 | 0 |
| 1991 | 1 | 15 | 16 | 1991 | 0 | 1 | 1 |
| 1992 | 1 | 9 | 10 | 1992 | 0 | 0 | 0 |
| 1993 | 1 | 8 | 9 | 1993 | 0 | 0 | 0 |
| 1994 | 0 | 6 | 6 | 1994 | 0 | 0 | 0 |
| 1995 | 2 | 9 | 11 | 1995 | 0 | 0 | 0 |
| 1996 | 0 | 12 | 12 | 1996 | 0 | 0 | 0 |
| Four Person Fatality Crashes | | | | Total Fatal Crashes | | | |
| 1988 | 0 | 1 | 1 | 1988 | 263 | 699 | 962 |
| 1989 | 1 | 0 | 1 | 1989 | 257 | 626 | 883 |
| 1990 | 0 | 3 | 3 | 1990 | 274 | 650 | 924 |
| 1991 | 0 | 2 | 2 | 1991 | 225 | 679 | 904 |
| 1992 | 0 | 2 | 2 | 1992 | 223 | 575 | 798 |
| 1993 | 0 | 2 | 2 | 1993 | 203 | 579 | 782 |
| 1994 | 0 | 4 | 4 | 1994 | 220 | 655 | 875 |
| 1995 | 1 | 2 | 3 | 1995 | 234 | 625 | 859 |
| 1996 | 0 | 0 | 0 | 1996 | 235 | 635 | 870 |

Overview

Table 18. Indiana Traffic Fatalities by Locale: 1941-1996

| Year | Rural | Urban | Statewide | Year | Rural | Urban | Statewide |
|------|-------|-------|-----------|------|-------|-------|-----------|
| 1941 | 1,051 | 427 | 1,478 | 1971 | 1,205 | 410 | 1,615 |
| 1942 | 671 | 345 | 1,016 | 1972 | 1,157 | 408 | 1,565 |
| 1943 | 416 | 301 | 717 | 1973 | 1,225 | 390 | 1,615 |
| 1944 | 469 | 315 | 784 | 1974 | 868 | 376 | 1,244 |
| 1945 | 542 | 318 | 860 | 1975 | 822 | 313 | 1,135 |
| 1946 | 644 | 351 | 995 | 1976 | 895 | 372 | 1,267 |
| 1947 | 759 | 350 | 1,109 | 1977 | 860 | 395 | 1,255 |
| 1948 | 758 | 313 | 1,071 | 1978 | 893 | 423 | 1,316 |
| 1949 | 795 | 326 | 1,121 | 1979 | 895 | 418 | 1,313 |
| 1950 | 818 | 306 | 1,124 | 1980 | 761 | 418 | 1,179 |
| 1951 | 907 | 340 | 1,247 | 1981 | 787 | 390 | 1,177 |
| 1952 | 970 | 307 | 1,277 | 1982 | 671 | 300 | 971 |
| 1953 | 922 | 354 | 1,276 | 1983 | 714 | 306 | 1,020 |
| 1954 | 839 | 241 | 1,080 | 1984 | 673 | 256 | 929 |
| 1955 | 887 | 262 | 1,149 | 1985 | 679 | 301 | 980 |
| 1956 | 944 | 280 | 1,224 | 1986 | 760 | 278 | 1,038 |
| 1957 | 932 | 244 | 1,176 | 1987 | 729 | 327 | 1,056 |
| 1958 | 824 | 236 | 1,060 | 1988 | 811 | 293 | 1,104 |
| 1959 | 848 | 279 | 1,127 | 1989 | 695 | 278 | 973 |
| 1960 | 828 | 302 | 1,130 | 1990 | 754 | 290 | 1,044 |
| 1961 | 822 | 260 | 1,082 | 1991 | 784 | 238 | 1,022 |
| 1962 | 921 | 312 | 1,233 | 1992 | 662 | 241 | 903 |
| 1963 | 1,003 | 341 | 1,344 | 1993 | 671 | 220 | 891 |
| 1964 | 1,042 | 369 | 1,411 | 1994 | 748 | 228 | 976 |
| 1965 | 1,084 | 433 | 1,517 | 1995 | 710 | 249 | 959 |
| 1966 | 1,155 | 419 | 1,574 | 1996 | 729 | 253 | 982 |
| 1967 | 1,176 | 401 | 1,577 | | | | |
| 1968 | 1,094 | 429 | 1,523 | | | | |
| 1969 | 1,244 | 434 | 1,678 | | | | |
| 1970 | 1,124 | 442 | 1,566 | | | | |

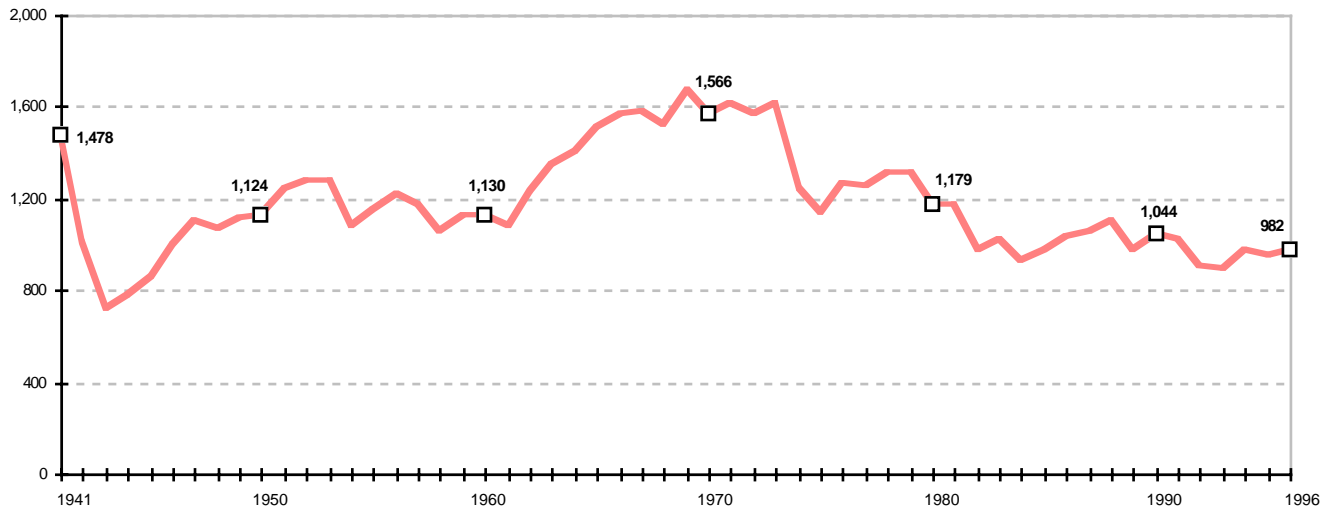


Figure 15. Indiana Traffic Fatalities: 1941-1996

Table 19a. Single-Vehicle Crashes by Vehicle Contributing Circumstances and Driver Age Group - 1996

| Contributing Circumstance | Age | | | | | Total |
|-----------------------------|---------------|---------------|---------------|--------------|--------------|---------------|
| | <21 | 21-34 | 35-54 | 55+ | Unknown | |
| Speed Too Fast | 16.2% | 11.1% | 6.6% | 4.5% | 5.2% | 9.7% |
| Failure to Yield | 0.4% | 0.5% | 0.5% | 0.8% | 0.8% | 0.5% |
| Disregarded Signal/Sign | 0.6% | 0.5% | 0.4% | 0.4% | 0.6% | 0.5% |
| Left of Center | 2.0% | 1.7% | 1.3% | 1.0% | 2.6% | 1.6% |
| Improper Passing | 0.5% | 0.3% | 0.2% | 0.3% | 0.7% | 0.4% |
| Followed Too Closely | 0.3% | 0.5% | 0.3% | 0.3% | 0.1% | 0.3% |
| Improper Turn | 0.9% | 0.9% | 0.8% | 1.0% | 1.6% | 0.9% |
| Had Been Drinking | 4.0% | 10.5% | 7.6% | 3.5% | 1.8% | 6.9% |
| Driver Inattention/Asleep | 29.4% | 22.3% | 19.1% | 25.3% | 19.7% | 23.0% |
| Other Improper Driving | 3.8% | 4.2% | 4.4% | 7.3% | 8.4% | 4.9% |
| Mechanical Failure | 3.6% | 3.2% | 3.0% | 2.7% | 0.6% | 3.0% |
| Animal(s) on Roadway | 13.4% | 18.6% | 24.3% | 19.1% | 0.6% | 17.6% |
| Roadway Factors | 2.2% | 1.3% | 1.1% | 1.1% | 0.1% | 1.3% |
| Material on Roadway/Weather | 20.1% | 17.9% | 15.2% | 11.2% | 2.3% | 15.5% |
| Other | 10.2% | 9.7% | 9.7% | 11.4% | 9.3% | 10.0% |
| Total Drivers | 15,549 | 24,348 | 20,839 | 7,863 | 6,503 | 75,102 |

Note: Drivers of parked vehicles excluded.

Table 19b. Multiple-Vehicle Crashes by Vehicle Contributing Circumstances and Driver Age Group - 1996

| Contributing Circumstance | Age | | | | | Total |
|-----------------------------|---------------|---------------|---------------|---------------|---------------|----------------|
| | <21 | 21-34 | 35-54 | 55+ | Unknown | |
| Speed Too Fast | 3.0% | 2.3% | 1.5% | 0.9% | 1.1% | 1.9% |
| Failure to Yield | 14.6% | 10.1% | 9.0% | 15.3% | 3.7% | 10.8% |
| Disregarded Signal/Sign | 3.5% | 2.8% | 2.3% | 3.5% | 2.1% | 2.8% |
| Left of Center | 1.9% | 1.4% | 1.2% | 1.0% | 1.2% | 1.3% |
| Improper Passing | 1.2% | 0.9% | 0.7% | 0.6% | 0.9% | 0.8% |
| Followed Too Closely | 7.1% | 5.9% | 4.3% | 3.5% | 2.4% | 5.0% |
| Improper Turn | 1.8% | 1.4% | 1.5% | 2.0% | 0.8% | 1.5% |
| Had Been Drinking | 0.5% | 1.5% | 1.5% | 0.7% | 0.3% | 1.1% |
| Driver Inattention/Asleep | 26.2% | 19.4% | 16.3% | 20.8% | 5.9% | 18.8% |
| Other Improper Driving | 2.5% | 2.7% | 2.6% | 3.1% | 2.2% | 2.6% |
| Mechanical Failure | 1.5% | 1.1% | 0.8% | 0.6% | 0.4% | 1.0% |
| Animal(s) on Roadway | 0.1% | 0.1% | 0.1% | 0.1% | 0.0% | 0.1% |
| Roadway Factors | 0.2% | 0.2% | 0.2% | 0.2% | 0.0% | 0.2% |
| Material on Roadway/Weather | 5.6% | 5.2% | 4.3% | 2.9% | 0.7% | 4.3% |
| Other | 5.3% | 5.0% | 4.7% | 4.7% | 1.4% | 4.6% |
| Total Drivers | 50,016 | 92,339 | 90,095 | 45,501 | 22,141 | 300,092 |
| Total Crashes | | | | | | 146,363 |

Note: Drivers of parked vehicles excluded.

Table 20. Injuries by Age, Role and Gender in Urban Locale - 1996

| Age | Bicyclist | | | Driver ¹ | | | Passenger ² | | |
|--------------|------------|------------|------------------|---------------------|---------------|------------------|------------------------|--------------|------------------|
| | M | F | Tot ⁴ | M | F | Tot ⁴ | M | F | Tot ⁴ |
| 0 - 2 | 1 | 0 | 1 | 0 | 0 | 0 | 203 | 203 | 409 |
| 3 | 2 | 1 | 3 | 0 | 2 | 2 | 120 | 114 | 235 |
| 4 | 5 | 1 | 6 | 0 | 2 | 2 | 110 | 124 | 237 |
| 5 - 9 | 119 | 50 | 169 | 7 | 2 | 9 | 570 | 588 | 1169 |
| 10 - 14 | 222 | 76 | 302 | 14 | 11 | 25 | 522 | 775 | 1,313 |
| 15 | 52 | 8 | 60 | 24 | 13 | 38 | 183 | 331 | 521 |
| 16 | 27 | 4 | 32 | 351 | 472 | 824 | 218 | 407 | 627 |
| 17 | 14 | 3 | 17 | 472 | 549 | 1,022 | 217 | 344 | 565 |
| 18 | 24 | 3 | 27 | 476 | 542 | 1,019 | 195 | 305 | 504 |
| 19 | 15 | 3 | 18 | 434 | 448 | 882 | 138 | 204 | 344 |
| 20 | 9 | 5 | 14 | 391 | 452 | 843 | 151 | 215 | 367 |
| 21 | 10 | 3 | 13 | 380 | 388 | 769 | 110 | 176 | 289 |
| 22 | 12 | 1 | 13 | 344 | 353 | 698 | 113 | 167 | 281 |
| 23 | 7 | 3 | 10 | 330 | 349 | 679 | 87 | 136 | 224 |
| 24 | 3 | 0 | 3 | 331 | 395 | 727 | 93 | 136 | 231 |
| 25 - 34 | 64 | 17 | 81 | 2,834 | 3,213 | 6,054 | 574 | 928 | 1,514 |
| 35 - 44 | 43 | 6 | 49 | 2,139 | 2,592 | 4,733 | 326 | 762 | 1094 |
| 45 - 54 | 13 | 3 | 17 | 1,453 | 1,714 | 3,168 | 185 | 527 | 718 |
| 55 - 64 | 8 | 4 | 12 | 865 | 948 | 1,815 | 92 | 368 | 461 |
| 65 - 74 | 5 | 2 | 7 | 628 | 630 | 1258 | 85 | 373 | 458 |
| 75 - 84 | 5 | 0 | 5 | 366 | 382 | 748 | 47 | 271 | 319 |
| 85+ | 0 | 0 | 0 | 99 | 74 | 173 | 18 | 51 | 70 |
| Unknown | 29 | 9 | 101 | 35 | 47 | 113 | 263 | 538 | 3,662 |
| Total | 689 | 202 | 960 | 11,973 | 13,578 | 25,601 | 4,620 | 8,043 | 15,612 |

Table 21. Injuries by Age, Role and Gender in Rural Locale - 1996

| Age | Bicyclist | | | Driver ¹ | | | Passenger ² | | |
|--------------|------------|-----------|------------------|---------------------|--------------|------------------|------------------------|--------------|------------------|
| | M | F | Tot ⁴ | M | F | Tot ⁴ | M | F | Tot ⁴ |
| 0 - 2 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 166 | 311 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 70 | 142 |
| 4 | 1 | 0 | 1 | 0 | 2 | 2 | 81 | 86 | 168 |
| 5 - 9 | 22 | 9 | 31 | 4 | 1 | 5 | 391 | 415 | 814 |
| 10 - 14 | 43 | 13 | 57 | 28 | 12 | 40 | 481 | 586 | 1,073 |
| 15 | 7 | 1 | 8 | 35 | 23 | 58 | 270 | 310 | 581 |
| 16 | 3 | 1 | 4 | 629 | 610 | 1,239 | 327 | 382 | 713 |
| 17 | 2 | 0 | 2 | 610 | 505 | 1,117 | 269 | 268 | 538 |
| 18 | 2 | 0 | 2 | 565 | 432 | 999 | 233 | 234 | 469 |
| 19 | 1 | 0 | 1 | 450 | 334 | 784 | 145 | 149 | 296 |
| 20 | 2 | 0 | 2 | 363 | 280 | 645 | 116 | 123 | 239 |
| 21 | 1 | 1 | 2 | 366 | 281 | 647 | 106 | 97 | 204 |
| 22 | 2 | 0 | 2 | 303 | 222 | 525 | 87 | 92 | 179 |
| 23 | 2 | 0 | 2 | 309 | 261 | 570 | 97 | 76 | 173 |
| 24 | 1 | 0 | 1 | 316 | 220 | 538 | 75 | 80 | 155 |
| 25 - 34 | 9 | 1 | 11 | 2,546 | 2,003 | 4,554 | 450 | 635 | 1,090 |
| 35 - 44 | 7 | 4 | 11 | 1,938 | 1,640 | 3,582 | 234 | 496 | 734 |
| 45 - 54 | 2 | 4 | 6 | 1,164 | 1,061 | 2,228 | 123 | 368 | 492 |
| 55 - 64 | 1 | 1 | 2 | 687 | 531 | 1,220 | 59 | 241 | 300 |
| 65 - 74 | 2 | 0 | 2 | 466 | 326 | 793 | 56 | 233 | 292 |
| 75 - 84 | 0 | 0 | 0 | 236 | 222 | 458 | 33 | 166 | 204 |
| 85+ | 0 | 0 | 0 | 61 | 39 | 101 | 15 | 31 | 47 |
| Unknown | 3 | 1 | 29 | 24 | 15 | 55 | 222 | 275 | 2,442 |
| Total | 113 | 36 | 176 | 11,100 | 9,020 | 20,160 | 4,084 | 5,579 | 11,656 |

¹Drivers of Motorcycles, mopeds, motorized bicycles, motor scooters and minibikes are excluded.

²Passenger includes all passengers in crashes.

Note: Tables count persons injured, not crashes. Totals included people whose gender, age or role were unknown.

Legend: M=Male; F=Female; Tot=Total

Table 20. Injuries by Age, Role and Gender in Urban Locale - 1996 (Cont.)

| Age | Motorcyclist ³ | | | Pedestrian | | | Total ⁴ | | |
|--------------|---------------------------|-----------|------------------|------------|------------|------------------|--------------------|---------------|---------------|
| | M | F | Tot ⁴ | M | F | Tot ⁴ | M | F | Tot |
| 0 - 2 | 0 | 0 | 0 | 20 | 14 | 35 | 224 | 217 | 445 |
| 3 | 0 | 0 | 0 | 21 | 16 | 37 | 143 | 133 | 277 |
| 4 | 0 | 0 | 0 | 20 | 12 | 32 | 135 | 139 | 277 |
| 5 - 9 | 0 | 0 | 0 | 148 | 96 | 244 | 844 | 736 | 1,591 |
| 10 - 14 | 28 | 7 | 35 | 126 | 77 | 208 | 912 | 946 | 1,883 |
| 15 | 31 | 3 | 34 | 32 | 16 | 49 | 322 | 371 | 702 |
| 16 | 17 | 3 | 20 | 18 | 26 | 45 | 631 | 912 | 1,548 |
| 17 | 13 | 1 | 14 | 17 | 11 | 28 | 733 | 908 | 1,646 |
| 18 | 29 | 0 | 29 | 18 | 12 | 30 | 742 | 862 | 1,609 |
| 19 | 28 | 1 | 29 | 12 | 8 | 20 | 627 | 664 | 1,293 |
| 20 | 35 | 1 | 36 | 9 | 10 | 19 | 595 | 683 | 1,279 |
| 21 | 32 | 0 | 32 | 8 | 10 | 18 | 540 | 577 | 1,121 |
| 22 | 35 | 0 | 35 | 14 | 6 | 20 | 518 | 527 | 1,047 |
| 23 | 31 | 0 | 31 | 14 | 9 | 23 | 469 | 497 | 967 |
| 24 | 32 | 1 | 33 | 13 | 12 | 25 | 472 | 544 | 1,019 |
| 25 - 34 | 209 | 8 | 217 | 113 | 79 | 192 | 3,794 | 4,245 | 8,058 |
| 35 - 44 | 115 | 10 | 126 | 85 | 68 | 154 | 2,708 | 3,438 | 6,156 |
| 45 - 54 | 78 | 2 | 80 | 55 | 51 | 106 | 1,784 | 2,297 | 4,089 |
| 55 - 64 | 30 | 0 | 30 | 28 | 24 | 52 | 1,023 | 1,344 | 2,370 |
| 65 - 74 | 9 | 0 | 9 | 15 | 27 | 42 | 742 | 1,032 | 1,774 |
| 75 - 84 | 3 | 0 | 3 | 9 | 9 | 18 | 430 | 662 | 1,093 |
| 85+ | 0 | 0 | 0 | 3 | 1 | 4 | 120 | 126 | 247 |
| Unknown | 3 | 0 | 3 | 30 | 16 | 91 | 360 | 610 | 3,975 |
| Total | 758 | 37 | 796 | 828 | 610 | 1,492 | 18,868 | 22,470 | 44,466 |

Table 21. Injuries by Age, Role and Gender in Rural Locale - 1996 (Cont.)

| Age | Motorcyclist ³ | | | Pedestrian | | | Total ⁴ | | |
|--------------|---------------------------|-----------|------------------|------------|------------|------------------|--------------------|---------------|---------------|
| | M | F | Tot ⁴ | M | F | Tot ⁴ | M | F | Tot |
| 0 - 2 | 0 | 0 | 0 | 2 | 1 | 3 | 144 | 167 | 314 |
| 3 | 0 | 0 | 0 | 2 | 3 | 5 | 74 | 73 | 147 |
| 4 | 0 | 0 | 0 | 3 | 1 | 4 | 85 | 89 | 175 |
| 5 - 9 | 2 | 0 | 2 | 23 | 13 | 36 | 442 | 438 | 888 |
| 10 - 14 | 28 | 6 | 35 | 26 | 12 | 38 | 606 | 629 | 1,243 |
| 15 | 17 | 1 | 18 | 5 | 2 | 7 | 334 | 337 | 672 |
| 16 | 12 | 0 | 12 | 4 | 4 | 8 | 975 | 997 | 1,976 |
| 17 | 9 | 1 | 10 | 7 | 4 | 11 | 897 | 778 | 1,678 |
| 18 | 23 | 0 | 23 | 6 | 3 | 9 | 829 | 669 | 1,502 |
| 19 | 19 | 1 | 20 | 3 | 3 | 6 | 618 | 487 | 1,107 |
| 20 | 22 | 1 | 23 | 0 | 1 | 1 | 503 | 405 | 910 |
| 21 | 28 | 1 | 29 | 4 | 3 | 7 | 505 | 383 | 889 |
| 22 | 18 | 1 | 19 | 2 | 2 | 4 | 412 | 317 | 729 |
| 23 | 10 | 0 | 10 | 5 | 3 | 8 | 423 | 340 | 763 |
| 24 | 24 | 2 | 26 | 1 | 0 | 1 | 417 | 302 | 721 |
| 25 - 34 | 126 | 5 | 132 | 23 | 16 | 40 | 3,154 | 2,660 | 5,827 |
| 35 - 44 | 109 | 8 | 117 | 30 | 15 | 46 | 2,318 | 2,163 | 4,490 |
| 45 - 54 | 65 | 2 | 67 | 14 | 13 | 27 | 1,368 | 1,448 | 2,820 |
| 55 - 64 | 14 | 1 | 15 | 8 | 1 | 9 | 769 | 775 | 1,546 |
| 65 - 74 | 7 | 1 | 8 | 2 | 3 | 5 | 533 | 563 | 1,100 |
| 75 - 84 | 3 | 0 | 3 | 0 | 1 | 1 | 272 | 389 | 666 |
| 85+ | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 70 | 148 |
| Unknown | 4 | 0 | 4 | 8 | 5 | 24 | 261 | 296 | 2,562 |
| Total | 540 | 31 | 573 | 178 | 109 | 300 | 16,015 | 14,775 | 32,873 |

³Motorcycle includes all drivers of motorcycles, mopeds, motorized bicycles, motor scooters, and minibikes.

⁴Totals include people whose gender, age or role were unknown.

Note: Tables counts persons injured, not crashes.

Legend: M=Male; F=Female; Tot=Total

Overview

Table 22. Total Injuries in All Crashes by County and Month - 1996

| County | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Tot |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| ADAMS | 24 | 30 | 17 | 22 | 19 | 25 | 23 | 28 | 14 | 19 | 24 | 22 | 267 |
| ALLEN | 338 | 348 | 335 | 319 | 388 | 371 | 347 | 394 | 341 | 361 | 303 | 369 | 4,214 |
| BARTHOLOMEW | 100 | 70 | 88 | 86 | 89 | 85 | 85 | 103 | 120 | 86 | 93 | 87 | 1,092 |
| BENTON | 0 | 4 | 8 | 9 | 3 | 6 | 20 | 12 | 6 | 10 | 1 | 6 | 85 |
| BLACKFORD | 6 | 9 | 15 | 5 | 9 | 8 | 11 | 10 | 11 | 3 | 11 | 11 | 109 |
| BOONE | 30 | 23 | 36 | 19 | 27 | 47 | 46 | 43 | 29 | 23 | 25 | 37 | 385 |
| BROWN | 10 | 11 | 12 | 18 | 6 | 12 | 11 | 8 | 22 | 11 | 16 | 26 | 163 |
| CARROLL | 13 | 22 | 11 | 15 | 14 | 23 | 13 | 18 | 21 | 20 | 10 | 15 | 195 |
| CASS | 56 | 32 | 44 | 45 | 54 | 55 | 49 | 62 | 55 | 55 | 36 | 66 | 609 |
| CLARK | 86 | 111 | 131 | 141 | 163 | 118 | 125 | 132 | 126 | 141 | 128 | 105 | 1,507 |
| CLAY | 22 | 18 | 19 | 20 | 17 | 16 | 19 | 25 | 38 | 39 | 17 | 34 | 284 |
| CLINTON | 31 | 25 | 45 | 29 | 18 | 31 | 36 | 39 | 19 | 40 | 32 | 45 | 390 |
| CRAWFORD | 7 | 3 | 6 | 7 | 4 | 10 | 5 | 10 | 2 | 8 | 3 | 4 | 69 |
| DAVISS | 23 | 21 | 20 | 25 | 33 | 28 | 31 | 29 | 24 | 26 | 30 | 35 | 325 |
| DEARBORN | 44 | 47 | 46 | 44 | 60 | 51 | 64 | 47 | 54 | 47 | 69 | 37 | 610 |
| DECATUR | 17 | 12 | 21 | 22 | 24 | 32 | 40 | 19 | 42 | 28 | 29 | 16 | 302 |
| DEKALB | 42 | 33 | 27 | 26 | 42 | 33 | 27 | 31 | 27 | 27 | 40 | 31 | 386 |
| DELAWARE | 93 | 119 | 111 | 106 | 118 | 119 | 140 | 136 | 163 | 141 | 118 | 143 | 1,507 |
| DUBOIS | 46 | 34 | 29 | 34 | 51 | 42 | 39 | 41 | 63 | 37 | 25 | 42 | 483 |
| ELKHART | 210 | 193 | 186 | 202 | 233 | 237 | 280 | 233 | 252 | 211 | 219 | 226 | 2,682 |
| FAYETTE | 13 | 28 | 25 | 35 | 25 | 38 | 33 | 29 | 22 | 37 | 23 | 25 | 333 |
| FLOYD | 67 | 62 | 70 | 68 | 78 | 105 | 73 | 74 | 87 | 92 | 90 | 85 | 951 |
| FOUNTAIN | 13 | 21 | 17 | 4 | 9 | 24 | 11 | 14 | 30 | 24 | 14 | 14 | 195 |
| FRANKLIN | 12 | 10 | 19 | 13 | 26 | 32 | 18 | 24 | 25 | 12 | 27 | 14 | 232 |
| FULTON | 21 | 8 | 24 | 6 | 21 | 23 | 14 | 20 | 15 | 25 | 14 | 15 | 206 |
| GIBSON | 22 | 28 | 25 | 21 | 19 | 25 | 32 | 40 | 25 | 35 | 29 | 43 | 344 |
| GRANT | 78 | 71 | 64 | 75 | 84 | 66 | 95 | 79 | 80 | 78 | 63 | 75 | 908 |
| GREENE | 34 | 20 | 32 | 20 | 20 | 27 | 32 | 18 | 25 | 48 | 26 | 17 | 319 |
| HAMILTON | 121 | 127 | 107 | 119 | 184 | 157 | 163 | 156 | 146 | 138 | 139 | 121 | 1,678 |
| HANCOCK | 36 | 36 | 61 | 30 | 57 | 56 | 59 | 61 | 72 | 52 | 40 | 57 | 617 |
| HARRISON | 34 | 24 | 40 | 30 | 28 | 45 | 40 | 19 | 35 | 35 | 36 | 31 | 397 |
| HENDRICKS | 65 | 55 | 66 | 70 | 90 | 81 | 75 | 78 | 65 | 64 | 49 | 98 | 856 |
| HENRY | 32 | 51 | 27 | 16 | 52 | 49 | 50 | 53 | 43 | 48 | 53 | 70 | 544 |
| HOWARD | 103 | 83 | 94 | 80 | 99 | 126 | 105 | 108 | 114 | 108 | 85 | 112 | 1,217 |
| HUNTINGTON | 41 | 45 | 35 | 44 | 41 | 45 | 57 | 24 | 60 | 51 | 29 | 43 | 515 |
| JACKSON | 38 | 34 | 50 | 50 | 53 | 40 | 57 | 49 | 52 | 58 | 46 | 63 | 590 |
| JASPER | 27 | 12 | 27 | 45 | 22 | 23 | 23 | 34 | 24 | 46 | 32 | 31 | 346 |
| JAY | 6 | 10 | 18 | 14 | 20 | 18 | 16 | 11 | 14 | 21 | 20 | 28 | 196 |
| JEFFERSON | 25 | 26 | 28 | 26 | 29 | 49 | 25 | 26 | 32 | 38 | 29 | 23 | 356 |
| JENNINGS | 10 | 20 | 31 | 38 | 37 | 27 | 41 | 30 | 21 | 17 | 26 | 20 | 318 |
| JOHNSON | 65 | 76 | 104 | 103 | 99 | 114 | 93 | 97 | 112 | 98 | 93 | 100 | 1,154 |
| KNOX | 28 | 48 | 47 | 45 | 29 | 36 | 40 | 54 | 50 | 66 | 30 | 37 | 510 |
| KOSCIUSKO | 59 | 55 | 74 | 38 | 58 | 78 | 88 | 94 | 74 | 82 | 84 | 83 | 867 |
| LAGRANGE | 13 | 36 | 6 | 16 | 6 | 30 | 30 | 27 | 14 | 23 | 15 | 27 | 243 |
| LAKE | 514 | 493 | 523 | 566 | 641 | 680 | 609 | 693 | 642 | 697 | 579 | 726 | 7,363 |
| LAPORTE | 178 | 123 | 113 | 104 | 167 | 131 | 171 | 153 | 116 | 162 | 132 | 123 | 1,673 |

Table 22. Total Injuries All Crashes by County and Month - 1996 (Cont.)

| County | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Tot |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| LAWRENCE | 41 | 30 | 35 | 41 | 45 | 44 | 57 | 57 | 41 | 62 | 46 | 38 | 537 |
| MADISON | 129 | 158 | 186 | 140 | 174 | 186 | 165 | 194 | 175 | 187 | 140 | 153 | 1,987 |
| MARION | 922 | 814 | 1,026 | 1,032 | 1,221 | 1,132 | 1,134 | 1,180 | 1,125 | 1,141 | 987 | 1,061 | 12,775 |
| MARSHALL | 40 | 41 | 42 | 37 | 71 | 70 | 70 | 70 | 69 | 51 | 64 | 47 | 672 |
| MARTIN | 10 | 5 | 7 | 10 | 22 | 3 | 17 | 14 | 8 | 11 | 13 | 10 | 130 |
| MIAMI | 35 | 22 | 29 | 26 | 27 | 28 | 43 | 29 | 24 | 29 | 39 | 25 | 356 |
| MONROE | 92 | 102 | 94 | 79 | 111 | 83 | 107 | 110 | 111 | 154 | 101 | 120 | 1,264 |
| MONTGOMERY | 30 | 25 | 30 | 25 | 33 | 24 | 39 | 33 | 29 | 29 | 38 | 40 | 375 |
| MORGAN | 35 | 35 | 40 | 46 | 57 | 82 | 65 | 41 | 64 | 63 | 48 | 48 | 624 |
| NEWTON | 12 | 4 | 6 | 19 | 19 | 5 | 14 | 12 | 12 | 21 | 13 | 11 | 148 |
| NOBLE | 35 | 28 | 38 | 31 | 37 | 41 | 27 | 41 | 41 | 39 | 37 | 34 | 429 |
| OHIO | 5 | 5 | 0 | 7 | 2 | 5 | 2 | 10 | 14 | 7 | 4 | 4 | 65 |
| ORANGE | 19 | 12 | 9 | 8 | 7 | 7 | 10 | 14 | 11 | 8 | 14 | 9 | 128 |
| OWEN | 11 | 22 | 17 | 34 | 16 | 25 | 21 | 9 | 22 | 33 | 25 | 22 | 257 |
| PARKE | 18 | 8 | 14 | 5 | 22 | 12 | 10 | 12 | 8 | 20 | 7 | 15 | 151 |
| PERRY | 12 | 12 | 19 | 18 | 13 | 17 | 17 | 17 | 21 | 25 | 12 | 10 | 193 |
| PIKE | 10 | 15 | 21 | 2 | 3 | 10 | 20 | 10 | 15 | 13 | 13 | 9 | 141 |
| PORTER | 152 | 132 | 154 | 141 | 125 | 179 | 156 | 160 | 180 | 177 | 132 | 149 | 1,837 |
| POSEY | 17 | 22 | 13 | 7 | 9 | 16 | 25 | 9 | 11 | 12 | 15 | 9 | 165 |
| PULASKI | 19 | 14 | 8 | 5 | 5 | 11 | 16 | 8 | 15 | 13 | 13 | 6 | 133 |
| PUTNAM | 22 | 30 | 30 | 32 | 16 | 33 | 36 | 32 | 34 | 35 | 20 | 40 | 360 |
| RANDOLPH | 14 | 11 | 16 | 9 | 13 | 30 | 27 | 22 | 38 | 19 | 16 | 12 | 227 |
| RIPLEY | 10 | 3 | 21 | 12 | 21 | 24 | 21 | 24 | 15 | 31 | 32 | 20 | 234 |
| RUSH | 16 | 6 | 24 | 24 | 10 | 10 | 15 | 10 | 21 | 10 | 11 | 12 | 169 |
| SAINT JOSEPH | 303 | 288 | 275 | 349 | 331 | 353 | 309 | 327 | 364 | 336 | 321 | 303 | 3,859 |
| SCOTT | 36 | 16 | 59 | 20 | 41 | 56 | 39 | 25 | 36 | 27 | 26 | 36 | 417 |
| SHELBY | 33 | 44 | 37 | 29 | 39 | 40 | 66 | 36 | 42 | 54 | 50 | 34 | 504 |
| SPENCER | 14 | 19 | 15 | 17 | 24 | 23 | 20 | 21 | 8 | 16 | 13 | 11 | 201 |
| STARKE | 17 | 24 | 17 | 22 | 31 | 30 | 27 | 25 | 16 | 33 | 20 | 32 | 294 |
| STEBEN | 40 | 28 | 44 | 23 | 35 | 54 | 50 | 37 | 31 | 26 | 37 | 41 | 446 |
| SULLIVAN | 5 | 3 | 5 | 13 | 7 | 6 | 7 | 18 | 15 | 20 | 12 | 19 | 130 |
| SWITZERLAND | 12 | 5 | 8 | 4 | 13 | 3 | 11 | 5 | 9 | 8 | 3 | 6 | 87 |
| TIPPECANOE | 133 | 128 | 123 | 157 | 134 | 119 | 160 | 196 | 153 | 159 | 160 | 153 | 1,775 |
| TIPTON | 9 | 16 | 17 | 8 | 16 | 27 | 17 | 10 | 20 | 17 | 5 | 12 | 174 |
| UNION | 6 | 1 | 1 | 6 | 6 | 2 | 8 | 6 | 4 | 11 | 5 | 6 | 62 |
| VANDEBURGH | 159 | 157 | 146 | 169 | 129 | 218 | 190 | 225 | 185 | 197 | 171 | 184 | 2,130 |
| VERMILLION | 20 | 14 | 22 | 30 | 12 | 13 | 36 | 17 | 19 | 21 | 7 | 27 | 238 |
| VIGO | 156 | 140 | 142 | 154 | 146 | 145 | 145 | 159 | 158 | 164 | 135 | 160 | 1,804 |
| WABASH | 30 | 31 | 36 | 24 | 38 | 41 | 45 | 45 | 39 | 43 | 51 | 38 | 461 |
| WARREN | 5 | 7 | 5 | 10 | 12 | 10 | 6 | 2 | 12 | 2 | 4 | 3 | 78 |
| WARRICK | 29 | 35 | 21 | 35 | 38 | 29 | 33 | 36 | 30 | 45 | 35 | 33 | 399 |
| WASHINGTON | 14 | 22 | 21 | 31 | 26 | 22 | 29 | 23 | 37 | 18 | 28 | 28 | 299 |
| WAYNE | 107 | 80 | 75 | 87 | 102 | 97 | 100 | 96 | 113 | 87 | 99 | 93 | 1,136 |
| WELLS | 13 | 13 | 25 | 12 | 19 | 27 | 49 | 13 | 18 | 26 | 36 | 27 | 278 |
| WHITE | 33 | 29 | 18 | 15 | 19 | 36 | 26 | 22 | 20 | 30 | 27 | 23 | 298 |
| WHITLEY | 28 | 30 | 28 | 16 | 22 | 47 | 25 | 26 | 24 | 24 | 23 | 27 | 320 |
| INDIANA | 5,761 | 5,453 | 5,953 | 5,891 | 6,685 | 6,949 | 6,973 | 6,973 | 6,881 | 7,042 | 6,140 | 6,638 | 77,339 |

Table 23. Fatal Crashes and Fatalities on Legal Holidays: 1988-1996

| Holiday | Year | Begin | End | Actual Hours | Holiday | All Crashes | | Alcohol Related Crashes | |
|---------------------|---------|-----------|------------|--------------|-----------|-------------|---------|-------------------------|---------|
| | | | | | | Fatalities | Crashes | Fatalities | Crashes |
| | | | | | | | | | |
| New Years | 1987/88 | 6pm 12/31 | 12am 1/03 | 78 | Friday | 5 | N/A | 4 | N/A |
| | 1988/89 | 6pm 12/30 | 12am 1/02 | 78 | Sunday | 5 | 4 | 2 | 2 |
| | 1989/90 | 6pm 12/29 | 12am 1/01 | 78 | Monday | 6 | 6 | 2 | 2 |
| | 1990/91 | 6pm 12/28 | 12am 1/01 | 102 | Tuesday | 7 | 7 | 3 | 3 |
| | 1991/92 | 6pm 12/27 | 12am 1/01 | 126 | Wednesday | 10 | 10 | 6 | 6 |
| | 1992/93 | 6pm 12/31 | 12am 1/03 | 78 | Friday | 6 | 6 | 1 | 1 |
| | 1993/94 | 6pm 12/31 | 12am 1/02 | 78 | Saturday | 8 | 7 | 1 | 1 |
| | 1994/95 | 6pm 12/30 | 12am 1/02 | 78 | Sunday | 10 | 7 | 4 | 3 |
| | 1995/96 | 6pm 12/29 | 12am 1/01 | 78 | Monday | 2 | 2 | 2 | 2 |
| Memorial Day | 1988 | 6pm 5/27 | 12am 5/30 | 78 | Monday | 20 | 14 | 7 | 7 |
| | 1989 | 6pm 5/26 | 12am 5/29 | 78 | Monday | 12 | 11 | 4 | 3 |
| | 1990 | 6pm 5/25 | 12am 5/28 | 78 | Monday | 15 | 14 | 8 | 7 |
| | 1991 | 6pm 5/24 | 12am 5/27 | 78 | Monday | 12 | 11 | 6 | 5 |
| | 1992 | 6pm 5/22 | 12am 5/25 | 78 | Monday | 10 | 9 | 3 | 2 |
| | 1993 | 6pm 5/28 | 12am 5/31 | 78 | Monday | 7 | 7 | 4 | 4 |
| | 1994 | 6pm 5/27 | 12am 5/30 | 78 | Monday | 15 | 13 | 3 | 3 |
| | 1995 | 6pm 5/26 | 12am 5/29 | 78 | Monday | 12 | 10 | 3 | 3 |
| | 1996 | 6pm 5/24 | 12am 5/27 | 78 | Monday | 15 | 15 | 6 | 6 |
| July 4th | 1988 | 6pm 7/01 | 12am 7/04 | 78 | Monday | 13 | 12 | 7 | 6 |
| | 1989 | 6pm 6/30 | 12am 7/04 | 102 | Tuesday | 15 | 14 | 6 | 5 |
| | 1990 | 6pm 7/03 | 12am 7/04 | 30 | Wednesday | 4 | 4 | 0 | 0 |
| | 1991 | 6pm 7/03 | 12am 7/07 | 102 | Thursday | 21 | 19 | 4 | 3 |
| | 1992 | 6pm 7/03 | 12am 7/06 | 78 | Saturday | 5 | 5 | 2 | 2 |
| | 1993 | 6pm 7/02 | 12am 7/05 | 78 | Sunday | 13 | 10 | 5 | 3 |
| | 1994 | 6pm 7/01 | 12am 7/04 | 78 | Monday | 12 | 10 | 3 | 3 |
| | 1995 | 6pm 6/30 | 12am 7/04 | 102 | Tuesday | 9 | 9 | 3 | 3 |
| | 1996 | 6pm 7/03 | 12am 7/07 | 102 | Thursday | 12 | 9 | 1 | 1 |
| Labor Day | 1988 | 6pm 9/02 | 12am 9/05 | 78 | Monday | 16 | 14 | 8 | 8 |
| | 1989 | 6pm 9/01 | 12am 9/04 | 78 | Monday | 11 | 10 | 5 | 5 |
| | 1990 | 6pm 8/31 | 12am 9/03 | 78 | Monday | 15 | 14 | 6 | 5 |
| | 1991 | 6pm 8/30 | 12am 9/02 | 78 | Monday | 12 | 12 | 6 | 6 |
| | 1992 | 6pm 9/04 | 12am 9/07 | 78 | Monday | 11 | 9 | 5 | 5 |
| | 1993 | 6pm 9/03 | 12am 9/06 | 78 | Monday | 8 | 8 | 1 | 1 |
| | 1994 | 6pm 9/02 | 12am 9/05 | 78 | Monday | 8 | 8 | 4 | 4 |
| | 1995 | 6pm 9/01 | 12am 9/04 | 78 | Monday | 7 | 7 | 2 | 2 |
| | 1996 | 6pm 8/30 | 12am 9/02 | 78 | Monday | 11 | 10 | 7 | 6 |
| Thanksgiving | 1988 | 6pm 11/23 | 12am 11/27 | 102 | Thursday | 18 | 17 | 8 | 8 |
| | 1989 | 6pm 11/22 | 12am 11/26 | 102 | Thursday | 13 | 12 | 4 | 4 |
| | 1990 | 6pm 11/21 | 12am 11/25 | 102 | Thursday | 12 | 11 | 4 | 4 |
| | 1991 | 6pm 11/27 | 12am 12/01 | 102 | Thursday | 9 | 8 | 0 | 0 |
| | 1992 | 6pm 11/25 | 12am 11/29 | 102 | Thursday | 6 | 6 | 3 | 3 |
| | 1993 | 6pm 11/24 | 12am 11/28 | 102 | Thursday | 6 | 5 | 1 | 1 |
| | 1994 | 6pm 11/23 | 12am 11/27 | 102 | Thursday | 12 | 12 | 4 | 4 |
| | 1995 | 6pm 11/22 | 12am 11/26 | 102 | Thursday | 4 | 4 | 1 | 1 |
| | 1996 | 6pm 11/27 | 12am 12/01 | 102 | Thursday | 7 | 5 | 3 | 1 |
| Christmas | 1988 | 6pm 12/23 | 12am 12/26 | 78 | Sunday | 23 | 13 | 4 | 2 |
| | 1989 | 6pm 12/22 | 12am 12/25 | 78 | Monday | 9 | 9 | 3 | 3 |
| | 1990 | 6pm 12/21 | 12am 12/25 | 102 | Tuesday | 21 | 11 | 5 | 4 |
| | 1991 | 6pm 12/20 | 12am 12/25 | 126 | Wednesday | 12 | 11 | 4 | 3 |
| | 1992 | 6pm 12/24 | 12am 12/27 | 78 | Friday | 10 | 9 | 4 | 4 |
| | 1993 | 6pm 12/24 | 12am 12/27 | 78 | Saturday | 5 | 4 | 0 | 0 |
| | 1994 | 6pm 12/23 | 12am 12/26 | 78 | Sunday | 6 | 6 | 2 | 2 |
| | 1995 | 6pm 12/22 | 12am 12/25 | 78 | Monday | 11 | 10 | 4 | 4 |
| | 1996 | 6pm 12/20 | 12am 12/25 | 126 | Wednesday | 14 | 10 | 2 | 2 |

Legend: N/A=Not Available

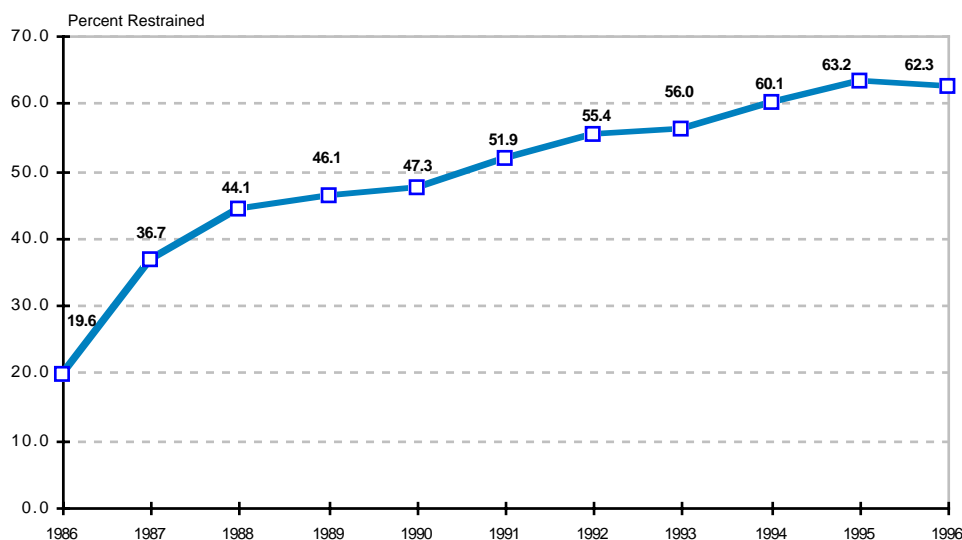
Table 24. Safety Restraint Usage by Drivers in Crashes: 1994-1996

| Crash Type | 1994 | | | 1995 | | | 1996 | | |
|----------------------------|----------------|---------------|----------------|----------------|---------------|----------------|----------------|---------------|----------------|
| | Yes | No | Unknown | Yes | No | Unknown | Yes | No | Unknown |
| Fatal | 567 | 590 | 124 | 623 | 562 | 127 | 687 | 547 | 107 |
| % of FataIs | 44.3% | 46.1% | 9.7% | 47.5% | 42.8% | 9.7% | 51.2% | 40.8% | 8.0% |
| Personal Injury | 56,610 | 17,084 | 18,514 | 61,117 | 16,829 | 19,321 | 60,869 | 14,834 | 15,328 |
| % of PI | 61.4% | 18.5% | 20.1% | 62.8% | 17.3% | 19.9% | 66.9% | 16.3% | 16.8% |
| Property Damage | 134,571 | 17,298 | 131,850 | 155,499 | 17,758 | 140,993 | 149,967 | 14,673 | 116,332 |
| % of PD | 47.4% | 6.1% | 46.5% | 49.5% | 5.7% | 44.9% | 53.4% | 5.2% | 41.4% |
| Total Restraint Use | 191,748 | 34,972 | 150,488 | 217,239 | 35,149 | 159,441 | 211,523 | 30,054 | 131,767 |
| % of Total Drivers | 50.8% | 9.3% | 39.9% | 52.7% | 8.5% | 38.7% | 56.7% | 8.0% | 35.3% |

| Total Drivers | 1994 | 1995 | 1996 |
|---------------|---------|---------|---------|
| | 377,208 | 411,829 | 373,344 |

Example: "In 1996 in the State, 51.2% [687/(687+547+107)] of drivers in fatal crashes were restrained. Overall in 1996, 56.7% of drivers involved in crashes used restraints."

Note: Drivers of parked vehicles are excluded. Motorcyclists, mopeds, motorscooters, minibikes, motorbikes are excluded.



Source: Indiana University-Purdue University safety belt surveys 1986-1996
 Note: Percent restrained are for driver and front, right seat passenger in passenger cars.
 Trucks, vans, minivans, sport utility vehicles not included.

Figure 16. Safety Belt Usage: 1986-1996

Overview

Table 25. Indiana Traffic Safety Time Clock - 1996

| All Traffic Crashes | | | Alcohol-Related Crashes | | |
|----------------------------|---------|------------|----------------------------|--------|-------------|
| Crashes | Number | One Every | Crashes | Number | One Every |
| Fatal | 870 | 10 hours | Fatal | 209 | 42 hours |
| Personal Injury | 52,058 | 10 minutes | Personal Injury | 4,526 | 116 minutes |
| Property Damage | 168,537 | 3 minutes | Property Damage | 5,042 | 104 minutes |
| Total | 221,465 | 2 minutes | Total | 9,777 | 54 minutes |
| Persons | Number | One Every | Persons | Number | One Every |
| Fatalities | 982 | 9 hours | Fatalities | 239 | 37 hours |
| Persons Injured | 77,339 | 7 minutes | Persons Injured | 6,664 | 79 minutes |
| Motorcyclists ¹ | | | Motorcyclists ¹ | | |
| Fatalities or Injuries | 1,672 | 5 hours | Fatalities or Injuries | 217 | 40 hours |
| Pedestrians | | | Pedestrians | | |
| Fatalities or Injuries | 1,868 | 5 hours | Fatalities or Injuries | 91 | 96 hours |
| Bicyclists | | | Bicyclists | | |
| Fatalities or Injuries | 1,141 | 8 hours | Fatalities or Injuries | 27 | 324 hours |

¹ Motorcyclists include drivers and passengers of motorcycles, mopeds, motor bikes, motor scooters and minibikes.

Crashes

Traffic crashes result from the interaction of the driver, the vehicle and the highway environment. The Primary and Vehicular Contributing Circumstances are fields on the crash report provided to describe the likely causes of a crash. The Primary Contributing Circumstance is the major cause of the crash. The most common primary contributing circumstance in 1996, and three of the preceding four years, was *Driver Inattention* with 20.5 percent (Table 26).

In 1996, January was the month with the greatest frequency of crashes, while the summer months of July and August were the months with the highest number, 93, of fatal crashes (Table 27 and Figure 17). Rural crashes tend to have higher severity; 635 or 0.72 percent of rural crashes were fatal compared to 235 or 0.18 percent of urban crashes (Figure 18).

Fatal crashes occurred most frequently on rural county roads (29.1 percent). Only 5.9 percent of all crashes and 9.0 percent of fatal crashes occurred on Interstate or the Indiana Toll Road. The highest frequency of property damage (49.9 percent) and total crashes (48.9 percent) was on city streets where only 19.5 percent of fatal crashes occurred (Figure 19).

The highest frequency of fatal crashes in 1996 was on Saturday with 153 (Figure 20 and Table 29). Friday was the day with the most total crashes (38,144). The highest frequency for each crash severity category was the 3 to 6 PM time period (Figure 21).

There were 29 fatal crashes in construction zones during 1995. In 1996, fatal crashes in construction zones declined 45 percent to 16 while total crashes in construction zones declined by only 6 percent from 5,800 to 5,447 crashes (Table 30). Most of this decline in fatal crashes is accounted for by a decrease from 16 to 6 on interstates/toll road.

Weather conditions, which can severely affect roadway conditions, played a small role in traffic crashes during 1996. For example, 75.9 percent of fatal crashes and 65.2 percent of personal injury crashes occurred on dry roadway surfaces. Snow or icy road conditions were noted for only 7.5 percent of fatal crashes (Figure 23). While 53.0 percent of fatal crashes occurred during daylight hours (Figure 22), it is likely that a significantly higher proportion of vehicle miles traveled occurred during the same

Crashes

daylight hours. Crashes occurring in the *Dark/No Lights* condition tend to be more severe: 28.4 percent of fatal crashes versus 11.4 percent of both personal injury and property damage crashes (Figure 22). Those crashes that did occur during darkness or in bad weather could often be attributed to the driver's failure to use precautions, such as slowing down, appropriate for the driving conditions.

The Indiana State Police were the reporting agency for 21.4 percent of all fatal crashes, but were the reporting agency for only 8.1 percent of all crashes (Figures 24-25).

The number of both urban and rural interstate crashes has increased each year from 1993 through 1996 (Figure 31). Over the 1988-1996 period, June and December were the months with the highest average number of fatalities (9.44) (Figure 32).

During 1996, as has been the case for the preceding five years, interstate crashes were most frequent during the November-January period. The highest number of fatalities (11) in 1996 occurred in January and October (Table 49).

Table 26. Primary Contributing Circumstances: 1992-1996

| | 1992 | % | 1993 | % | 1994 | % | 1995 | % | 1996 | % |
|-----------------------------------|----------------|----------------|----------------|----------------|------------------------|----------------|------------------------|----------------|----------------|----------------|
| Alcoholic Beverages | 5,037 | 2.58% | 4,788 | 2.34% | 5,114 | 2.27% | 5,458 | 2.21% | 4,922 | 2.22% |
| Illegal Drugs | 60 | 0.03% | 72 | 0.04% | 79 | 0.04% | 102 | 0.04% | 85 | 0.04% |
| Prescription Drugs | 139 | 0.07% | 135 | 0.07% | 166 | 0.07% | 161 | 0.07% | 142 | 0.06% |
| Driver Apparently Asleep | 2,244 | 1.15% | 2,428 | 1.19% | 2,482 | 1.10% | 2,347 | 0.95% | 2,295 | 1.04% |
| Driver Inattention | 41,775 | 21.44% | 43,005 | 21.04% | 46,696 | 20.75% | 53,077 | 21.46% | 45,405 | 20.50% |
| Driver Illness | 627 | 0.32% | 628 | 0.31% | 739 | 0.33% | 738 | 0.30% | 670 | 0.30% |
| Unsafe Speed | 8,221 | 4.22% | 9,240 | 4.52% | 9,653 | 4.29% | 10,489 | 4.24% | 9,966 | 4.50% |
| Failure to Yield Right-of-Way | 26,649 | 13.67% | 27,606 | 13.51% | 27,884 | 12.39% | 30,092 | 12.17% | 29,176 | 13.17% |
| Disregarded Signal/Sign | 7,374 | 3.78% | 7,460 | 3.65% | 7,418 | 3.30% | 7,845 | 3.17% | 7,798 | 3.52% |
| Left of Center | 3,270 | 1.68% | 3,398 | 1.66% | 3,641 | 1.62% | 3,729 | 1.51% | 3,701 | 1.67% |
| Improper Passing | 1,941 | 1.00% | 1,974 | 0.97% | 2,095 | 0.93% | 2,270 | 0.92% | 2,231 | 1.01% |
| Improper Turning | 3,618 | 1.86% | 3,509 | 1.72% | 3,899 | 1.73% | 4,332 | 1.75% | 3,910 | 1.77% |
| Improper Lane Usage | 3,358 | 1.72% | 3,338 | 1.63% | 3,715 | 1.65% | 4,030 | 1.63% | 4,049 | 1.83% |
| Following Too Closely | 8,737 | 4.48% | 9,323 | 4.56% | 9,613 | 4.27% | 11,522 | 4.66% | 12,049 | 5.44% |
| Unsafe Backing | 2,891 | 1.48% | 2,879 | 1.41% | 4,440 | 1.97% | 6,786 | 2.74% | 3,881 | 1.75% |
| Wrong Way on One Way | 234 | 0.12% | 217 | 0.11% | 233 | 0.10% | 277 | 0.11% | 266 | 0.12% |
| Pedestrian Actions | 1,289 | 0.66% | 1,280 | 0.63% | 1,271 | 0.56% | 1,383 | 0.56% | 1,189 | 0.54% |
| Passenger Distractions | 310 | 0.16% | 318 | 0.16% | 303 | 0.13% | 342 | 0.14% | 327 | 0.15% |
| Violation of License Restrictions | 56 | 0.03% | 49 | 0.02% | 66 | 0.03% | 79 | 0.03% | 61 | 0.03% |
| Engine Failure or Defective | 391 | 0.20% | 345 | 0.17% | 379 | 0.17% | 424 | 0.17% | 357 | 0.16% |
| Accelerator Failure or Defective | 202 | 0.10% | 198 | 0.10% | 240 | 0.11% | 294 | 0.12% | 163 | 0.07% |
| Brake Failure or Defective | 1,713 | 0.88% | 1,781 | 0.87% | 1,785 | 0.79% | 1,974 | 0.80% | 1,675 | 0.76% |
| Tire Failure or Defective | 706 | 0.36% | 697 | 0.34% | 737 | 0.33% | 763 | 0.31% | 707 | 0.32% |
| Headlight Defective or Not On | 118 | 0.06% | 123 | 0.06% | 121 | 0.05% | 120 | 0.05% | 146 | 0.07% |
| Other Lights Defective | 117 | 0.06% | 118 | 0.06% | 131 | 0.06% | 118 | 0.05% | 116 | 0.05% |
| Steering Failure | 405 | 0.21% | 427 | 0.21% | 429 | 0.19% | 428 | 0.17% | 403 | 0.18% |
| Window / Windshield Defective | 8 | 0.00% | 19 | 0.01% | 17 | 0.01% | 15 | 0.01% | 14 | 0.01% |
| Oversize / Overweight | 76 | 0.04% | 72 | 0.04% | 95 | 0.04% | 124 | 0.05% | 112 | 0.05% |
| Insecure / Leaky Load | 271 | 0.14% | 303 | 0.15% | 395 | 0.18% | 407 | 0.16% | 426 | 0.19% |
| Tow Hitch Failure | 197 | 0.10% | 149 | 0.07% | 185 | 0.08% | 194 | 0.08% | 163 | 0.07% |
| Animal(s) Present on Roadway | 12,276 | 6.30% | 12,406 | 6.07% | 13,610 | 6.05% | 13,698 | 5.54% | 14,349 | 6.48% |
| Glare | 252 | 0.13% | 255 | 0.12% | 387 | 0.17% | 508 | 0.21% | 412 | 0.19% |
| Loose Surface Material | 385 | 0.20% | 361 | 0.18% | 404 | 0.18% | 425 | 0.17% | 380 | 0.17% |
| Material on Surface (Weather) | 10,221 | 5.24% | 12,251 | 5.99% | 13,120 | 5.83% | 15,056 | 6.09% | 14,763 | 6.67% |
| Holes / Ruts in Surface | 125 | 0.06% | 142 | 0.07% | 134 | 0.06% | 131 | 0.05% | 191 | 0.09% |
| Shoulder Defective | 43 | 0.02% | 47 | 0.02% | 56 | 0.02% | 42 | 0.02% | 47 | 0.02% |
| Road Under Construction | 116 | 0.06% | 107 | 0.05% | 112 | 0.05% | 140 | 0.06% | 104 | 0.05% |
| Obstruction Not Marked | 104 | 0.05% | 104 | 0.05% | 121 | 0.05% | 115 | 0.05% | 135 | 0.06% |
| Lane Marking Obscured | 12 | 0.01% | 20 | 0.01% | 13 | 0.01% | 22 | 0.01% | 17 | 0.01% |
| View Obstructed By a Vehicle | 1,340 | 0.69% | 1,394 | 0.68% | 1,503 | 0.67% | 1,620 | 0.66% | 1,392 | 0.63% |
| View Obstructed By Other | 874 | 0.45% | 993 | 0.49% | 1,083 | 0.48% | 1,212 | 0.49% | 983 | 0.44% |
| Other | 9,876 | 5.07% | 10,269 | 5.02% | 11,527 | 5.12% | 13,180 | 5.33% | 11,169 | 5.04% |
| Jack Knifing | 96 | 0.05% | 93 | 0.05% | 111 | 0.05% | 95 | 0.04% | 99 | 0.04% |
| Unknown | 37,125 | 19.05% | 40,052 | 19.60% | 48,828 | 21.70% | 51,141 | 20.68% | 41,019 | 18.52% |
| Total | 194,879 | 100.00% | 204,373 | 100.00% | 225,030 | 100.00% | 247,305 | 100.00% | 221,465 | 100.00% |
| | | | | | (213,223) ¹ | | (221,027) ¹ | | | |

¹ Corrected for misclassified private property crashes. See Foreword for explanation

Crashes

Table 27. Crashes by Month and Severity by Urban/Rural Locale - 1996

| Month | Fatal | | | Personal Injury | | | Property Damage | | | Total | | |
|--------------|------------|------------|------------|-----------------|---------------|---------------|-----------------|----------------|----------------|---------------|----------------|----------------|
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| January | 52 | 23 | 75 | 1,830 | 2,221 | 4,051 | 7,402 | 10,774 | 18,176 | 9,284 | 13,018 | 22,302 |
| February | 48 | 16 | 64 | 1,678 | 2,072 | 3,750 | 4,869 | 7,460 | 12,329 | 6,595 | 9,548 | 16,143 |
| March | 44 | 18 | 62 | 1,731 | 2,218 | 3,949 | 5,461 | 8,032 | 13,493 | 7,236 | 10,268 | 17,504 |
| April | 39 | 18 | 57 | 1,469 | 2,439 | 3,908 | 3,994 | 7,733 | 11,727 | 5,502 | 10,190 | 15,692 |
| May | 57 | 22 | 79 | 1,710 | 2,745 | 4,455 | 5,228 | 8,775 | 14,003 | 6,995 | 11,542 | 18,537 |
| June | 61 | 16 | 77 | 1,799 | 2,828 | 4,627 | 5,163 | 8,569 | 13,732 | 7,023 | 11,413 | 18,436 |
| July | 67 | 26 | 93 | 1,854 | 2,676 | 4,530 | 4,446 | 7,938 | 12,384 | 6,367 | 10,640 | 17,007 |
| August | 66 | 27 | 93 | 1,894 | 2,732 | 4,626 | 4,252 | 7,893 | 12,145 | 6,212 | 10,652 | 16,864 |
| September | 52 | 19 | 71 | 1,852 | 2,743 | 4,595 | 4,390 | 8,367 | 12,757 | 6,294 | 11,129 | 17,423 |
| October | 59 | 17 | 76 | 1,901 | 2,825 | 4,726 | 5,931 | 8,687 | 14,618 | 7,891 | 11,529 | 19,420 |
| November | 43 | 15 | 58 | 1,812 | 2,420 | 4,232 | 7,413 | 8,922 | 16,335 | 9,268 | 11,357 | 20,625 |
| December | 47 | 18 | 65 | 2,075 | 2,534 | 4,609 | 7,462 | 9,376 | 16,838 | 9,584 | 11,928 | 21,512 |
| Total | 635 | 235 | 870 | 21,605 | 30,453 | 52,058 | 66,011 | 102,526 | 168,537 | 88,251 | 133,214 | 221,465 |

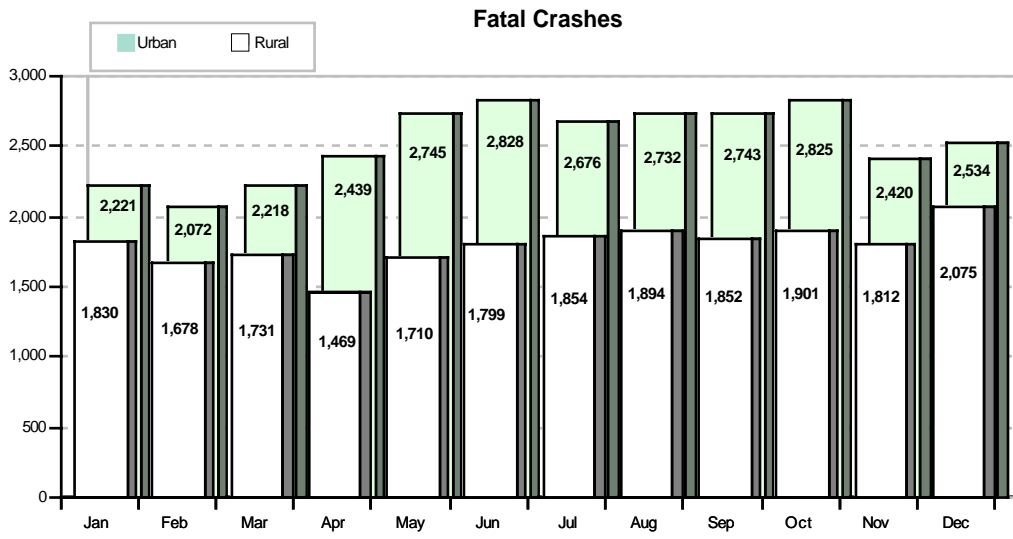
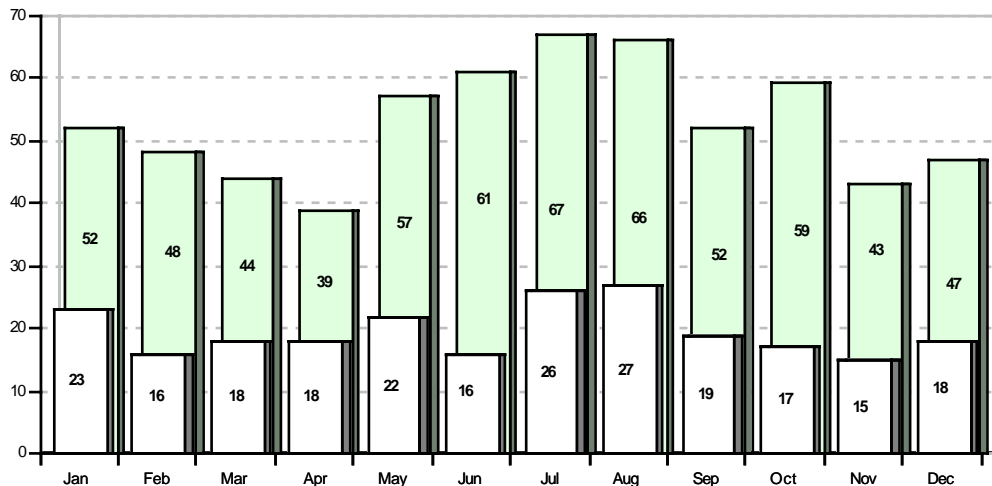


Figure 17. Urban and Rural Crashes by Month and Severity - 1996

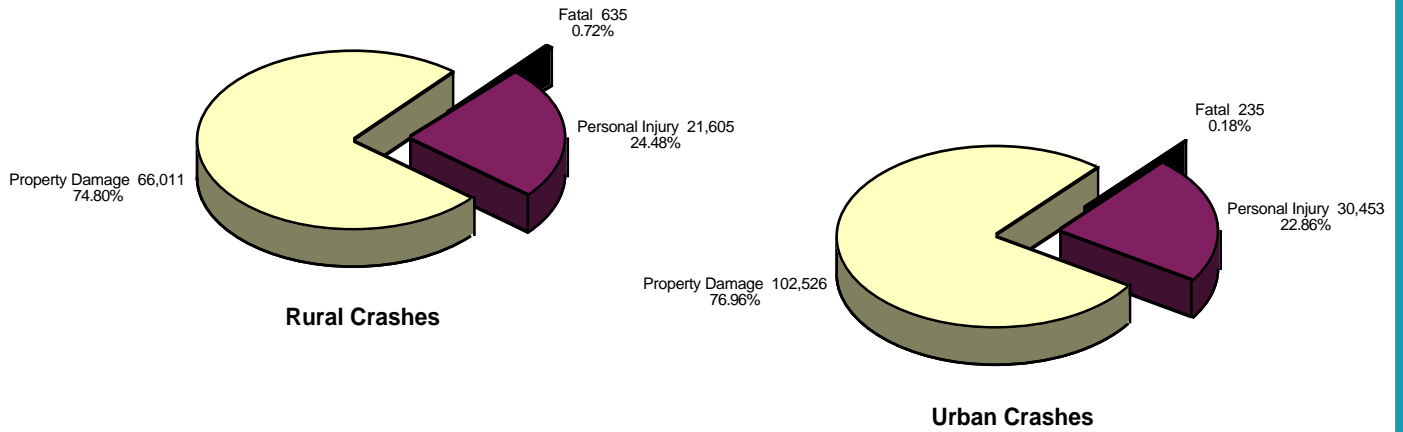


Figure 18. Crashes by Severity - 1996

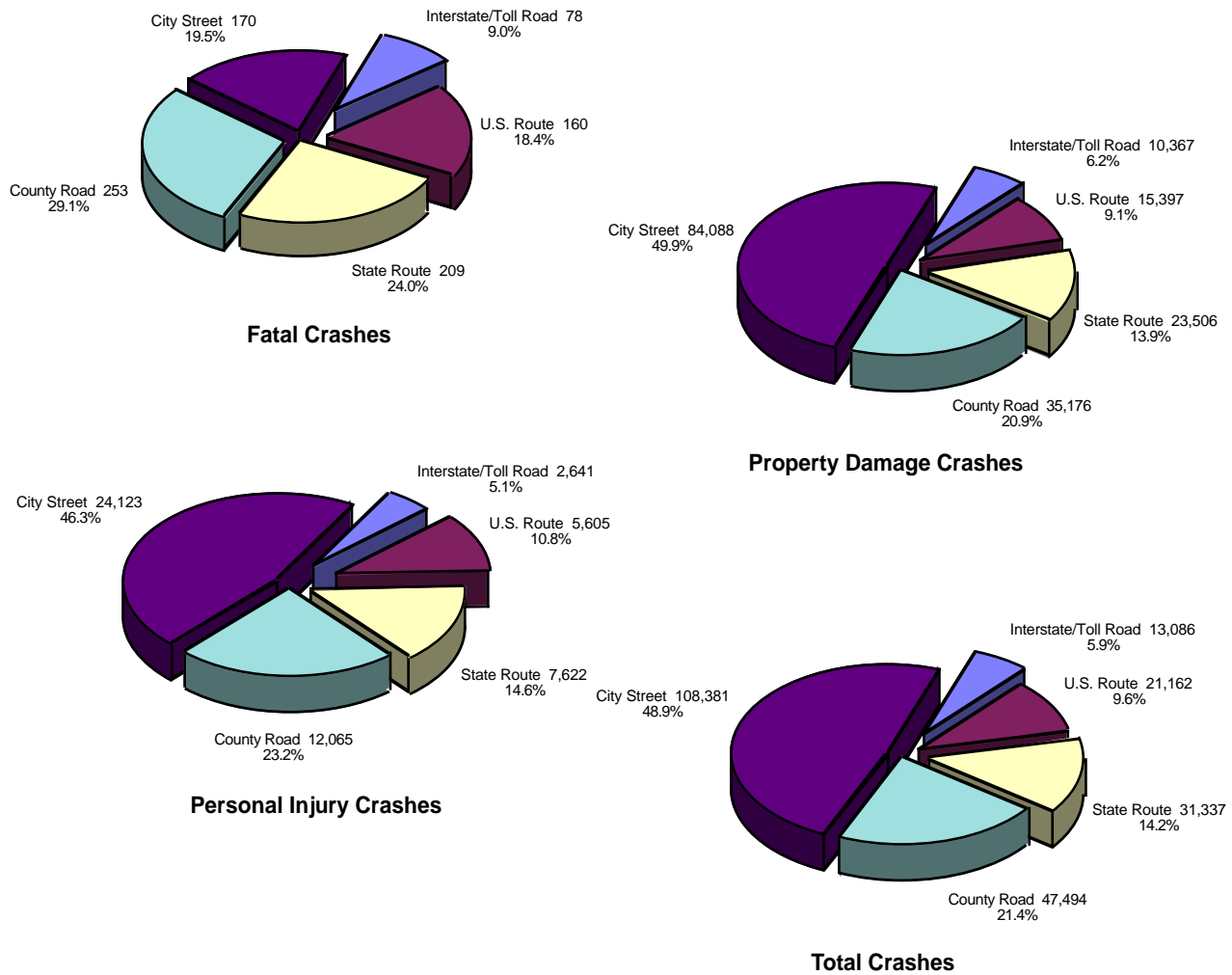


Figure 19. Crashes by Roadway Type and Severity - 1996

Table 28. Crashes by County and Roadway Type by Severity - 1996

| County | Interstate or Toll Road | | | | U.S. Route | | | | State Route | | | |
|-------------|----------------------------|-----|-------|-------|------------|-----|-------|-------|-------------|-----|-----|-------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| ADAMS | 0 | 0 | 0 | 0 | 3 | 80 | 219 | 302 | 0 | 9 | 55 | 64 |
| ALLEN | 1 | 88 | 339 | 428 | 2 | 116 | 299 | 417 | 5 | 137 | 299 | 441 |
| BARTHOLOMEW | 3 | 42 | 141 | 186 | 2 | 112 | 222 | 336 | 5 | 235 | 449 | 689 |
| BENTON | 0 | 0 | 0 | 0 | 1 | 16 | 41 | 58 | 0 | 11 | 26 | 37 |
| BLACKFORD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 166 | 200 |
| BOONE | 0 | 70 | 306 | 376 | 1 | 24 | 84 | 109 | 4 | 64 | 247 | 315 |
| BROWN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 159 | 201 |
| CARROLL | 0 | 0 | 0 | 0 | 3 | 22 | 59 | 84 | 1 | 39 | 163 | 203 |
| CASS | 0 | 0 | 0 | 0 | 2 | 80 | 259 | 341 | 0 | 40 | 122 | 162 |
| CLARK | 0 | 122 | 340 | 462 | 0 | 54 | 159 | 213 | 3 | 303 | 677 | 983 |
| CLAY | 2 | 13 | 51 | 66 | 1 | 43 | 165 | 209 | 3 | 47 | 234 | 284 |
| CLINTON | 0 | 18 | 62 | 80 | 0 | 11 | 24 | 35 | 4 | 74 | 179 | 257 |
| CRAWFORD | 0 | 6 | 31 | 37 | 0 | 0 | 0 | 0 | 1 | 33 | 122 | 156 |
| DAVIESS | 0 | 0 | 0 | 0 | 1 | 50 | 106 | 157 | 2 | 36 | 154 | 192 |
| DEARBORN | 3 | 19 | 75 | 97 | 2 | 91 | 286 | 379 | 2 | 95 | 264 | 361 |
| DECATUR | 3 | 21 | 67 | 91 | 1 | 16 | 33 | 50 | 1 | 40 | 113 | 154 |
| DEKALB | 2 | 24 | 123 | 149 | 0 | 19 | 58 | 77 | 3 | 70 | 251 | 324 |
| DELAWARE | 2 | 23 | 86 | 111 | 0 | 40 | 82 | 122 | 6 | 176 | 401 | 583 |
| DUBOIS | 0 | 3 | 19 | 22 | 0 | 78 | 216 | 294 | 1 | 94 | 287 | 382 |
| ELKHART | 2 | 21 | 100 | 123 | 6 | 233 | 639 | 878 | 5 | 290 | 733 | 1,028 |
| FAYETTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 61 | 180 | 242 |
| FLOYD | 1 | 49 | 167 | 217 | 2 | 48 | 98 | 148 | 3 | 163 | 393 | 559 |
| FOUNTAIN | 1 | 11 | 68 | 80 | 2 | 28 | 118 | 148 | 0 | 10 | 57 | 67 |
| FRANKLIN | 0 | 5 | 21 | 26 | 3 | 28 | 102 | 133 | 2 | 33 | 138 | 173 |
| FULTON | 0 | 0 | 0 | 0 | 3 | 19 | 60 | 82 | 3 | 43 | 122 | 168 |
| GIBSON | 1 | 4 | 23 | 28 | 1 | 26 | 92 | 119 | 2 | 64 | 206 | 272 |
| GRANT | 2 | 30 | 124 | 156 | 0 | 39 | 95 | 134 | 2 | 140 | 514 | 656 |
| GREENE | 0 | 0 | 0 | 0 | 0 | 6 | 35 | 41 | 2 | 133 | 396 | 531 |
| HAMILTON | 1 | 70 | 181 | 252 | 1 | 124 | 337 | 462 | 5 | 283 | 641 | 929 |
| HANCOCK | 1 | 43 | 141 | 185 | 2 | 96 | 200 | 298 | 1 | 78 | 197 | 276 |
| HARRISON | 1 | 16 | 88 | 105 | 0 | 10 | 22 | 32 | 4 | 119 | 398 | 521 |
| HENDRICKS | 3 | 36 | 209 | 248 | 3 | 179 | 464 | 646 | 7 | 104 | 352 | 463 |
| HENRY | 2 | 21 | 102 | 125 | 1 | 30 | 92 | 123 | 2 | 90 | 255 | 347 |
| HOWARD | 0 | 0 | 0 | 0 | 1 | 134 | 352 | 487 | 0 | 54 | 113 | 167 |
| HUNTINGTON | 2 | 17 | 68 | 87 | 0 | 54 | 155 | 209 | 2 | 71 | 192 | 265 |
| JACKSON | 1 | 44 | 127 | 172 | 2 | 70 | 216 | 288 | 2 | 63 | 181 | 246 |
| JASPER | 2 | 35 | 159 | 196 | 1 | 36 | 120 | 157 | 2 | 49 | 155 | 206 |
| JAY | 0 | 0 | 0 | 0 | 3 | 17 | 68 | 88 | 0 | 35 | 152 | 187 |
| JEFFERSON | 0 | 0 | 0 | 0 | 0 | 9 | 26 | 35 | 2 | 102 | 253 | 357 |
| JENNINGS | 0 | 0 | 0 | 0 | 2 | 29 | 91 | 122 | 2 | 67 | 150 | 219 |
| JOHNSON | 1 | 42 | 175 | 218 | 2 | 138 | 375 | 515 | 3 | 181 | 423 | 607 |
| KNOX | 0 | 0 | 0 | 0 | 1 | 36 | 121 | 158 | 1 | 57 | 174 | 232 |
| KOSCIUSKO | 0 | 0 | 0 | 0 | 1 | 40 | 143 | 184 | 8 | 126 | 475 | 609 |
| LAGRANGE | 2 | 11 | 94 | 107 | 1 | 23 | 72 | 96 | 5 | 45 | 282 | 332 |
| LAKE | 11 | 459 | 1,875 | 2,345 | 8 | 694 | 1,496 | 2,198 | 2 | 168 | 399 | 569 |
| LAPORTE | 1 | 66 | 271 | 338 | 7 | 250 | 554 | 811 | 4 | 92 | 196 | 292 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 28. Crashes by County and Roadway Type by Severity - 1996 (Cont.)

| County | County Road | | | | City Street | | | | Total* | | | |
|-------------|-------------|-----|-------|-------|-------------|-------|--------|--------|--------|-------|--------|--------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Total |
| ADAMS | 1 | 55 | 170 | 226 | 0 | 33 | 303 | 336 | 4 | 177 | 747 | 928 |
| ALLEN | 14 | 525 | 1,302 | 1,841 | 12 | 2,052 | 8,148 | 10,212 | 34 | 2,918 | 10,387 | 13,339 |
| BARTHOLOMEW | 4 | 123 | 292 | 419 | 1 | 194 | 636 | 831 | 15 | 706 | 1,740 | 2,461 |
| BENTON | 1 | 16 | 32 | 49 | 0 | 5 | 40 | 45 | 2 | 48 | 139 | 189 |
| BLACKFORD | 1 | 37 | 81 | 119 | 1 | 12 | 118 | 131 | 2 | 83 | 365 | 450 |
| BOONE | 2 | 41 | 169 | 212 | 1 | 67 | 339 | 407 | 8 | 266 | 1,145 | 1,419 |
| BROWN | 2 | 59 | 180 | 241 | 0 | 2 | 37 | 39 | 4 | 101 | 376 | 481 |
| CARROLL | 1 | 60 | 192 | 253 | 0 | 11 | 98 | 109 | 5 | 132 | 512 | 649 |
| CASS | 1 | 74 | 282 | 357 | 0 | 210 | 737 | 947 | 3 | 404 | 1,400 | 1,807 |
| CLARK | 1 | 138 | 347 | 486 | 1 | 392 | 1,079 | 1,472 | 5 | 1,009 | 2,602 | 3,616 |
| CLAY | 0 | 58 | 183 | 241 | 0 | 26 | 153 | 179 | 6 | 187 | 786 | 979 |
| CLINTON | 0 | 70 | 134 | 204 | 2 | 85 | 398 | 485 | 6 | 258 | 797 | 1,061 |
| CRAWFORD | 0 | 9 | 55 | 64 | 0 | 1 | 12 | 13 | 1 | 49 | 220 | 270 |
| DAVISS | 3 | 70 | 155 | 228 | 0 | 65 | 216 | 281 | 6 | 221 | 631 | 858 |
| DEARBORN | 1 | 119 | 288 | 408 | 1 | 63 | 281 | 345 | 9 | 387 | 1,194 | 1,590 |
| DECATUR | 2 | 59 | 153 | 214 | 1 | 48 | 262 | 311 | 8 | 184 | 628 | 820 |
| DEKALB | 6 | 89 | 367 | 462 | 0 | 79 | 389 | 468 | 11 | 281 | 1,188 | 1,480 |
| DELAWARE | 6 | 203 | 550 | 759 | 4 | 633 | 2,449 | 3,086 | 18 | 1,075 | 3,568 | 4,661 |
| DUBOIS | 1 | 95 | 191 | 287 | 0 | 75 | 322 | 397 | 2 | 345 | 1,035 | 1,382 |
| ELKHART | 12 | 470 | 1,499 | 1,981 | 7 | 793 | 2,711 | 3,511 | 32 | 1,807 | 5,682 | 7,521 |
| FAYETTE | 0 | 56 | 136 | 192 | 1 | 106 | 457 | 564 | 2 | 223 | 773 | 998 |
| FLOYD | 1 | 94 | 297 | 392 | 1 | 310 | 945 | 1,256 | 8 | 664 | 1,900 | 2,572 |
| FOUNTAIN | 1 | 51 | 133 | 185 | 0 | 26 | 142 | 168 | 4 | 126 | 518 | 648 |
| FRANKLIN | 1 | 55 | 185 | 241 | 0 | 11 | 62 | 73 | 6 | 132 | 508 | 646 |
| FULTON | 1 | 42 | 152 | 195 | 1 | 40 | 195 | 236 | 8 | 144 | 529 | 681 |
| GIBSON | 1 | 59 | 142 | 202 | 1 | 81 | 369 | 451 | 6 | 234 | 832 | 1,072 |
| GRANT | 4 | 107 | 299 | 410 | 3 | 304 | 1,201 | 1,508 | 11 | 620 | 2,233 | 2,864 |
| GREENE | 1 | 64 | 149 | 214 | 0 | 22 | 157 | 179 | 3 | 225 | 737 | 965 |
| HAMILTON | 4 | 248 | 713 | 965 | 0 | 379 | 1,713 | 2,092 | 11 | 1,104 | 3,585 | 4,700 |
| HANCOCK | 0 | 147 | 328 | 475 | 0 | 51 | 251 | 302 | 4 | 415 | 1,117 | 1,536 |
| HARRISON | 2 | 100 | 318 | 420 | 0 | 18 | 121 | 139 | 7 | 263 | 947 | 1,217 |
| HENDRICKS | 2 | 128 | 582 | 712 | 2 | 121 | 503 | 626 | 17 | 568 | 2,110 | 2,695 |
| HENRY | 2 | 96 | 217 | 315 | 0 | 146 | 498 | 644 | 7 | 383 | 1,164 | 1,554 |
| HOWARD | 3 | 199 | 378 | 580 | 1 | 405 | 1,184 | 1,590 | 5 | 792 | 2,027 | 2,824 |
| HUNTINGTON | 5 | 65 | 162 | 232 | 0 | 111 | 419 | 530 | 9 | 318 | 996 | 1,323 |
| JACKSON | 0 | 82 | 227 | 309 | 1 | 145 | 594 | 740 | 6 | 404 | 1,345 | 1,755 |
| JASPER | 2 | 50 | 168 | 220 | 0 | 53 | 188 | 241 | 7 | 223 | 790 | 1,020 |
| JAY | 1 | 46 | 176 | 223 | 0 | 41 | 214 | 255 | 4 | 139 | 610 | 753 |
| JEFFERSON | 1 | 39 | 137 | 177 | 1 | 83 | 371 | 455 | 4 | 233 | 787 | 1,024 |
| JENNINGS | 0 | 67 | 165 | 232 | 0 | 55 | 258 | 313 | 4 | 218 | 664 | 886 |
| JOHNSON | 4 | 209 | 475 | 688 | 0 | 211 | 947 | 1,158 | 10 | 781 | 2,395 | 3,186 |
| KNOX | 3 | 71 | 167 | 241 | 0 | 181 | 611 | 792 | 5 | 345 | 1,073 | 1,423 |
| KOSCIUSKO | 9 | 251 | 857 | 1,117 | 2 | 143 | 702 | 847 | 20 | 560 | 2,177 | 2,757 |
| LAGRANGE | 7 | 69 | 394 | 470 | 0 | 9 | 72 | 81 | 15 | 157 | 914 | 1,086 |
| LAKE | 6 | 317 | 789 | 1,112 | 29 | 3,241 | 10,115 | 13,385 | 56 | 4,880 | 14,676 | 19,612 |
| LAPORTE | 8 | 180 | 414 | 602 | 3 | 511 | 1,549 | 2,063 | 23 | 1,099 | 2,984 | 4,106 |

*Total includes unknown Roadway Type. Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 28. Crashes by County and Roadway Type by Severity - 1996 (Cont.)

| County | Interstate or Toll Road | | | | U.S. Route | | | | State Route | | | |
|--------------|----------------------------|-------|--------|--------|------------|-------|--------|--------|-------------|-------|--------|--------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| LAWRENCE | 0 | 0 | 0 | 0 | 1 | 49 | 129 | 179 | 4 | 109 | 367 | 480 |
| MADISON | 0 | 40 | 190 | 230 | 0 | 13 | 26 | 39 | 2 | 259 | 648 | 909 |
| MARION | 10 | 748 | 2,604 | 3,362 | 6 | 192 | 501 | 699 | 2 | 59 | 243 | 304 |
| MARSHALL | 0 | 0 | 0 | 0 | 5 | 112 | 290 | 407 | 1 | 55 | 197 | 253 |
| MARTIN | 0 | 0 | 0 | 0 | 2 | 57 | 133 | 192 | 1 | 5 | 19 | 25 |
| MIAMI | 0 | 0 | 0 | 0 | 2 | 48 | 201 | 251 | 0 | 29 | 92 | 121 |
| MONROE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 185 | 740 | 928 |
| MONTGOMERY | 2 | 13 | 82 | 97 | 5 | 76 | 176 | 257 | 2 | 43 | 182 | 227 |
| MORGAN | 1 | 9 | 30 | 40 | 0 | 0 | 0 | 0 | 2 | 175 | 526 | 703 |
| NEWTON | 0 | 5 | 11 | 16 | 0 | 20 | 78 | 98 | 3 | 22 | 88 | 113 |
| NOBLE | 0 | 0 | 0 | 0 | 3 | 71 | 250 | 324 | 3 | 56 | 290 | 349 |
| OHIO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 80 | 98 |
| ORANGE | 0 | 0 | 0 | 0 | 1 | 15 | 58 | 74 | 4 | 39 | 201 | 244 |
| OWEN | 0 | 0 | 0 | 0 | 2 | 17 | 55 | 74 | 1 | 76 | 206 | 283 |
| PARKE | 0 | 0 | 0 | 0 | 1 | 45 | 181 | 227 | 0 | 10 | 60 | 70 |
| PERRY | 0 | 1 | 31 | 32 | 0 | 0 | 0 | 0 | 1 | 54 | 221 | 276 |
| PIKE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 69 | 212 | 284 |
| PORTER | 0 | 54 | 309 | 363 | 14 | 240 | 569 | 823 | 5 | 213 | 450 | 668 |
| POSEY | 0 | 4 | 33 | 37 | 0 | 0 | 0 | 0 | 2 | 48 | 140 | 190 |
| PULASKI | 0 | 0 | 0 | 0 | 3 | 31 | 161 | 195 | 0 | 9 | 91 | 100 |
| PUTNAM | 2 | 19 | 71 | 92 | 3 | 70 | 282 | 355 | 0 | 19 | 85 | 104 |
| RANDOLPH | 0 | 0 | 0 | 0 | 4 | 20 | 88 | 112 | 0 | 44 | 126 | 170 |
| RIPLEY | 0 | 9 | 35 | 44 | 2 | 43 | 129 | 174 | 1 | 54 | 261 | 316 |
| RUSH | 0 | 0 | 0 | 0 | 0 | 14 | 31 | 45 | 3 | 36 | 94 | 133 |
| SAINT JOSEPH | 1 | 28 | 119 | 148 | 13 | 295 | 741 | 1,049 | 5 | 155 | 484 | 644 |
| SCOTT | 0 | 21 | 47 | 68 | 2 | 47 | 104 | 153 | 1 | 104 | 194 | 299 |
| SHELBY | 1 | 33 | 137 | 171 | 0 | 7 | 28 | 35 | 0 | 62 | 191 | 253 |
| SPENCER | 0 | 2 | 20 | 22 | 0 | 44 | 110 | 154 | 5 | 50 | 200 | 255 |
| STARKE | 0 | 0 | 0 | 0 | 1 | 43 | 136 | 180 | 1 | 49 | 166 | 216 |
| STEBEN | 2 | 44 | 218 | 264 | 1 | 25 | 101 | 127 | 3 | 63 | 316 | 382 |
| SULLIVAN | 0 | 0 | 0 | 0 | 1 | 20 | 71 | 92 | 2 | 15 | 145 | 162 |
| SWITZERLAND | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 42 | 202 | 247 |
| TIPPECANOE | 1 | 52 | 258 | 311 | 1 | 180 | 697 | 878 | 4 | 278 | 1,047 | 1,329 |
| TIPTON | 0 | 0 | 0 | 0 | 2 | 14 | 38 | 54 | 1 | 37 | 96 | 134 |
| UNION | 0 | 0 | 0 | 0 | 1 | 3 | 32 | 36 | 0 | 12 | 80 | 92 |
| VANDEBURGH | 0 | 11 | 62 | 73 | 3 | 75 | 240 | 318 | 1 | 133 | 410 | 544 |
| VERMILLION | 0 | 7 | 30 | 37 | 3 | 10 | 19 | 32 | 5 | 62 | 197 | 264 |
| VIGO | 0 | 24 | 122 | 146 | 3 | 188 | 522 | 713 | 3 | 94 | 260 | 357 |
| WABASH | 0 | 0 | 0 | 0 | 0 | 28 | 88 | 116 | 7 | 76 | 240 | 323 |
| WARREN | 0 | 0 | 0 | 0 | 0 | 6 | 38 | 44 | 1 | 21 | 100 | 122 |
| WARRICK | 1 | 12 | 56 | 69 | 0 | 0 | 3 | 3 | 1 | 142 | 510 | 653 |
| WASHINGTON | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 27 | 1 | 58 | 217 | 276 |
| WAYNE | 4 | 52 | 175 | 231 | 2 | 136 | 319 | 457 | 2 | 49 | 127 | 178 |
| WELLS | 0 | 3 | 6 | 9 | 0 | 5 | 14 | 19 | 3 | 56 | 224 | 283 |
| WHITE | 2 | 21 | 88 | 111 | 0 | 38 | 138 | 176 | 0 | 32 | 137 | 169 |
| WHITLEY | 0 | 0 | 0 | 0 | 1 | 56 | 142 | 199 | 2 | 48 | 249 | 299 |
| INDIANA* | 78 | 2,641 | 10,367 | 13,086 | 160 | 5,605 | 15,397 | 21,162 | 209 | 7,622 | 23,506 | 31,337 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 28. Crashes by County and Roadway Type by Severity - 1996 (Cont.)

| County | County Road | | | | City Street | | | | Total* | | | |
|-----------------|-------------|---------------|---------------|---------------|-------------|---------------|---------------|----------------|------------|---------------|----------------|----------------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Total |
| LAWRENCE | 1 | 93 | 203 | 297 | 1 | 97 | 445 | 543 | 7 | 348 | 1,144 | 1,499 |
| MADISON | 4 | 197 | 444 | 645 | 6 | 795 | 2,472 | 3,273 | 12 | 1,304 | 3,780 | 5,096 |
| MARION | 31 | 2,976 | 8,463 | 11,470 | 48 | 4,676 | 12,963 | 17,687 | 97 | 8,652 | 24,774 | 33,523 |
| MARSHALL | 5 | 134 | 451 | 590 | 1 | 104 | 390 | 495 | 12 | 405 | 1,328 | 1,745 |
| MARTIN | 0 | 16 | 33 | 49 | 0 | 12 | 59 | 71 | 3 | 90 | 244 | 337 |
| MIAMI | 3 | 89 | 244 | 336 | 1 | 86 | 333 | 420 | 6 | 252 | 870 | 1,128 |
| MONROE | 5 | 194 | 584 | 783 | 1 | 529 | 2,325 | 2,855 | 9 | 908 | 3,649 | 4,566 |
| MONTGOMERY | 0 | 70 | 186 | 256 | 0 | 74 | 410 | 484 | 9 | 276 | 1,036 | 1,321 |
| MORGAN | 4 | 138 | 298 | 440 | 0 | 91 | 401 | 492 | 7 | 413 | 1,255 | 1,675 |
| NEWTON | 0 | 25 | 91 | 116 | 0 | 5 | 28 | 33 | 3 | 77 | 296 | 376 |
| NOBLE | 4 | 95 | 403 | 502 | 0 | 70 | 468 | 538 | 10 | 292 | 1,411 | 1,713 |
| OHIO | 0 | 17 | 72 | 89 | 0 | 6 | 24 | 30 | 0 | 41 | 176 | 217 |
| ORANGE | 0 | 17 | 148 | 165 | 0 | 12 | 127 | 139 | 5 | 83 | 534 | 622 |
| OWEN | 0 | 50 | 144 | 194 | 0 | 19 | 70 | 89 | 3 | 162 | 475 | 640 |
| PARKE | 1 | 39 | 170 | 210 | 0 | 7 | 59 | 66 | 2 | 101 | 470 | 573 |
| PERRY | 0 | 28 | 90 | 118 | 2 | 53 | 203 | 258 | 3 | 136 | 545 | 684 |
| PIKE | 1 | 21 | 73 | 95 | 2 | 3 | 24 | 29 | 6 | 93 | 309 | 408 |
| PORTER | 4 | 237 | 667 | 908 | 1 | 468 | 1,393 | 1,862 | 24 | 1,212 | 3,388 | 4,624 |
| POSEY | 0 | 49 | 125 | 174 | 1 | 19 | 157 | 177 | 3 | 120 | 455 | 578 |
| PULASKI | 1 | 47 | 198 | 246 | 0 | 9 | 53 | 62 | 4 | 96 | 503 | 603 |
| PUTNAM | 0 | 75 | 263 | 338 | 0 | 54 | 240 | 294 | 5 | 237 | 941 | 1,183 |
| RANDOLPH | 5 | 55 | 150 | 210 | 0 | 30 | 218 | 248 | 9 | 149 | 582 | 740 |
| RIPLEY | 2 | 43 | 138 | 183 | 0 | 12 | 143 | 155 | 5 | 161 | 706 | 872 |
| RUSH | 0 | 49 | 130 | 179 | 0 | 20 | 152 | 172 | 3 | 119 | 407 | 529 |
| SAINT JOSEPH | 7 | 378 | 1,056 | 1,441 | 11 | 1,776 | 5,261 | 7,048 | 37 | 2,632 | 7,661 | 10,330 |
| SCOTT | 1 | 56 | 100 | 157 | 0 | 27 | 125 | 152 | 4 | 255 | 570 | 829 |
| SHELBY | 5 | 113 | 286 | 404 | 0 | 127 | 391 | 518 | 6 | 342 | 1,033 | 1,381 |
| SPENCER | 0 | 40 | 127 | 167 | 0 | 1 | 42 | 43 | 5 | 137 | 499 | 641 |
| STARKE | 3 | 79 | 224 | 306 | 0 | 21 | 101 | 122 | 5 | 192 | 627 | 824 |
| STEUBEN | 2 | 106 | 512 | 620 | 0 | 61 | 307 | 368 | 8 | 299 | 1,454 | 1,761 |
| SULLIVAN | 2 | 21 | 99 | 122 | 0 | 28 | 123 | 151 | 5 | 84 | 438 | 527 |
| SWITZERLAND | 0 | 18 | 85 | 103 | 0 | 3 | 14 | 17 | 3 | 63 | 301 | 367 |
| TIPPECANOE | 7 | 185 | 734 | 926 | 4 | 545 | 2,499 | 3,048 | 17 | 1,240 | 5,235 | 6,492 |
| TIPTON | 1 | 38 | 95 | 134 | 0 | 19 | 82 | 101 | 4 | 108 | 311 | 423 |
| UNION | 1 | 26 | 42 | 69 | 0 | 3 | 48 | 51 | 2 | 44 | 202 | 248 |
| VANDEBURGH | 2 | 185 | 636 | 823 | 6 | 1,109 | 3,958 | 5,073 | 12 | 1,513 | 5,307 | 6,832 |
| VERMILLION | 1 | 27 | 82 | 110 | 0 | 37 | 121 | 158 | 9 | 143 | 449 | 601 |
| VIGO | 8 | 186 | 645 | 839 | 3 | 724 | 2,478 | 3,205 | 17 | 1,216 | 4,027 | 5,260 |
| WABASH | 2 | 97 | 233 | 332 | 1 | 108 | 407 | 516 | 10 | 309 | 968 | 1,287 |
| WARREN | 1 | 19 | 84 | 104 | 0 | 2 | 10 | 12 | 2 | 48 | 232 | 282 |
| WARRICK | 1 | 83 | 336 | 420 | 0 | 51 | 285 | 336 | 3 | 288 | 1,190 | 1,481 |
| WASHINGTON | 3 | 58 | 240 | 301 | 1 | 78 | 195 | 274 | 5 | 198 | 675 | 878 |
| WAYNE | 3 | 119 | 359 | 481 | 3 | 379 | 1,203 | 1,585 | 14 | 735 | 2,183 | 2,932 |
| WELLS | 3 | 78 | 172 | 253 | 0 | 40 | 222 | 262 | 6 | 182 | 638 | 826 |
| WHITE | 0 | 58 | 258 | 316 | 0 | 47 | 259 | 306 | 2 | 196 | 880 | 1,078 |
| WHITLEY | 1 | 79 | 221 | 301 | 0 | 36 | 234 | 270 | 4 | 219 | 846 | 1,069 |
| INDIANA* | 253 | 12,065 | 35,176 | 47,494 | 170 | 24,123 | 84,088 | 108,381 | 870 | 52,058 | 168,537 | 221,465 |

*Total includes unknown Roadway Type. Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Crashes

Table 29. Crashes by Time of Day and Day of Week by Severity - 1996

| Time | Sunday | | | | Monday | | | | Tuesday | | | | Wednesday | | | |
|-----------------|------------|--------------|---------------|---------------|------------|--------------|---------------|---------------|------------|--------------|---------------|---------------|------------|--------------|---------------|---------------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| midnight - 1 am | 4 | 208 | 576 | 788 | 2 | 108 | 237 | 347 | 1 | 85 | 276 | 362 | 5 | 87 | 262 | 354 |
| 1 - 2 am | 6 | 173 | 488 | 667 | 2 | 62 | 213 | 277 | 5 | 60 | 241 | 306 | 2 | 63 | 221 | 286 |
| 2 - 3 am | 6 | 175 | 437 | 618 | 4 | 37 | 154 | 195 | 3 | 52 | 162 | 217 | 1 | 54 | 171 | 226 |
| 3 - 4 am | 8 | 195 | 446 | 649 | 1 | 37 | 122 | 160 | 0 | 53 | 150 | 203 | 2 | 64 | 188 | 254 |
| 4 - 5 am | 1 | 92 | 303 | 396 | 1 | 22 | 158 | 181 | 3 | 50 | 208 | 261 | 0 | 57 | 224 | 281 |
| 5 - 6 am | 4 | 83 | 223 | 310 | 3 | 94 | 374 | 471 | 5 | 82 | 400 | 487 | 2 | 102 | 400 | 504 |
| 6 - 7 am | 5 | 80 | 230 | 315 | 0 | 167 | 748 | 915 | 4 | 236 | 766 | 1,006 | 4 | 271 | 833 | 1,108 |
| 7 - 8 am | 2 | 86 | 272 | 360 | 10 | 442 | 1,349 | 1,801 | 7 | 458 | 1,507 | 1,972 | 7 | 480 | 1,568 | 2,055 |
| 8 - 9 am | 2 | 117 | 335 | 454 | 7 | 297 | 1,153 | 1,457 | 5 | 345 | 1,151 | 1,501 | 8 | 328 | 1,242 | 1,578 |
| 9 - 10 am | 3 | 188 | 474 | 665 | 5 | 283 | 936 | 1,224 | 7 | 319 | 949 | 1,275 | 8 | 275 | 940 | 1,223 |
| 10 - 11am | 2 | 192 | 612 | 806 | 4 | 297 | 1,035 | 1,336 | 7 | 306 | 1,057 | 1,370 | 3 | 300 | 941 | 1,244 |
| 11 - noon | 3 | 251 | 801 | 1,055 | 6 | 391 | 1,260 | 1,657 | 6 | 378 | 1,308 | 1,692 | 2 | 343 | 1,200 | 1,545 |
| noon - 1 pm | 6 | 350 | 914 | 1,270 | 4 | 468 | 1,459 | 1,931 | 6 | 427 | 1,435 | 1,868 | 4 | 396 | 1,303 | 1,703 |
| 1 - 2 pm | 3 | 344 | 939 | 1,286 | 3 | 417 | 1,352 | 1,772 | 4 | 385 | 1,323 | 1,712 | 6 | 397 | 1,199 | 1,602 |
| 2 - 3 pm | 9 | 355 | 957 | 1,321 | 4 | 518 | 1,516 | 2,038 | 8 | 530 | 1,538 | 2,076 | 7 | 460 | 1,487 | 1,954 |
| 3 - 4 pm | 11 | 351 | 990 | 1,352 | 5 | 690 | 2,191 | 2,886 | 11 | 756 | 2,378 | 3,145 | 13 | 706 | 2,126 | 2,845 |
| 4 - 5 pm | 7 | 378 | 1,023 | 1,408 | 6 | 636 | 1,928 | 2,570 | 7 | 683 | 2,292 | 2,982 | 14 | 622 | 1,977 | 2,613 |
| 5 - 6 pm | 6 | 432 | 975 | 1,413 | 9 | 615 | 1,893 | 2,517 | 9 | 680 | 2,192 | 2,881 | 5 | 620 | 2,058 | 2,683 |
| 6 - 7 pm | 5 | 362 | 1,130 | 1,497 | 8 | 437 | 1,326 | 1,771 | 8 | 457 | 1,586 | 2,051 | 4 | 471 | 1,465 | 1,940 |
| 7 - 8 pm | 2 | 259 | 955 | 1,216 | 2 | 293 | 1,008 | 1,303 | 6 | 300 | 1,061 | 1,367 | 6 | 340 | 1,060 | 1,406 |
| 8 - 9 pm | 4 | 232 | 797 | 1,033 | 9 | 218 | 756 | 983 | 6 | 256 | 879 | 1,141 | 10 | 281 | 938 | 1,229 |
| 9 - 10 pm | 4 | 195 | 680 | 879 | 6 | 216 | 700 | 922 | 4 | 252 | 787 | 1,043 | 3 | 279 | 804 | 1,086 |
| 10 - 11 pm | 3 | 140 | 537 | 680 | 3 | 154 | 542 | 699 | 7 | 174 | 642 | 823 | 8 | 172 | 515 | 695 |
| 11 - midnight | 4 | 122 | 415 | 541 | 5 | 130 | 485 | 620 | 5 | 145 | 437 | 587 | 1 | 147 | 513 | 661 |
| Unknown | 3 | 105 | 644 | 752 | 0 | 111 | 801 | 912 | 0 | 124 | 886 | 1,010 | 1 | 143 | 814 | 958 |
| Total | 113 | 5,465 | 16,153 | 21,731 | 109 | 7,140 | 23,696 | 30,945 | 134 | 7,593 | 25,611 | 33,338 | 126 | 7,458 | 24,449 | 32,033 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

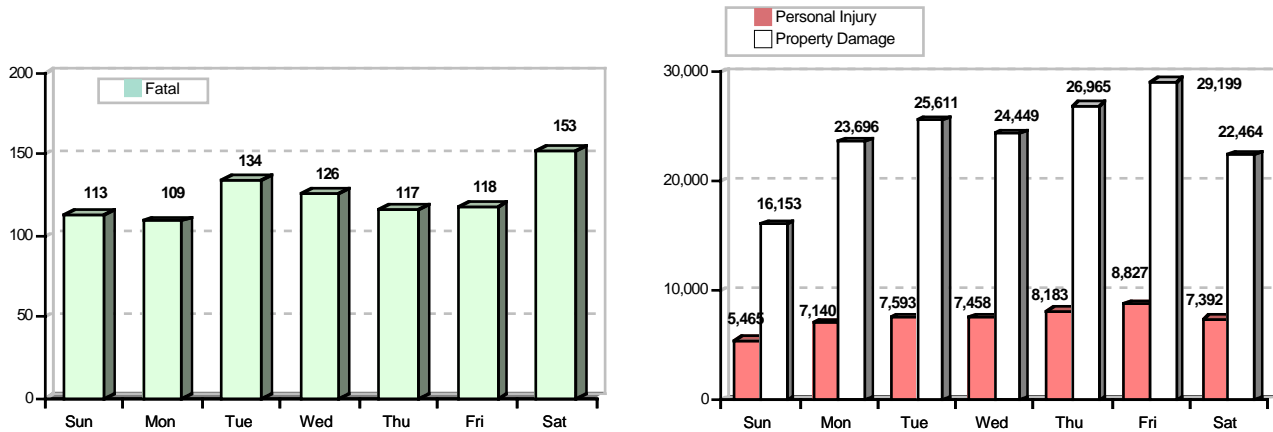


Figure 20. Crashes by Day of Week and Severity - 1996

Table 29. Crashes by Time of Day and Day of Week by Severity - 1996 (Cont.)

| Time | Thursday | | | | Friday | | | | Saturday | | | | Total | | | |
|-----------------|------------|--------------|---------------|---------------|------------|--------------|---------------|---------------|------------|--------------|---------------|---------------|------------|---------------|----------------|----------------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| midnight - 1 am | 5 | 103 | 330 | 438 | 1 | 134 | 356 | 491 | 10 | 214 | 585 | 809 | 28 | 939 | 2,622 | 3,589 |
| 1 - 2 am | 4 | 82 | 235 | 321 | 4 | 113 | 282 | 399 | 10 | 187 | 529 | 726 | 33 | 740 | 2,209 | 2,982 |
| 2 - 3 am | 1 | 72 | 202 | 275 | 9 | 87 | 237 | 333 | 11 | 188 | 427 | 626 | 35 | 665 | 1,790 | 2,490 |
| 3 - 4 am | 2 | 72 | 206 | 280 | 1 | 97 | 237 | 335 | 11 | 186 | 422 | 619 | 25 | 704 | 1,771 | 2,500 |
| 4 - 5 am | 4 | 59 | 218 | 281 | 3 | 65 | 264 | 332 | 3 | 97 | 291 | 391 | 15 | 442 | 1,666 | 2,123 |
| 5 - 6 am | 6 | 104 | 417 | 527 | 6 | 109 | 422 | 537 | 7 | 85 | 323 | 415 | 33 | 659 | 2,559 | 3,251 |
| 6 - 7 am | 4 | 223 | 817 | 1,044 | 4 | 224 | 852 | 1,080 | 2 | 117 | 380 | 499 | 23 | 1,318 | 4,626 | 5,967 |
| 7 - 8 am | 3 | 519 | 1,662 | 2,184 | 2 | 482 | 1,635 | 2,119 | 2 | 120 | 443 | 565 | 33 | 2,587 | 8,436 | 11,056 |
| 8 - 9 am | 4 | 368 | 1,334 | 1,706 | 2 | 338 | 1,167 | 1,507 | 5 | 186 | 621 | 812 | 33 | 1,979 | 7,003 | 9,015 |
| 9 - 10 am | 6 | 286 | 996 | 1,288 | 4 | 271 | 968 | 1,243 | 2 | 250 | 868 | 1,120 | 35 | 1,872 | 6,131 | 8,038 |
| 10 - 11am | 7 | 328 | 1,101 | 1,436 | 8 | 300 | 1,030 | 1,338 | 3 | 313 | 1,151 | 1,467 | 34 | 2,036 | 6,927 | 8,997 |
| 11 - noon | 3 | 379 | 1,297 | 1,679 | 4 | 437 | 1,403 | 1,844 | 5 | 471 | 1,394 | 1,870 | 29 | 2,650 | 8,663 | 11,342 |
| noon - 1 pm | 3 | 450 | 1,571 | 2,024 | 4 | 478 | 1,605 | 2,087 | 6 | 505 | 1,424 | 1,935 | 33 | 3,074 | 9,711 | 12,818 |
| 1 - 2 pm | 7 | 463 | 1,370 | 1,840 | 6 | 452 | 1,552 | 2,010 | 8 | 517 | 1,312 | 1,837 | 37 | 2,975 | 9,047 | 12,059 |
| 2 - 3 pm | 7 | 555 | 1,663 | 2,225 | 6 | 591 | 1,752 | 2,349 | 4 | 478 | 1,326 | 1,808 | 45 | 3,487 | 10,239 | 13,771 |
| 3 - 4 pm | 9 | 828 | 2,578 | 3,415 | 7 | 871 | 2,549 | 3,427 | 8 | 483 | 1,439 | 1,930 | 64 | 4,685 | 14,251 | 19,000 |
| 4 - 5 pm | 5 | 744 | 2,229 | 2,978 | 4 | 751 | 2,454 | 3,209 | 6 | 501 | 1,404 | 1,911 | 49 | 4,315 | 13,307 | 17,671 |
| 5 - 6 pm | 8 | 685 | 2,124 | 2,817 | 8 | 702 | 2,355 | 3,065 | 7 | 446 | 1,293 | 1,746 | 52 | 4,180 | 12,890 | 17,122 |
| 6 - 7 pm | 4 | 436 | 1,531 | 1,971 | 3 | 525 | 1,826 | 2,354 | 6 | 426 | 1,308 | 1,740 | 38 | 3,114 | 10,172 | 13,324 |
| 7 - 8 pm | 5 | 340 | 1,109 | 1,454 | 6 | 401 | 1,357 | 1,764 | 7 | 328 | 1,066 | 1,401 | 34 | 2,261 | 7,616 | 9,911 |
| 8 - 9 pm | 3 | 273 | 895 | 1,171 | 4 | 324 | 1,090 | 1,418 | 6 | 282 | 982 | 1,270 | 42 | 1,866 | 6,337 | 8,245 |
| 9 - 10 pm | 11 | 288 | 863 | 1,162 | 5 | 311 | 1,036 | 1,352 | 5 | 312 | 904 | 1,221 | 38 | 1,853 | 5,774 | 7,665 |
| 10 - 11 pm | 4 | 208 | 768 | 980 | 6 | 315 | 908 | 1,229 | 3 | 302 | 895 | 1,200 | 34 | 1,465 | 4,807 | 6,306 |
| 11 - midnight | 2 | 184 | 576 | 762 | 9 | 316 | 900 | 1,225 | 15 | 288 | 831 | 1,134 | 41 | 1,332 | 4,157 | 5,530 |
| Unknown | 0 | 134 | 873 | 1,007 | 2 | 133 | 962 | 1,097 | 1 | 110 | 846 | 957 | 7 | 860 | 5,826 | 6,693 |
| Total | 117 | 8,183 | 26,965 | 35,265 | 118 | 8,827 | 29,199 | 38,144 | 153 | 7,392 | 22,464 | 30,009 | 870 | 52,058 | 168,537 | 221,465 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

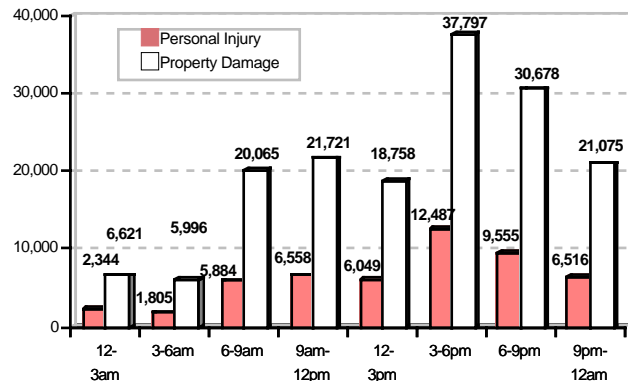
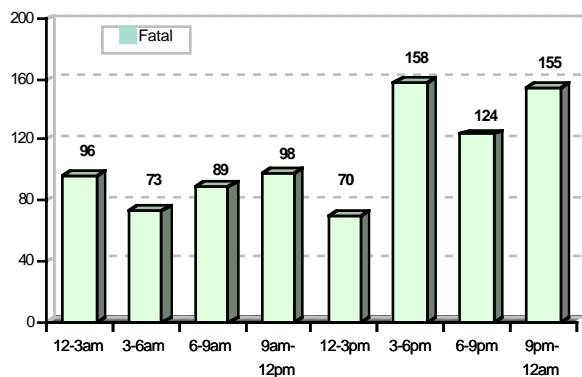


Figure 21. Crashes by Time of Day and Severity - 1996

Table 30. Crashes in Construction Zones by County, Roadway Type and Severity - 1996

| County | Interstate or Toll Road | | | | U.S. Route | | | | State Route | | | |
|-------------|----------------------------|----|-----|-----|------------|----|----|-----|-------------|----|----|-----|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| ADAMS | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 0 | 0 | 1 | 1 |
| ALLEN | 0 | 5 | 17 | 22 | 0 | 5 | 13 | 18 | 0 | 16 | 14 | 30 |
| BARTHOLOMEW | 1 | 19 | 60 | 80 | 0 | 0 | 1 | 1 | 1 | 18 | 31 | 50 |
| BENTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| BLACKFORD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 9 |
| BOONE | 0 | 14 | 51 | 65 | 0 | 1 | 1 | 2 | 0 | 3 | 3 | 6 |
| BROWN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| CARROLL | 0 | 0 | 0 | 0 | 1 | 5 | 9 | 15 | 0 | 1 | 1 | 2 |
| CASS | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 2 | 1 | 3 |
| CLARK | 0 | 19 | 38 | 57 | 0 | 1 | 4 | 5 | 0 | 14 | 5 | 19 |
| CLAY | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 5 | 0 | 0 | 4 | 4 |
| CLINTON | 0 | 3 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| CRAWFORD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| DAVISS | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 1 | 4 | 5 |
| DEARBORN | 0 | 1 | 3 | 4 | 0 | 19 | 62 | 81 | 0 | 4 | 9 | 13 |
| DECATUR | 0 | 3 | 12 | 15 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 3 |
| DEKALB | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 |
| DELAWARE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 12 |
| DUBOIS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 | 6 |
| ELKHART | 0 | 1 | 2 | 3 | 0 | 7 | 16 | 23 | 0 | 2 | 19 | 21 |
| FAYETTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| FLOYD | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 4 | 7 |
| FOUNTAIN | 0 | 1 | 4 | 5 | 0 | 1 | 7 | 8 | 0 | 1 | 0 | 1 |
| FRANKLIN | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 |
| FULTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GIBSON | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 0 | 2 | 4 | 6 |
| GRANT | 0 | 3 | 6 | 9 | 0 | 3 | 1 | 4 | 0 | 4 | 31 | 35 |
| GREENE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 |
| HAMILTON | 0 | 11 | 16 | 27 | 0 | 3 | 7 | 10 | 0 | 29 | 49 | 78 |
| HANCOCK | 1 | 4 | 17 | 22 | 0 | 0 | 1 | 1 | 0 | 3 | 2 | 5 |
| HARRISON | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 |
| HENDRICKS | 0 | 7 | 52 | 59 | 1 | 5 | 15 | 21 | 0 | 4 | 8 | 12 |
| HENRY | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| HOWARD | 0 | 0 | 0 | 0 | 0 | 12 | 29 | 41 | 0 | 2 | 0 | 2 |
| HUNTINGTON | 0 | 4 | 21 | 25 | 0 | 0 | 3 | 3 | 0 | 0 | 4 | 4 |
| JACKSON | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 5 | 0 | 2 | 4 | 6 |
| JASPER | 0 | 1 | 14 | 15 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 1 |
| JAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| JEFFERSON | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 6 | 8 |
| JENNINGS | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 0 | 2 | 2 | 4 |
| JOHNSON | 1 | 13 | 60 | 74 | 0 | 4 | 3 | 7 | 0 | 4 | 14 | 18 |
| KNOX | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 12 | 0 | 3 | 2 | 5 |
| KOSCIUSKO | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 9 | 0 | 1 | 5 | 6 |
| LAGRANGE | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 3 |
| LAKE | 1 | 26 | 136 | 163 | 0 | 36 | 53 | 89 | 0 | 10 | 19 | 29 |
| LAPORTE | 1 | 3 | 3 | 7 | 0 | 8 | 12 | 20 | 0 | 4 | 2 | 6 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 30. Crashes in Construction Zones by County, Roadway Type and Severity - 1996 (Cont.)

| County | County Road | | | | City Street | | | | Total | | | |
|-------------|-------------|----|----|-----|-------------|----|-----|-----|-------|-----|-----|-----|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| ADAMS | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 2 | 0 | 6 | 13 | 19 |
| ALLEN | 0 | 23 | 38 | 61 | 0 | 41 | 172 | 213 | 0 | 90 | 254 | 344 |
| BARTHOLOMEW | 0 | 1 | 2 | 3 | 0 | 7 | 16 | 23 | 2 | 45 | 110 | 157 |
| BENTON | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| BLACKFORD | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 6 | 0 | 4 | 12 | 16 |
| BOONE | 0 | 0 | 4 | 4 | 0 | 0 | 9 | 9 | 0 | 18 | 68 | 86 |
| BROWN | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 |
| CARROLL | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 7 | 12 | 20 |
| CASS | 0 | 1 | 0 | 1 | 0 | 1 | 10 | 11 | 0 | 6 | 12 | 18 |
| CLARK | 0 | 2 | 4 | 6 | 0 | 10 | 20 | 30 | 0 | 46 | 71 | 117 |
| CLAY | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 11 |
| CLINTON | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 6 | 0 | 5 | 13 | 18 |
| CRAWFORD | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| DAVISS | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 2 | 10 | 12 |
| DEARBORN | 0 | 0 | 4 | 4 | 0 | 8 | 17 | 25 | 0 | 32 | 95 | 127 |
| DECATUR | 0 | 1 | 0 | 1 | 0 | 0 | 8 | 8 | 0 | 7 | 22 | 29 |
| DEKALB | 0 | 3 | 4 | 7 | 0 | 0 | 4 | 4 | 0 | 4 | 14 | 18 |
| DELAWARE | 0 | 1 | 5 | 6 | 0 | 6 | 34 | 40 | 1 | 13 | 44 | 58 |
| DUBOIS | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 4 | 0 | 4 | 10 | 14 |
| ELKHART | 0 | 9 | 19 | 28 | 0 | 9 | 47 | 56 | 0 | 28 | 103 | 131 |
| FAYETTE | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 2 | 5 | 7 |
| FLOYD | 0 | 0 | 5 | 5 | 0 | 5 | 18 | 23 | 0 | 10 | 29 | 39 |
| FOUNTAIN | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 5 | 0 | 4 | 16 | 20 |
| FRANKLIN | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 7 | 9 |
| FULTON | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 13 | 13 |
| GIBSON | 0 | 2 | 1 | 3 | 0 | 0 | 3 | 3 | 0 | 5 | 11 | 16 |
| GRANT | 0 | 1 | 1 | 2 | 0 | 9 | 40 | 49 | 0 | 20 | 79 | 99 |
| GREENE | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 4 | 5 | 9 |
| HAMILTON | 0 | 4 | 6 | 10 | 0 | 19 | 49 | 68 | 0 | 66 | 127 | 193 |
| HANCOCK | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 1 | 8 | 23 | 32 |
| HARRISON | 0 | 1 | 2 | 3 | 0 | 1 | 2 | 3 | 0 | 6 | 13 | 19 |
| HENDRICKS | 0 | 1 | 11 | 12 | 0 | 0 | 5 | 5 | 1 | 17 | 91 | 109 |
| HENRY | 0 | 1 | 0 | 1 | 0 | 2 | 7 | 9 | 0 | 5 | 13 | 18 |
| HOWARD | 0 | 1 | 2 | 3 | 0 | 3 | 15 | 18 | 0 | 18 | 46 | 64 |
| HUNTINGTON | 0 | 2 | 3 | 5 | 0 | 5 | 19 | 24 | 0 | 11 | 50 | 61 |
| JACKSON | 0 | 0 | 4 | 4 | 0 | 3 | 9 | 12 | 0 | 7 | 21 | 28 |
| JASPER | 0 | 2 | 1 | 3 | 0 | 1 | 4 | 5 | 0 | 6 | 24 | 30 |
| JAY | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 3 | 6 |
| JEFFERSON | 0 | 0 | 2 | 2 | 0 | 2 | 3 | 5 | 0 | 4 | 12 | 16 |
| JENNINGS | 0 | 0 | 1 | 1 | 0 | 2 | 7 | 9 | 0 | 6 | 15 | 21 |
| JOHNSON | 0 | 1 | 6 | 7 | 0 | 2 | 16 | 18 | 1 | 24 | 99 | 124 |
| KNOX | 0 | 4 | 7 | 11 | 0 | 24 | 40 | 64 | 0 | 36 | 56 | 92 |
| KOSCIUSKO | 0 | 4 | 3 | 7 | 0 | 1 | 16 | 17 | 0 | 7 | 32 | 39 |
| LAGRANGE | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 9 |
| LAKE | 0 | 18 | 34 | 52 | 0 | 81 | 242 | 323 | 1 | 171 | 484 | 656 |
| LAPORTE | 0 | 2 | 5 | 7 | 0 | 7 | 17 | 24 | 1 | 24 | 39 | 64 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Crashes

Table 30. Crashes in Construction Zones by County, Roadway Type and Severity - 1996 (Cont.)

| County | Interstate or Toll Road | | | | U.S. Route | | | | State Route | | | |
|----------------|----------------------------|------------|------------|--------------|------------|------------|------------|------------|-------------|------------|------------|------------|
| | FtI | PI | PD | Tot | FtI | PI | PD | Tot | FtI | PI | PD | Tot |
| LAWRENCE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 14 |
| MADISON | 0 | 8 | 65 | 73 | 0 | 0 | 0 | 0 | 0 | 13 | 11 | 24 |
| MARION | 0 | 43 | 141 | 184 | 0 | 2 | 3 | 5 | 0 | 6 | 18 | 24 |
| MARSHALL | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 2 | 2 |
| MARTIN | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 |
| MIAMI | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| MONROE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 10 |
| MONTGOMERY | 0 | 1 | 2 | 3 | 0 | 1 | 3 | 4 | 0 | 1 | 5 | 6 |
| MORGAN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 20 | 27 |
| NEWTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NOBLE | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 12 | 0 | 0 | 4 | 4 |
| OHIO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 |
| ORANGE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 |
| OWEN | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 3 | 7 | 11 |
| PARKE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| PERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| PIKE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| PORTER | 0 | 0 | 6 | 6 | 1 | 11 | 16 | 28 | 1 | 16 | 23 | 40 |
| POSEY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 |
| PULASKI | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| PUTNAM | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 9 | 0 | 0 | 1 | 1 |
| RANDOLPH | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 6 | 8 |
| RIPLEY | 0 | 2 | 11 | 13 | 0 | 5 | 5 | 10 | 0 | 0 | 4 | 4 |
| RUSH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| SAINT JOSEPH | 0 | 2 | 0 | 2 | 0 | 7 | 19 | 26 | 0 | 6 | 13 | 19 |
| SCOTT | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 8 | 18 | 26 |
| SHELBY | 0 | 6 | 26 | 32 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 4 |
| SPENCER | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 1 | 1 | 2 |
| STARKE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 6 |
| STEUBEN | 0 | 3 | 3 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 4 |
| SULLIVAN | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 3 |
| SWITZERLAND | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| TIPPECANOE | 0 | 0 | 1 | 1 | 0 | 1 | 16 | 17 | 0 | 12 | 23 | 35 |
| TIPTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| UNION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANDEBURGH | 0 | 0 | 4 | 4 | 0 | 3 | 4 | 7 | 0 | 3 | 9 | 12 |
| VERMILLION | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 10 |
| VIGO | 0 | 2 | 19 | 21 | 0 | 16 | 34 | 50 | 0 | 0 | 2 | 2 |
| WABASH | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 2 | 1 | 3 |
| WARREN | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 1 | 1 |
| WARRICK | 1 | 2 | 10 | 13 | 0 | 0 | 1 | 1 | 0 | 4 | 15 | 19 |
| WASHINGTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 7 |
| WAYNE | 0 | 1 | 2 | 3 | 0 | 3 | 5 | 8 | 0 | 1 | 3 | 4 |
| WELLS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| WHITE | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| WHITLEY | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 1 | 7 | 8 |
| INDIANA | 6 | 216 | 827 | 1,049 | 3 | 198 | 445 | 646 | 5 | 271 | 555 | 831 |

Legend: FtI=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 30. Crashes in Construction Zones by County, Roadway Type and Severity - 1996 (Cont.)

| County | County Road | | | | City Street | | | | Total | | | |
|----------------|-------------|------------|------------|------------|-------------|------------|--------------|--------------|-----------|--------------|--------------|--------------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| LAWRENCE | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 5 | 0 | 4 | 17 | 21 |
| MADISON | 0 | 2 | 6 | 8 | 0 | 20 | 52 | 72 | 0 | 43 | 134 | 177 |
| MARION | 1 | 109 | 240 | 350 | 0 | 81 | 189 | 270 | 1 | 241 | 591 | 833 |
| MARSHALL | 0 | 1 | 5 | 6 | 0 | 0 | 5 | 5 | 0 | 4 | 14 | 18 |
| MARTIN | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 6 |
| MIAMI | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 5 | 6 |
| MONROE | 0 | 2 | 3 | 5 | 0 | 9 | 33 | 42 | 0 | 14 | 43 | 57 |
| MONTGOMERY | 0 | 1 | 1 | 2 | 0 | 2 | 6 | 8 | 0 | 6 | 17 | 23 |
| MORGAN | 0 | 0 | 3 | 3 | 0 | 2 | 10 | 12 | 0 | 9 | 33 | 42 |
| NEWTON | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| NOBLE | 0 | 1 | 6 | 7 | 0 | 4 | 16 | 20 | 0 | 8 | 35 | 43 |
| OHIO | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 |
| ORANGE | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 4 |
| OWEN | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 1 | 6 | 12 | 19 |
| PARKE | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 |
| PERRY | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 5 |
| PIKE | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| PORTER | 0 | 2 | 7 | 9 | 0 | 29 | 33 | 62 | 2 | 58 | 85 | 145 |
| POSEY | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 |
| PULASKI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| PUTNAM | 0 | 1 | 2 | 3 | 0 | 1 | 3 | 4 | 0 | 3 | 14 | 17 |
| RANDOLPH | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 10 | 12 |
| RIPLEY | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 8 | 23 | 31 |
| RUSH | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 3 | 5 | 8 |
| SAINT JOSEPH | 0 | 7 | 21 | 28 | 0 | 38 | 87 | 125 | 0 | 60 | 140 | 200 |
| SCOTT | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 11 | 21 | 32 |
| SHELBY | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 5 | 0 | 7 | 36 | 43 |
| SPENCER | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 2 | 8 | 10 |
| STARKE | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 9 |
| STEBEN | 0 | 2 | 5 | 7 | 0 | 0 | 4 | 4 | 0 | 5 | 17 | 22 |
| SULLIVAN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 |
| SWITZERLAND | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| TIPPECANOE | 0 | 1 | 11 | 12 | 1 | 11 | 54 | 66 | 1 | 25 | 105 | 131 |
| TIPTON | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 3 |
| UNION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANDEBURGH | 0 | 3 | 19 | 22 | 0 | 21 | 32 | 53 | 0 | 30 | 68 | 98 |
| VERMILLION | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 4 | 14 | 18 |
| VIGO | 0 | 6 | 14 | 20 | 0 | 27 | 87 | 114 | 0 | 51 | 156 | 207 |
| WABASH | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 3 | 9 | 12 |
| WARREN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| WARRICK | 0 | 2 | 10 | 12 | 0 | 0 | 2 | 2 | 1 | 8 | 38 | 47 |
| WASHINGTON | 0 | 0 | 2 | 2 | 0 | 1 | 2 | 3 | 0 | 2 | 10 | 12 |
| WAYNE | 0 | 2 | 5 | 7 | 0 | 2 | 17 | 19 | 0 | 9 | 32 | 41 |
| WELLS | 0 | 1 | 4 | 5 | 0 | 2 | 14 | 16 | 0 | 3 | 22 | 25 |
| WHITE | 0 | 1 | 2 | 3 | 0 | 1 | 4 | 5 | 0 | 3 | 9 | 12 |
| WHITLEY | 0 | 0 | 4 | 4 | 0 | 1 | 5 | 6 | 0 | 4 | 19 | 23 |
| INDIANA | 1 | 244 | 584 | 829 | 1 | 508 | 1,583 | 2,092 | 16 | 1,437 | 3,994 | 5,447 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 31. Hit and Run Crashes by Location Type and Severity - 1996

| Location | Fatal | | Personal Injury | | Property Damage | | Total | |
|------------------|-----------|-------|-----------------|-------|-----------------|-------|---------------|--------------|
| | | % | | % | | % | | % |
| Intersection | 8 | 28.6% | 1,015 | 42.4% | 3,363 | 24.1% | 4,386 | 26.8% |
| Driveway Access | 1 | 3.6% | 54 | 2.3% | 417 | 3.0% | 472 | 2.9% |
| Interchange Area | 0 | 0.0% | 25 | 1.0% | 106 | 0.8% | 131 | 0.8% |
| Off Roadway | 3 | 10.7% | 230 | 9.6% | 2,683 | 19.2% | 2,916 | 17.8% |
| Shoulder | 2 | 7.1% | 56 | 2.3% | 746 | 5.4% | 804 | 4.9% |
| Median | 1 | 3.6% | 3 | 0.1% | 32 | 0.2% | 36 | 0.2% |
| Roadway | 13 | 46.4% | 1,006 | 42.0% | 6,498 | 46.6% | 7,517 | 45.9% |
| Unknown | 0 | 0.0% | 6 | 0.3% | 98 | 0.7% | 104 | 0.6% |
| Total | 28 | | 2,395 | | 13,943 | | 16,366 | |

Table 32. Crashes by Location Type and Severity - 1996

| Location | Fatal | | Personal Injury | | Property Damage | | Total | |
|------------------|------------|-------|-----------------|-------|-----------------|-------|----------------|--------------|
| | | % | | % | | % | | % |
| Intersection | 221 | 25.4% | 18,662 | 35.8% | 39,215 | 23.3% | 58,098 | 26.2% |
| Driveway Access | 11 | 1.3% | 1,132 | 2.2% | 4,086 | 2.4% | 5,229 | 2.4% |
| Interchange Area | 4 | 0.5% | 501 | 1.0% | 1,395 | 0.8% | 1,900 | 0.9% |
| Off Roadway | 254 | 29.2% | 9,325 | 17.9% | 21,591 | 12.8% | 31,170 | 14.1% |
| Shoulder | 31 | 3.6% | 1,202 | 2.3% | 3,741 | 2.2% | 4,974 | 2.2% |
| Median | 4 | 0.5% | 334 | 0.6% | 776 | 0.5% | 1,114 | 0.5% |
| Roadway | 344 | 39.5% | 18,188 | 34.9% | 64,062 | 38.0% | 82,594 | 37.3% |
| Unknown | 1 | 0.1% | 2,714 | 5.2% | 33,671 | 20.0% | 36,386 | 16.4% |
| Total | 870 | | 52,058 | | 168,537 | | 221,465 | |

Table 33. Crashes Involving Hazardous Materials by County - 1996

| County | Rural | | | | | | Urban | | | | | | Total | | | | | |
|-------------|-------|----|----|-----|---------|---------|-------|----|----|-----|---------|---------|-------|----|----|-----|---------|---------|
| | Ftl | PI | PD | Tot | Inj Tot | Fat Tot | Ftl | PI | PD | Tot | Inj Tot | Fat Tot | Ftl | PI | PD | Tot | Inj Tot | Fat Tot |
| ADAMS | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 |
| ALLEN | 0 | 5 | 21 | 26 | 6 | 0 | 0 | 10 | 36 | 46 | 15 | 0 | 0 | 15 | 57 | 72 | 21 | 0 |
| BARTHOLOMEW | 0 | 1 | 6 | 7 | 1 | 0 | 0 | 2 | 6 | 8 | 2 | 0 | 0 | 3 | 12 | 15 | 3 | 0 |
| BENTON | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 3 | 0 |
| BLACKFORD | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 |
| BOONE | 1 | 1 | 4 | 6 | 4 | 1 | 0 | 1 | 3 | 4 | 2 | 0 | 1 | 2 | 7 | 10 | 6 | 1 |
| BROWN | 0 | 2 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 0 |
| CARROLL | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| CASS | 1 | 1 | 3 | 5 | 1 | 1 | 0 | 1 | 4 | 5 | 1 | 0 | 1 | 2 | 7 | 10 | 2 | 1 |
| CLARK | 0 | 1 | 8 | 9 | 1 | 0 | 0 | 2 | 6 | 8 | 2 | 0 | 0 | 3 | 14 | 17 | 3 | 0 |
| CLAY | 1 | 1 | 3 | 5 | 2 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 5 | 7 | 2 | 1 |
| CLINTON | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 |
| CRAWFORD | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| DAVISS | 0 | 3 | 5 | 8 | 7 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 4 | 6 | 10 | 8 | 0 |
| DEARBORN | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 6 | 7 | 1 | 0 | 0 | 2 | 8 | 10 | 2 | 0 |
| DECATUR | 0 | 1 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 0 |
| DEKALB | 0 | 2 | 5 | 7 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 6 | 8 | 3 | 0 |
| DELAWARE | 2 | 6 | 7 | 15 | 9 | 2 | 0 | 2 | 9 | 11 | 3 | 0 | 2 | 8 | 16 | 26 | 12 | 2 |
| DUBOIS | 0 | 3 | 2 | 5 | 7 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 5 | 8 | 7 | 0 |
| ELKHART | 0 | 5 | 2 | 7 | 8 | 0 | 0 | 11 | 19 | 30 | 17 | 0 | 0 | 16 | 21 | 37 | 25 | 0 |
| FAYETTE | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 2 | 3 | 5 | 3 | 0 |
| FLOYD | 0 | 1 | 8 | 9 | 1 | 0 | 0 | 3 | 8 | 11 | 5 | 0 | 0 | 4 | 16 | 20 | 6 | 0 |
| FOUNTAIN | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 4 | 5 | 1 | 0 |
| FRANKLIN | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 2 | 0 | 2 | 6 | 0 |
| FULTON | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 0 |
| GIBSON | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 3 | 2 | 0 |
| GRANT | 0 | 2 | 1 | 3 | 4 | 0 | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 3 | 5 | 8 | 5 | 0 |
| GREENE | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 |
| HAMILTON | 1 | 4 | 4 | 9 | 4 | 1 | 0 | 2 | 8 | 10 | 2 | 0 | 1 | 6 | 12 | 19 | 6 | 1 |
| HANCOCK | 0 | 3 | 3 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 5 | 0 |
| HARRISON | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 |
| HENDRICKS | 0 | 1 | 9 | 10 | 1 | 0 | 0 | 7 | 5 | 12 | 10 | 0 | 0 | 8 | 14 | 22 | 11 | 0 |
| HENRY | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 1 | 7 | 8 | 1 | 0 | 0 | 2 | 11 | 13 | 2 | 0 |
| HOWARD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 12 | 4 | 0 | 0 | 2 | 10 | 12 | 4 | 0 |
| HUNTINGTON | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 0 |
| JACKSON | 0 | 1 | 5 | 6 | 1 | 0 | 1 | 2 | 3 | 6 | 2 | 1 | 1 | 3 | 8 | 12 | 3 | 1 |
| JASPER | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| JAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| JEFFERSON | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 3 | 2 | 5 | 4 | 0 | 0 | 4 | 4 | 8 | 5 | 0 |
| JENNINGS | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 3 | 3 | 6 | 3 | 0 | 0 | 4 | 4 | 8 | 4 | 0 |
| JOHNSON | 0 | 3 | 7 | 10 | 4 | 0 | 0 | 3 | 8 | 11 | 5 | 0 | 0 | 6 | 15 | 21 | 9 | 0 |
| KNOX | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 |
| KOSCIUSKO | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 5 | 6 | 3 | 0 | 0 | 2 | 6 | 8 | 4 | 0 |
| LAGRANGE | 0 | 1 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 0 |
| LAKE | 0 | 4 | 6 | 10 | 6 | 0 | 1 | 22 | 76 | 99 | 29 | 1 | 1 | 26 | 82 | 109 | 35 | 1 |
| LAPORTE | 0 | 5 | 9 | 14 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 5 | 15 | 20 | 6 | 0 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total; Inj Tot=Total Injured; Fat Tot=Total Fatalities

Table 33. Crashes Involving Hazardous Materials by County - 1996 (Cont.)

| County | Rural | | | | | | Urban | | | | | | Total | | | | | |
|----------------|-----------|------------|------------|------------|------------|-----------|----------|------------|------------|------------|------------|----------|-----------|------------|------------|--------------|------------|-----------|
| | Ftl | PI | PD | Tot | Inj Tot | Fat Tot | Ftl | PI | PD | Tot | Inj Tot | Fat Tot | Ftl | PI | PD | Tot | Inj Tot | Fat Tot |
| LAWRENCE | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 2 | 2 | 4 | 2 | 0 |
| MADISON | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 4 | 15 | 19 | 5 | 0 | 0 | 5 | 18 | 23 | 7 | 0 |
| MARION | 0 | 22 | 72 | 94 | 36 | 0 | 0 | 24 | 65 | 89 | 36 | 0 | 0 | 46 | 137 | 183 | 72 | 0 |
| MARSHALL | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 |
| MARTIN | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| MIAMI | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 2 | 7 | 9 | 3 | 0 |
| MONROE | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 6 | 13 | 19 | 8 | 0 | 0 | 6 | 17 | 23 | 8 | 0 |
| MONTGOMERY | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 6 | 7 | 1 | 0 |
| MORGAN | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 |
| NEWTON | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| NOBLE | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 4 | 5 | 4 | 0 | 0 | 2 | 6 | 8 | 5 | 0 |
| OHIO | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| ORANGE | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| OWEN | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| PARKE | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| PERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 1 | 1 | 2 | 2 | 0 |
| PIKE | 0 | 2 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 0 |
| PORTER | 0 | 3 | 10 | 13 | 3 | 0 | 0 | 8 | 7 | 15 | 11 | 0 | 0 | 11 | 17 | 28 | 14 | 0 |
| POSEY | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| PULASKI | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 |
| PUTNAM | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 6 | 7 | 1 | 0 |
| RANDOLPH | 1 | 0 | 4 | 5 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 4 | 6 | 2 | 1 |
| RIPLEY | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 |
| RUSH | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| SAINT JOSEPH | 0 | 5 | 5 | 10 | 7 | 0 | 1 | 8 | 15 | 24 | 12 | 1 | 1 | 13 | 20 | 34 | 19 | 1 |
| SCOTT | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| SHELBY | 0 | 1 | 8 | 9 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 9 | 10 | 1 | 0 |
| SPENCER | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 |
| STARKE | 0 | 2 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 0 |
| STEUBEN | 1 | 0 | 5 | 6 | 0 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 1 | 0 | 10 | 11 | 0 | 1 |
| SULLIVAN | 1 | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 1 |
| SWITZERLAND | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| TIPPECANOE | 0 | 7 | 10 | 17 | 9 | 0 | 0 | 6 | 18 | 24 | 8 | 0 | 0 | 13 | 28 | 41 | 17 | 0 |
| TIPTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| UNION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANDERBURGH | 0 | 2 | 2 | 4 | 3 | 0 | 0 | 15 | 13 | 28 | 25 | 0 | 0 | 17 | 15 | 32 | 28 | 0 |
| VERMILLION | 1 | 2 | 3 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | 2 | 2 |
| VIGO | 0 | 1 | 10 | 11 | 1 | 0 | 0 | 4 | 17 | 21 | 5 | 0 | 0 | 5 | 27 | 32 | 6 | 0 |
| WABASH | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 |
| WARREN | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| WARRICK | 0 | 4 | 2 | 6 | 4 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 5 | 3 | 8 | 5 | 0 |
| WASHINGTON | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 0 |
| WAYNE | 0 | 3 | 5 | 8 | 5 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 3 | 11 | 14 | 5 | 0 |
| WELLS | 1 | 2 | 3 | 6 | 4 | 1 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 3 | 5 | 9 | 5 | 1 |
| WHITE | 0 | 2 | 2 | 4 | 2 | 0 | 0 | 1 | 3 | 4 | 3 | 0 | 0 | 3 | 5 | 8 | 5 | 0 |
| WHITLEY | 0 | 1 | 5 | 6 | 1 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 2 | 8 | 10 | 3 | 0 |
| INDIANA | 11 | 141 | 377 | 529 | 201 | 12 | 3 | 173 | 470 | 646 | 253 | 3 | 14 | 314 | 847 | 1,175 | 454 | 15 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total; Inj Tot=Total Injured; Fat Tot=Total Fatalities

Table 34. Fixed Objects Struck by Crash Severity and Urban/Rural Locale - 1996

| Type of Fixed Object | Fatal | | | Personal Injury | | | Property Damage | | | Total | | |
|--------------------------|------------|------------|------------|-----------------|--------------|---------------|-----------------|---------------|---------------|---------------|---------------|---------------|
| | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot |
| Light Support/ | | | | | | | | | | | | |
| Utility Pole | 60 | 26 | 86 | 1,881 | 1,410 | 3,291 | 2,738 | 2,012 | 4,750 | 4,679 | 3,448 | 8,127 |
| Guard Rail/Median | 32 | 17 | 49 | 1,088 | 685 | 1,773 | 2,212 | 1,204 | 3,416 | 3,332 | 1,906 | 5,238 |
| Impact Attenuator | 0 | 0 | 0 | 24 | 19 | 43 | 55 | 33 | 88 | 79 | 52 | 131 |
| Sign Post | 33 | 10 | 43 | 643 | 548 | 1,191 | 1,658 | 1,128 | 2,786 | 2,334 | 1,686 | 4,020 |
| Tree | 101 | 24 | 125 | 2,216 | 819 | 3,035 | 2,870 | 1,079 | 3,949 | 5,187 | 1,922 | 7,109 |
| Building/Wall | 2 | 4 | 6 | 115 | 396 | 511 | 195 | 691 | 886 | 312 | 1,091 | 1,403 |
| Curbing | 5 | 31 | 36 | 178 | 1,238 | 1,416 | 238 | 1,723 | 1,961 | 421 | 2,992 | 3,413 |
| Fence | 34 | 5 | 39 | 982 | 331 | 1,313 | 2,447 | 923 | 3,370 | 3,463 | 1,259 | 4,722 |
| Bridge Support | 6 | 2 | 8 | 147 | 72 | 219 | 265 | 131 | 396 | 418 | 205 | 623 |
| Culvert/Drainage | | | | | | | | | | | | |
| Structure | 19 | 5 | 24 | 668 | 125 | 793 | 875 | 213 | 1,088 | 1,562 | 343 | 1,905 |
| Snow Embankment | 2 | 0 | 2 | 118 | 52 | 170 | 332 | 82 | 414 | 452 | 134 | 586 |
| Earth Embankment/ | | | | | | | | | | | | |
| Ditch | 160 | 13 | 173 | 4,058 | 623 | 4,681 | 5,497 | 890 | 6,387 | 9,715 | 1,526 | 11,241 |
| Fire Hydrant | 0 | 2 | 2 | 28 | 119 | 147 | 59 | 305 | 364 | 87 | 426 | 513 |
| Traffic Signal | 0 | 2 | 2 | 10 | 65 | 75 | 31 | 103 | 134 | 41 | 170 | 211 |
| Mailbox | 15 | 1 | 16 | 450 | 109 | 559 | 1,078 | 359 | 1,437 | 1,543 | 469 | 2,012 |
| Other Fixed Object | 27 | 5 | 32 | 560 | 386 | 946 | 1,106 | 876 | 1,982 | 1,693 | 1,267 | 2,960 |
| Total | 496 | 147 | 643 | 13,166 | 6,997 | 20,163 | 21,656 | 11,752 | 33,408 | 35,318 | 18,896 | 54,214 |

Note: This report counts fixed objects struck, not crashes. There may have been more than one fixed object in some crashes.
Legend: R=Rural; U-Urban; Tot=Total

Table 35. Crashes by Light Conditions and Severity with Fatalities, Injuries - 1996

| Light Conditions | Fatal Crashes | Personal Injury Crashes | Property Damage Crashes | Total Crashes | Total | |
|------------------|---------------|-------------------------|-------------------------|----------------|---------------|------------|
| | | | | | Injuries | Fatalities |
| Daylight | 461 | 33,402 | 88,168 | 122,031 | 50,298 | 526 |
| Dawn/Dusk | 37 | 2,412 | 7,016 | 9,465 | 3,545 | 41 |
| Dark/Lights On | 118 | 7,277 | 18,837 | 26,232 | 10,865 | 129 |
| Dark/Lights Off | 4 | 391 | 1,327 | 1,722 | 545 | 5 |
| Dark/No Lights | 247 | 5,918 | 19,278 | 25,443 | 8,514 | 278 |
| Unknown | 3 | 2,658 | 33,911 | 36,572 | 3,572 | 3 |
| Total | 870 | 52,058 | 168,537 | 221,465 | 77,339 | 982 |

Note: Lights On, Lights Off and Dark/No Lights refer to Street lights.

Table 36. Crashes by Weather Conditions and Severity with Fatalities, Injuries - 1996

| Weather Conditions | Fatal Crashes | Personal Injury Crashes | Property Damage Crashes | Total Crashes | Total | |
|--------------------|---------------|-------------------------|-------------------------|----------------|---------------|------------|
| | | | | | Injuries | Fatalities |
| Clear | 506 | 25,725 | 66,547 | 92,778 | 38,657 | 587 |
| Cloudy | 228 | 13,727 | 38,411 | 52,366 | 20,525 | 248 |
| Rain | 64 | 6,131 | 16,114 | 22,309 | 9,138 | 70 |
| Snow | 44 | 2,941 | 11,327 | 14,312 | 4,184 | 49 |
| Sleet/Hail | 13 | 420 | 1,202 | 1,635 | 598 | 13 |
| Fog/Smoke | 12 | 452 | 1,199 | 1,663 | 668 | 12 |
| Unknown | 3 | 2,662 | 33,737 | 36,402 | 3,569 | 3 |
| Total | 870 | 52,058 | 168,537 | 221,465 | 77,339 | 982 |

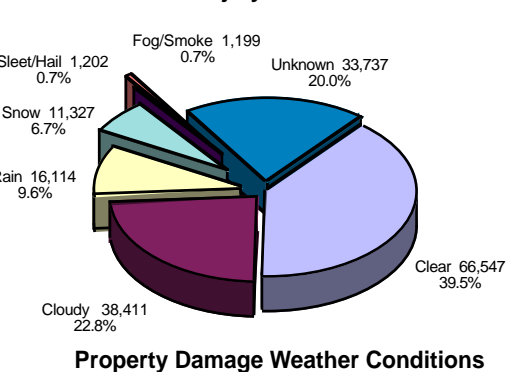
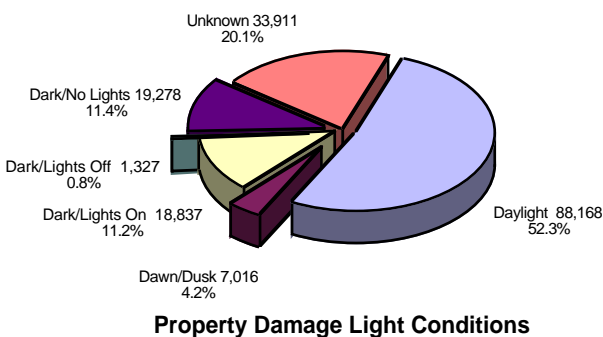
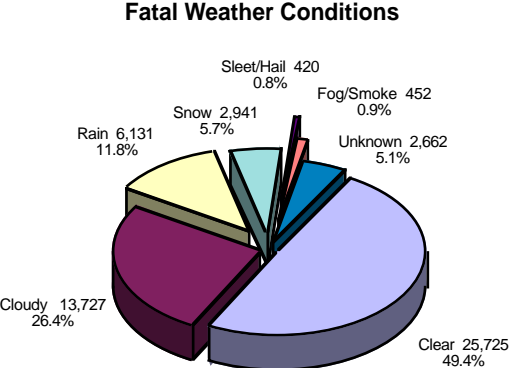
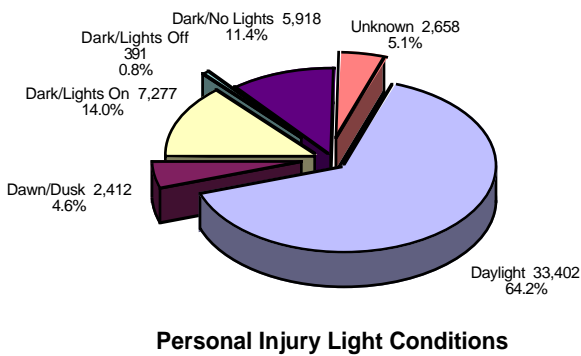
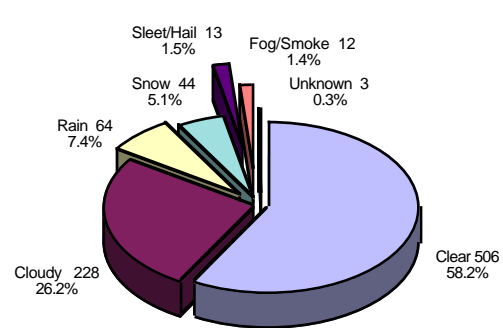
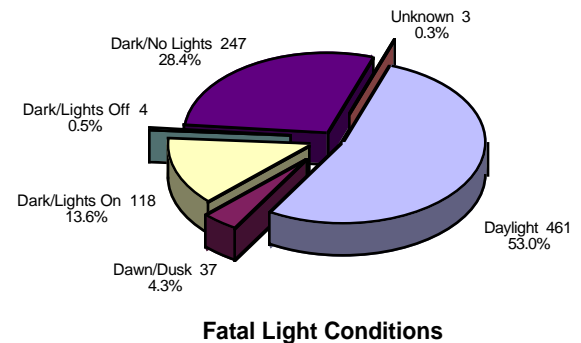
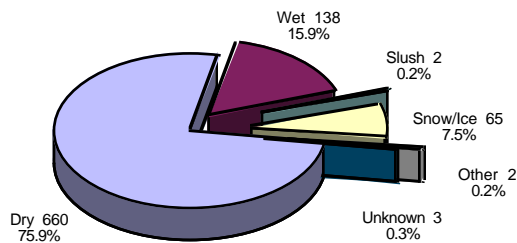


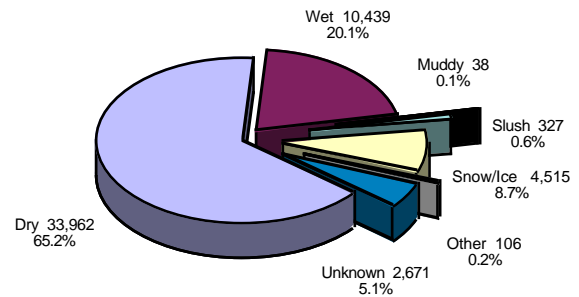
Figure 22. Crashes by Light and Weather Conditions by Severity - 1996

Table 37. Crashes by Road Conditions and Severity with Fatalities, Injuries - 1996

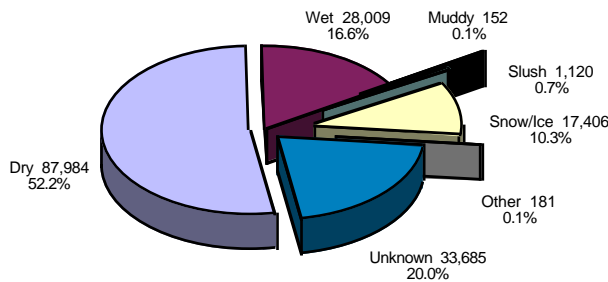
| Road Conditions | Fatal Crashes | Personal Injury Crashes | Property Damage Crashes | Total Crashes | Total | |
|-----------------|---------------|-------------------------|-------------------------|----------------|---------------|------------|
| | | | | | Injuries | Fatalities |
| Dry | 660 | 33,962 | 87,984 | 122,606 | 51,218 | 753 |
| Wet | 138 | 10,439 | 28,009 | 38,586 | 15,673 | 152 |
| Muddy | 0 | 38 | 152 | 190 | 47 | 0 |
| Slush | 2 | 327 | 1,120 | 1,449 | 481 | 2 |
| Snow/Ice | 65 | 4,515 | 17,406 | 21,986 | 6,185 | 70 |
| Other | 2 | 106 | 181 | 289 | 149 | 2 |
| Unknown | 3 | 2,671 | 33,685 | 36,359 | 3,586 | 3 |
| Total | 870 | 52,058 | 168,537 | 221,465 | 77,339 | 982 |



Fatal Road Conditions



Personal Injury Road Conditions



Property Damage Road Conditions

Figure 23. Road Conditions Crashes by Severity - 1996

Table 38. Crashes by Weather and Light Conditions - 1996

| Weather Conditions | Light Conditions | | | | | Unknown | Total |
|--------------------|------------------|--------------|---------------|--------------|---------------|---------------|----------------|
| | Day-light | Dawn/Dusk | Dark | | | | |
| | | | Lights On | Lights Off | No Lights | | |
| Clear | 64,710 | 3,593 | 11,841 | 800 | 11,618 | 216 | 92,778 |
| Cloudy | 33,596 | 3,214 | 7,514 | 455 | 7,464 | 123 | 52,366 |
| Rain | 13,724 | 1,370 | 4,111 | 246 | 2,824 | 34 | 22,309 |
| Snow | 8,640 | 907 | 2,196 | 167 | 2,363 | 39 | 14,312 |
| Sleet/Hail | 756 | 168 | 263 | 29 | 416 | 3 | 1,635 |
| Fog/Smoke | 489 | 194 | 261 | 20 | 691 | 8 | 1,663 |
| Unknown | 116 | 19 | 46 | 5 | 67 | 36,149 | 36,402 |
| Total | 122,031 | 9,465 | 26,232 | 1,722 | 25,443 | 36,572 | 221,465 |

Note: Lights On, Lights Off and No Lights refer to street lights.

Table 39. Crashes by Road Surface Type and Light Conditions - 1996

| Road Surface | Light Conditions | | | | | Unknown | Total |
|--------------------|------------------|--------------|---------------|--------------|---------------|---------------|----------------|
| | Day-light | Dawn/Dusk | Dark | | | | |
| | | | Lights On | Lights Off | No Lights | | |
| Concrete | 14,718 | 1,125 | 3,695 | 196 | 1,772 | 54 | 21,560 |
| Blacktop | 105,234 | 8,138 | 22,190 | 1,473 | 22,758 | 546 | 160,339 |
| Brick | 229 | 12 | 81 | 3 | 17 | 4 | 346 |
| Dirt/Gravel | 1,559 | 159 | 192 | 39 | 792 | 35 | 2,776 |
| Other | 187 | 24 | 46 | 8 | 74 | 4 | 343 |
| Unknown | 104 | 7 | 28 | 3 | 30 | 35,929 | 36,101 |
| Total | 122,031 | 9,465 | 26,232 | 1,722 | 25,443 | 36,572 | 221,465 |

Note: Lights On, Lights Off and No Lights refer to street lights.

Table 40. Traffic Controls for all Vehicles by Crash Severity - 1996

| Traffic Control | Crash Severity | | | | | | Total | % |
|------------------------------------|----------------|-------|-----------------|-------|-----------------|-------|--------|-------|
| | Fatal | % | Personal Injury | % | Property Damage | % | | |
| Officer, Crossing Guard or Flagman | 1 | 0.1% | 265 | 0.5% | 569 | 0.3% | 835 | 0.4% |
| RR Crossing Gate/Flagman | 9 | 1.0% | 55 | 0.1% | 233 | 0.1% | 297 | 0.1% |
| RR Crossing Signal | 10 | 1.1% | 104 | 0.2% | 236 | 0.1% | 350 | 0.2% |
| RR Crossing Sign | 11 | 1.3% | 235 | 0.5% | 453 | 0.3% | 699 | 0.3% |
| Traffic Control Signal | 73 | 8.4% | 10,172 | 19.5% | 22,622 | 13.4% | 32,867 | 14.8% |
| Flashing Signal | 19 | 2.2% | 626 | 1.2% | 1,054 | 0.6% | 1,699 | 0.8% |
| Stop Sign | 138 | 15.9% | 7,691 | 14.8% | 17,643 | 10.5% | 25,472 | 11.5% |
| Yield Sign | 14 | 1.6% | 654 | 1.3% | 1,370 | 0.8% | 2,038 | 0.9% |
| Lane Control | 450 | 51.7% | 25,098 | 48.2% | 63,399 | 37.6% | 88,947 | 40.2% |
| No Passing Zone | 159 | 18.3% | 3,845 | 7.4% | 7,884 | 4.7% | 11,888 | 5.4% |
| Other Regulatory Signs | 57 | 6.6% | 1,760 | 3.4% | 4,002 | 2.4% | 5,819 | 2.6% |
| None | 158 | 18.2% | 10,488 | 20.1% | 35,620 | 21.1% | 46,266 | 20.9% |
| Unknown | 26 | 3.0% | 5,105 | 9.8% | 43,120 | 25.6% | 48,251 | 21.8% |

Example: Of the fatal crashes in 1996, 15.9% (138/870) occurred at a location where there was one or more stop signs. Columns do not total the number of crashes in each severity category since there may be more than one traffic control type at the crash location.

Table 41. Agency Average Crash Response Time by Month and Locale - 1996

| Month | State Police | | | Sheriff | | | City Police | | | Total | | |
|----------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| January | 17.9 | 16.2 | 17.6 | 19.8 | 9.6 | 19.3 | 16.7 | 10.4 | 10.6 | 19.2 | 10.6 | 14.3 |
| February | 18.8 | 17.0 | 18.4 | 16.6 | 21.6 | 16.9 | 14.6 | 10.2 | 10.4 | 17.0 | 10.7 | 13.3 |
| March | 22.8 | 16.2 | 21.4 | 19.8 | 16.2 | 19.7 | 21.2 | 10.5 | 11.0 | 20.5 | 10.9 | 14.9 |
| April | 16.4 | 14.5 | 15.9 | 18.0 | 9.6 | 17.6 | 19.0 | 9.9 | 10.2 | 17.7 | 10.1 | 12.8 |
| May | 17.8 | 13.9 | 17.0 | 18.6 | 14.4 | 18.4 | 17.2 | 9.8 | 10.0 | 18.3 | 10.0 | 13.2 |
| June | 21.3 | 13.7 | 19.6 | 17.9 | 14.4 | 17.7 | 18.4 | 10.2 | 10.6 | 18.6 | 10.4 | 13.6 |
| July | 15.3 | 19.7 | 16.3 | 17.4 | 16.2 | 17.4 | 20.0 | 11.2 | 11.5 | 17.2 | 11.6 | 13.7 |
| August | 14.9 | 16.6 | 15.3 | 17.1 | 14.8 | 17.0 | 13.6 | 10.1 | 10.2 | 16.5 | 10.4 | 12.7 |
| September | 15.0 | 15.6 | 15.1 | 16.5 | 13.3 | 16.3 | 15.1 | 9.7 | 9.9 | 16.1 | 9.9 | 12.2 |
| October | 16.8 | 20.1 | 17.6 | 17.3 | 14.1 | 17.2 | 17.6 | 10.3 | 10.6 | 17.3 | 10.7 | 13.4 |
| November | 19.3 | 16.3 | 18.8 | 17.2 | 17.7 | 17.3 | 16.7 | 10.6 | 10.9 | 17.6 | 10.9 | 13.9 |
| December | 20.6 | 9.6 | 18.5 | 20.9 | 23.8 | 21.0 | 13.5 | 10.6 | 10.8 | 20.3 | 10.9 | 15.2 |
| Average | 18.3 | 15.7 | 17.8 | 18.2 | 15.6 | 18.1 | 16.8 | 10.3 | 10.6 | 18.1 | 10.6 | 13.7 |

Note: Crash response time given in minutes to the nearest tenth of a minute.

Crashes

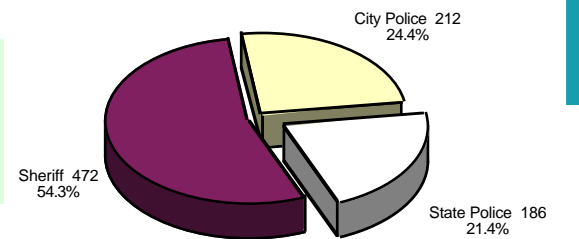
Table 42. Crashes by County and Reporting Agency by Severity - 1996

| County | State Police | | | | Sheriff | | | | City Police | | | |
|-------------|--------------|-----|-------|-------|---------|-----|-------|-------|-------------|-------|--------|--------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| ADAMS | 0 | 6 | 12 | 18 | 4 | 93 | 270 | 367 | 0 | 54 | 221 | 275 |
| ALLEN | 0 | 129 | 444 | 573 | 22 | 628 | 1,325 | 1,975 | 12 | 2,061 | 7,441 | 9,514 |
| BARTHOLOMEW | 3 | 35 | 78 | 116 | 8 | 231 | 486 | 725 | 4 | 429 | 916 | 1,349 |
| BENTON | 0 | 0 | 11 | 11 | 2 | 41 | 66 | 109 | 0 | 6 | 24 | 30 |
| BLACKFORD | 1 | 5 | 16 | 22 | 1 | 44 | 115 | 160 | 0 | 33 | 211 | 244 |
| BOONE | 1 | 69 | 170 | 240 | 6 | 83 | 257 | 346 | 1 | 96 | 402 | 499 |
| BROWN | 1 | 8 | 14 | 23 | 3 | 84 | 184 | 271 | 0 | 5 | 52 | 57 |
| CARROLL | 0 | 20 | 79 | 99 | 4 | 84 | 236 | 324 | 1 | 21 | 95 | 117 |
| CASS | 0 | 9 | 52 | 61 | 2 | 131 | 432 | 565 | 1 | 258 | 796 | 1,055 |
| CLARK | 0 | 107 | 326 | 433 | 2 | 290 | 680 | 972 | 3 | 590 | 1,209 | 1,802 |
| CLAY | 4 | 31 | 85 | 120 | 2 | 99 | 303 | 404 | 0 | 43 | 230 | 273 |
| CLINTON | 0 | 23 | 77 | 100 | 4 | 140 | 213 | 357 | 2 | 88 | 348 | 438 |
| CRAWFORD | 1 | 12 | 57 | 70 | 0 | 11 | 31 | 42 | 0 | 3 | 5 | 8 |
| DAVISS | 1 | 22 | 82 | 105 | 5 | 121 | 248 | 374 | 0 | 73 | 173 | 246 |
| DEARBORN | 3 | 55 | 124 | 182 | 5 | 161 | 378 | 544 | 1 | 158 | 504 | 663 |
| DECATUR | 4 | 39 | 71 | 114 | 3 | 78 | 190 | 271 | 1 | 59 | 212 | 272 |
| DEKALB | 2 | 18 | 56 | 76 | 9 | 145 | 366 | 520 | 0 | 79 | 264 | 343 |
| DELAWARE | 2 | 57 | 202 | 261 | 13 | 307 | 640 | 960 | 3 | 676 | 2,295 | 2,974 |
| DUBOIS | 0 | 46 | 185 | 231 | 0 | 137 | 251 | 388 | 2 | 157 | 421 | 580 |
| ELKHART | 3 | 83 | 295 | 381 | 20 | 665 | 1,920 | 2,605 | 9 | 1,012 | 3,036 | 4,057 |
| FAYETTE | 0 | 11 | 54 | 65 | 1 | 72 | 154 | 227 | 1 | 135 | 507 | 643 |
| FLOYD | 1 | 47 | 114 | 162 | 5 | 150 | 422 | 577 | 2 | 457 | 1,297 | 1,756 |
| FOUNTAIN | 2 | 20 | 80 | 102 | 2 | 64 | 159 | 225 | 0 | 38 | 140 | 178 |
| FRANKLIN | 1 | 15 | 86 | 102 | 5 | 89 | 209 | 303 | 0 | 16 | 60 | 76 |
| FULTON | 2 | 11 | 40 | 53 | 5 | 87 | 200 | 292 | 1 | 43 | 213 | 257 |
| GIBSON | 3 | 21 | 72 | 96 | 2 | 120 | 303 | 425 | 1 | 75 | 247 | 323 |
| GRANT | 2 | 41 | 173 | 216 | 6 | 192 | 480 | 678 | 3 | 378 | 1,429 | 1,810 |
| GREENE | 0 | 31 | 68 | 99 | 3 | 137 | 268 | 408 | 0 | 19 | 70 | 89 |
| HAMILTON | 1 | 36 | 98 | 135 | 9 | 397 | 786 | 1,192 | 1 | 626 | 1,815 | 2,442 |
| HANCOCK | 0 | 37 | 81 | 118 | 3 | 209 | 413 | 625 | 1 | 143 | 411 | 555 |
| HARRISON | 3 | 47 | 145 | 195 | 4 | 155 | 485 | 644 | 0 | 54 | 221 | 275 |
| HENDRICKS | 4 | 41 | 163 | 208 | 9 | 273 | 953 | 1,235 | 4 | 216 | 638 | 858 |
| HENRY | 2 | 25 | 89 | 116 | 5 | 161 | 385 | 551 | 0 | 179 | 513 | 692 |
| HOWARD | 0 | 19 | 79 | 98 | 3 | 247 | 432 | 682 | 2 | 500 | 1,229 | 1,731 |
| HUNTINGTON | 5 | 44 | 95 | 144 | 4 | 111 | 235 | 350 | 0 | 139 | 387 | 526 |
| JACKSON | 3 | 97 | 261 | 361 | 3 | 118 | 305 | 426 | 0 | 182 | 586 | 768 |
| JASPER | 2 | 44 | 187 | 233 | 5 | 113 | 322 | 440 | 0 | 56 | 170 | 226 |
| JAY | 3 | 13 | 50 | 66 | 1 | 70 | 270 | 341 | 0 | 45 | 158 | 203 |
| JEFFERSON | 1 | 17 | 44 | 62 | 2 | 107 | 300 | 409 | 1 | 97 | 313 | 411 |
| JENNINGS | 0 | 21 | 51 | 72 | 4 | 95 | 180 | 279 | 0 | 68 | 297 | 365 |
| JOHNSON | 1 | 45 | 115 | 161 | 9 | 326 | 605 | 940 | 0 | 367 | 1,031 | 1,398 |
| KNOX | 1 | 41 | 120 | 162 | 4 | 104 | 216 | 324 | 0 | 189 | 422 | 611 |
| KOSCIUSKO | 3 | 50 | 128 | 181 | 15 | 304 | 824 | 1,143 | 2 | 192 | 754 | 948 |
| LAGRANGE | 7 | 39 | 175 | 221 | 8 | 96 | 429 | 533 | 0 | 17 | 107 | 124 |
| LAKE | 15 | 424 | 1,699 | 2,138 | 8 | 400 | 919 | 1,327 | 33 | 3,933 | 10,392 | 14,358 |
| LAPORTE | 3 | 94 | 355 | 452 | 16 | 347 | 650 | 1,013 | 4 | 637 | 1,691 | 2,332 |

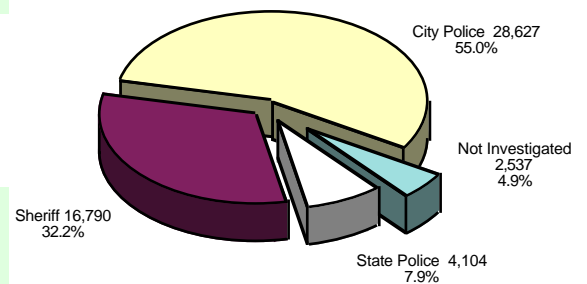
Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 42. Crashes by County and Reporting Agency by Severity - 1996 (Cont.)

| County | Not Investigated | | | | Total | | | |
|-------------|------------------|-----|-------|-------|-------|-------|--------|--------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| ADAMS | 0 | 24 | 244 | 268 | 4 | 177 | 747 | 928 |
| ALLEN | 0 | 100 | 1,177 | 1,277 | 34 | 2,918 | 10,387 | 13,339 |
| BARTHOLOMEW | 0 | 11 | 260 | 271 | 15 | 706 | 1,740 | 2,461 |
| BENTON | 0 | 1 | 38 | 39 | 2 | 48 | 139 | 189 |
| BLACKFORD | 0 | 1 | 23 | 24 | 2 | 83 | 365 | 450 |
| BOONE | 0 | 18 | 316 | 334 | 8 | 266 | 1,145 | 1,419 |
| BROWN | 0 | 4 | 126 | 130 | 4 | 101 | 376 | 481 |
| CARROLL | 0 | 7 | 102 | 109 | 5 | 132 | 512 | 649 |
| CASS | 0 | 6 | 120 | 126 | 3 | 404 | 1,400 | 1,807 |
| CLARK | 0 | 22 | 387 | 409 | 5 | 1,009 | 2,602 | 3,616 |
| CLAY | 0 | 14 | 168 | 182 | 6 | 187 | 786 | 979 |
| CLINTON | 0 | 7 | 159 | 166 | 6 | 258 | 797 | 1,061 |
| CRAWFORD | 0 | 23 | 127 | 150 | 1 | 49 | 220 | 270 |
| DAVISS | 0 | 5 | 128 | 133 | 6 | 221 | 631 | 858 |
| DEARBORN | 0 | 13 | 188 | 201 | 9 | 387 | 1,194 | 1,590 |
| DECATUR | 0 | 8 | 155 | 163 | 8 | 184 | 628 | 820 |
| DEKALB | 0 | 39 | 502 | 541 | 11 | 281 | 1,188 | 1,480 |
| DELAWARE | 0 | 35 | 431 | 466 | 18 | 1,075 | 3,568 | 4,661 |
| DUBOIS | 0 | 5 | 178 | 183 | 2 | 345 | 1,035 | 1,382 |
| ELKHART | 0 | 47 | 431 | 478 | 32 | 1,807 | 5,682 | 7,521 |
| FAYETTE | 0 | 5 | 58 | 63 | 2 | 223 | 773 | 998 |
| FLOYD | 0 | 10 | 67 | 77 | 8 | 664 | 1,900 | 2,572 |
| FOUNTAIN | 0 | 4 | 139 | 143 | 4 | 126 | 518 | 648 |
| FRANKLIN | 0 | 12 | 153 | 165 | 6 | 132 | 508 | 646 |
| FULTON | 0 | 3 | 76 | 79 | 8 | 144 | 529 | 681 |
| GIBSON | 0 | 18 | 210 | 228 | 6 | 234 | 832 | 1,072 |
| GRANT | 0 | 9 | 151 | 160 | 11 | 620 | 2,233 | 2,864 |
| GREENE | 0 | 38 | 331 | 369 | 3 | 225 | 737 | 965 |
| HAMILTON | 0 | 45 | 886 | 931 | 11 | 1,104 | 3,585 | 4,700 |
| HANCOCK | 0 | 26 | 212 | 238 | 4 | 415 | 1,117 | 1,536 |
| HARRISON | 0 | 7 | 96 | 103 | 7 | 263 | 947 | 1,217 |
| HENDRICKS | 0 | 38 | 356 | 394 | 17 | 568 | 2,110 | 2,695 |
| HENRY | 0 | 18 | 177 | 195 | 7 | 383 | 1,164 | 1,554 |
| HOWARD | 0 | 26 | 287 | 313 | 5 | 792 | 2,027 | 2,824 |
| HUNTINGTON | 0 | 24 | 279 | 303 | 9 | 318 | 996 | 1,323 |
| JACKSON | 0 | 7 | 193 | 200 | 6 | 404 | 1,345 | 1,755 |
| JASPER | 0 | 10 | 111 | 121 | 7 | 223 | 790 | 1,020 |
| JAY | 0 | 11 | 132 | 143 | 4 | 139 | 610 | 753 |
| JEFFERSON | 0 | 12 | 130 | 142 | 4 | 233 | 787 | 1,024 |
| JENNINGS | 0 | 34 | 136 | 170 | 4 | 218 | 664 | 886 |
| JOHNSON | 0 | 43 | 644 | 687 | 10 | 781 | 2,395 | 3,186 |
| KNOX | 0 | 11 | 315 | 326 | 5 | 345 | 1,073 | 1,423 |
| KOSCIUSKO | 0 | 14 | 471 | 485 | 20 | 560 | 2,177 | 2,757 |
| LAGRANGE | 0 | 5 | 203 | 208 | 15 | 157 | 914 | 1,086 |
| LAKE | 0 | 123 | 1,666 | 1,789 | 56 | 4,880 | 14,676 | 19,612 |
| LAPORTE | 0 | 21 | 288 | 309 | 23 | 1,099 | 2,984 | 4,106 |



Fatal Crashes



Personal Injury Crashes

Figure 24. Fatal and Personal Injury Crashes by Reporting Agency - 1996

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 42. Crashes by County and Reporting Agency by Severity - 1996 (Cont.)

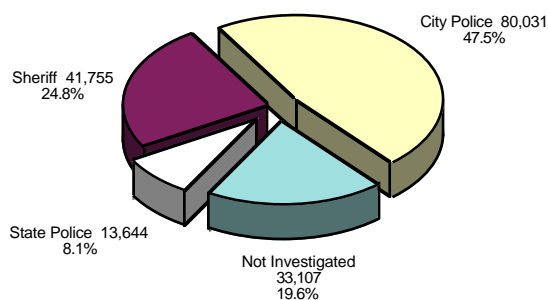
| County | State Police | | | | Sheriff | | | | City Police | | | |
|----------------|--------------|--------------|---------------|---------------|------------|---------------|---------------|---------------|-------------|---------------|---------------|----------------|
| | FtI | PI | PD | Tot | FtI | PI | PD | Tot | FtI | PI | PD | Tot |
| LAWRENCE | 1 | 23 | 80 | 104 | 6 | 135 | 300 | 441 | 0 | 171 | 552 | 723 |
| MADISON | 1 | 37 | 150 | 188 | 5 | 295 | 663 | 963 | 6 | 946 | 2,636 | 3,588 |
| MARION | 14 | 546 | 1,449 | 2,009 | 34 | 2,951 | 6,799 | 9,784 | 49 | 4,644 | 9,848 | 14,541 |
| MARSHALL | 3 | 57 | 152 | 212 | 7 | 202 | 603 | 812 | 2 | 132 | 429 | 563 |
| MARTIN | 0 | 15 | 37 | 52 | 2 | 50 | 83 | 135 | 1 | 17 | 37 | 55 |
| MIAMI | 3 | 49 | 166 | 218 | 2 | 107 | 242 | 351 | 1 | 89 | 325 | 415 |
| MONROE | 2 | 56 | 171 | 229 | 6 | 248 | 617 | 871 | 1 | 533 | 1,880 | 2,414 |
| MONTGOMERY | 5 | 16 | 69 | 90 | 4 | 121 | 379 | 504 | 0 | 120 | 337 | 457 |
| MORGAN | 3 | 41 | 130 | 174 | 4 | 214 | 456 | 674 | 0 | 133 | 413 | 546 |
| NEWTON | 2 | 21 | 48 | 71 | 1 | 48 | 170 | 219 | 0 | 4 | 36 | 40 |
| NOBLE | 4 | 29 | 163 | 196 | 6 | 154 | 472 | 632 | 0 | 99 | 555 | 654 |
| OHIO | 0 | 1 | 8 | 9 | 0 | 27 | 92 | 119 | 0 | 7 | 21 | 28 |
| ORANGE | 4 | 7 | 41 | 52 | 0 | 3 | 7 | 10 | 1 | 25 | 116 | 142 |
| OWEN | 0 | 16 | 36 | 52 | 2 | 102 | 214 | 318 | 1 | 32 | 74 | 107 |
| PARKE | 0 | 16 | 29 | 45 | 1 | 63 | 202 | 266 | 1 | 8 | 53 | 62 |
| PERRY | 1 | 14 | 81 | 96 | 0 | 23 | 54 | 77 | 2 | 73 | 220 | 295 |
| PIKE | 3 | 17 | 55 | 75 | 1 | 50 | 79 | 130 | 2 | 16 | 28 | 46 |
| PORTER | 3 | 95 | 392 | 490 | 12 | 395 | 923 | 1,330 | 9 | 681 | 1,521 | 2,211 |
| POSEY | 0 | 16 | 61 | 77 | 1 | 70 | 146 | 217 | 2 | 8 | 21 | 31 |
| PULASKI | 1 | 8 | 39 | 48 | 3 | 59 | 273 | 335 | 0 | 2 | 16 | 18 |
| PUTNAM | 2 | 37 | 137 | 176 | 3 | 78 | 269 | 350 | 0 | 84 | 232 | 316 |
| RANDOLPH | 2 | 8 | 26 | 36 | 7 | 96 | 274 | 377 | 0 | 38 | 182 | 220 |
| RIPLEY | 2 | 64 | 168 | 234 | 3 | 66 | 168 | 237 | 0 | 19 | 93 | 112 |
| RUSH | 1 | 5 | 24 | 30 | 2 | 85 | 195 | 282 | 0 | 25 | 95 | 120 |
| SAINT JOSEPH | 2 | 69 | 391 | 462 | 18 | 476 | 1,175 | 1,669 | 17 | 2,044 | 5,464 | 7,525 |
| SCOTT | 2 | 30 | 61 | 93 | 2 | 107 | 134 | 243 | 0 | 100 | 261 | 361 |
| SHELBY | 3 | 73 | 148 | 224 | 3 | 101 | 311 | 415 | 0 | 162 | 390 | 552 |
| SPENCER | 3 | 30 | 85 | 118 | 2 | 85 | 197 | 284 | 0 | 18 | 99 | 117 |
| STARKE | 3 | 44 | 97 | 144 | 2 | 98 | 302 | 402 | 0 | 40 | 132 | 172 |
| STEUBEN | 1 | 29 | 194 | 224 | 7 | 175 | 646 | 828 | 0 | 87 | 348 | 435 |
| SULLIVAN | 0 | 16 | 44 | 60 | 5 | 5 | 10 | 20 | 0 | 1 | 14 | 15 |
| SWITZERLAND | 3 | 17 | 41 | 61 | 0 | 34 | 77 | 111 | 0 | 7 | 22 | 29 |
| TIPPECANOE | 1 | 98 | 487 | 586 | 11 | 318 | 1,057 | 1,386 | 5 | 793 | 3,258 | 4,056 |
| TIPTON | 1 | 19 | 40 | 60 | 3 | 8 | 11 | 22 | 0 | 28 | 73 | 101 |
| UNION | 1 | 3 | 14 | 18 | 1 | 36 | 108 | 145 | 0 | 0 | 13 | 13 |
| VANDERBURGH | 3 | 22 | 89 | 114 | 2 | 209 | 601 | 812 | 7 | 1,067 | 1,442 | 2,516 |
| VERMILLION | 3 | 30 | 57 | 90 | 6 | 71 | 134 | 211 | 0 | 33 | 66 | 99 |
| VIGO | 1 | 142 | 498 | 641 | 13 | 293 | 837 | 1,143 | 3 | 747 | 2,185 | 2,935 |
| WABASH | 0 | 21 | 70 | 91 | 9 | 143 | 336 | 488 | 1 | 135 | 447 | 583 |
| WARREN | 2 | 8 | 31 | 41 | 0 | 35 | 94 | 129 | 0 | 2 | 7 | 9 |
| WARRICK | 1 | 22 | 88 | 111 | 2 | 164 | 599 | 765 | 0 | 86 | 346 | 432 |
| WASHINGTON | 0 | 12 | 26 | 38 | 3 | 94 | 366 | 463 | 2 | 86 | 194 | 282 |
| WAYNE | 1 | 24 | 137 | 162 | 10 | 256 | 649 | 915 | 3 | 428 | 844 | 1,275 |
| WELLS | 5 | 32 | 65 | 102 | 1 | 86 | 235 | 322 | 0 | 57 | 264 | 321 |
| WHITE | 2 | 32 | 125 | 159 | 0 | 112 | 417 | 529 | 0 | 49 | 217 | 266 |
| WHITLEY | 0 | 32 | 86 | 118 | 4 | 125 | 284 | 413 | 0 | 49 | 272 | 321 |
| INDIANA | 186 | 4,104 | 13,644 | 17,934 | 472 | 16,790 | 41,755 | 59,017 | 212 | 28,627 | 80,031 | 108,870 |

Legend: FtI=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

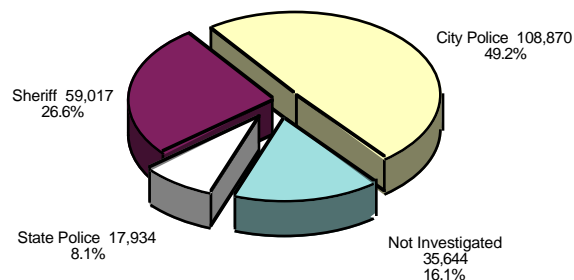
Table 42. Crashes by County and Reporting Agency by Severity - 1996 (Cont.)

| County | Not Investigated | | | | Total | | | |
|----------------|------------------|--------------|---------------|---------------|------------|---------------|----------------|----------------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| LAWRENCE | 0 | 19 | 212 | 231 | 7 | 348 | 1,144 | 1,499 |
| MADISON | 0 | 26 | 331 | 357 | 12 | 1,304 | 3,780 | 5,096 |
| MARION | 0 | 511 | 6,678 | 7,189 | 97 | 8,652 | 24,774 | 33,523 |
| MARSHALL | 0 | 14 | 144 | 158 | 12 | 405 | 1,328 | 1,745 |
| MARTIN | 0 | 8 | 87 | 95 | 3 | 90 | 244 | 337 |
| MIAMI | 0 | 7 | 137 | 144 | 6 | 252 | 870 | 1,128 |
| MONROE | 0 | 71 | 981 | 1,052 | 9 | 908 | 3,649 | 4,566 |
| MONTGOMERY | 0 | 19 | 251 | 270 | 9 | 276 | 1,036 | 1,321 |
| MORGAN | 0 | 25 | 256 | 281 | 7 | 413 | 1,255 | 1,675 |
| NEWTON | 0 | 4 | 42 | 46 | 3 | 77 | 296 | 376 |
| NOBLE | 0 | 10 | 221 | 231 | 10 | 292 | 1,411 | 1,713 |
| OHIO | 0 | 6 | 55 | 61 | 0 | 41 | 176 | 217 |
| ORANGE | 0 | 48 | 370 | 418 | 5 | 83 | 534 | 622 |
| OWEN | 0 | 12 | 151 | 163 | 3 | 162 | 475 | 640 |
| PARKE | 0 | 14 | 186 | 200 | 2 | 101 | 470 | 573 |
| PERRY | 0 | 26 | 190 | 216 | 3 | 136 | 545 | 684 |
| PIKE | 0 | 10 | 147 | 157 | 6 | 93 | 309 | 408 |
| PORTER | 0 | 41 | 552 | 593 | 24 | 1,212 | 3,388 | 4,624 |
| POSEY | 0 | 26 | 227 | 253 | 3 | 120 | 455 | 578 |
| PULASKI | 0 | 27 | 175 | 202 | 4 | 96 | 503 | 603 |
| PUTNAM | 0 | 38 | 303 | 341 | 5 | 237 | 941 | 1,183 |
| RANDOLPH | 0 | 7 | 100 | 107 | 9 | 149 | 582 | 740 |
| RIPLEY | 0 | 12 | 277 | 289 | 5 | 161 | 706 | 872 |
| RUSH | 0 | 4 | 93 | 97 | 3 | 119 | 407 | 529 |
| SAINT JOSEPH | 0 | 43 | 631 | 674 | 37 | 2,632 | 7,661 | 10,330 |
| SCOTT | 0 | 18 | 114 | 132 | 4 | 255 | 570 | 829 |
| SHELBY | 0 | 6 | 184 | 190 | 6 | 342 | 1,033 | 1,381 |
| SPENCER | 0 | 4 | 118 | 122 | 5 | 137 | 499 | 641 |
| STARKE | 0 | 10 | 96 | 106 | 5 | 192 | 627 | 824 |
| STEBEN | 0 | 8 | 266 | 274 | 8 | 299 | 1,454 | 1,761 |
| SULLIVAN | 0 | 62 | 370 | 432 | 5 | 84 | 438 | 527 |
| SWITZERLAND | 0 | 5 | 161 | 166 | 3 | 63 | 301 | 367 |
| TIPPECANOE | 0 | 31 | 433 | 464 | 17 | 1,240 | 5,235 | 6,492 |
| TIPTON | 0 | 53 | 187 | 240 | 4 | 108 | 311 | 423 |
| UNION | 0 | 5 | 67 | 72 | 2 | 44 | 202 | 248 |
| VANDEBURGH | 0 | 215 | 3,175 | 3,390 | 12 | 1,513 | 5,307 | 6,832 |
| VERMILLION | 0 | 9 | 192 | 201 | 9 | 143 | 449 | 601 |
| VIGO | 0 | 34 | 507 | 541 | 17 | 1,216 | 4,027 | 5,260 |
| WABASH | 0 | 10 | 115 | 125 | 10 | 309 | 968 | 1,287 |
| WARREN | 0 | 3 | 100 | 103 | 2 | 48 | 232 | 282 |
| WARRICK | 0 | 16 | 157 | 173 | 3 | 288 | 1,190 | 1,481 |
| WASHINGTON | 0 | 6 | 89 | 95 | 5 | 198 | 675 | 878 |
| WAYNE | 0 | 27 | 553 | 580 | 14 | 735 | 2,183 | 2,932 |
| WELLS | 0 | 7 | 74 | 81 | 6 | 182 | 638 | 826 |
| WHITE | 0 | 3 | 121 | 124 | 2 | 196 | 880 | 1,078 |
| WHITLEY | 0 | 13 | 204 | 217 | 4 | 219 | 846 | 1,069 |
| INDIANA | 0 | 2,537 | 33,107 | 35,644 | 870 | 52,058 | 168,537 | 221,465 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total



Property Damage Crashes



Total Crashes

Figure 25. Property Damage and Total Crashes by Reporting Agency - 1996

Table 43. Manner of Collision and Severity of Crashes Resulting in Fires - 1996

| Manner of Collision | Fatal | Personal Injury | Property Damage | Total |
|---------------------------|-----------|-----------------|-----------------|------------|
| Rear End, Neither Turning | 4 | 9 | 7 | 20 |
| Head On, Neither Turning | 10 | 9 | 5 | 24 |
| Sideswipe Same | 0 | 2 | 5 | 7 |
| Sideswipe Opposite | 0 | 0 | 3 | 3 |
| Off Road Collision | 11 | 18 | 12 | 41 |
| Right Angle | 13 | 5 | 6 | 24 |
| Left Turn | 1 | 6 | 1 | 8 |
| Right Turn | 0 | 0 | 1 | 1 |
| Unknown | 0 | 1 | 91 | 92 |
| Total | 39 | 50 | 131 | 220 |

Table 44. Crashes by Collision With by Severity and Locale - 1996

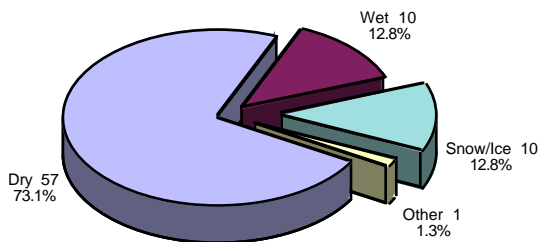
| Collision With . . . | Fatal Crashes | | | Personal Injury Crashes | | | Property Damage Crashes | | | Total | | |
|----------------------|---------------|-----|-----|-------------------------|--------|--------|-------------------------|--------|--------|--------|--------|---------|
| | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot |
| Other Motor | | | | | | | | | | | | |
| Vehicle | 329 | 130 | 459 | 10,927 | 23,297 | 34,224 | 25,058 | 71,518 | 96,576 | 36,314 | 94,945 | 131,259 |
| Pedestrian | 37 | 38 | 75 | 251 | 1,309 | 1,560 | 22 | 64 | 86 | 310 | 1,411 | 1,721 |
| Bicyclist | 3 | 3 | 6 | 184 | 971 | 1,155 | 45 | 131 | 176 | 232 | 1,105 | 1,337 |
| RR Train | 7 | 14 | 21 | 44 | 61 | 105 | 58 | 135 | 193 | 109 | 210 | 319 |
| Animal Drawn | | | | | | | | | | | | |
| Vehicle | 4 | 0 | 4 | 29 | 9 | 38 | 46 | 29 | 75 | 79 | 38 | 117 |
| Deer | 3 | 0 | 3 | 369 | 36 | 405 | 10,222 | 828 | 11,050 | 10,594 | 864 | 11,458 |
| Other Animal | 0 | 1 | 1 | 115 | 14 | 129 | 955 | 189 | 1,144 | 1,070 | 204 | 1,274 |
| Fixed Object | 477 | 135 | 612 | 12,892 | 6,732 | 19,624 | 21,445 | 11,558 | 33,003 | 34,814 | 18,425 | 53,239 |
| Other | 11 | 5 | 16 | 246 | 158 | 404 | 999 | 773 | 1,772 | 1,256 | 936 | 2,192 |

Legend: R=Rural; U=Urban; Tot=Total

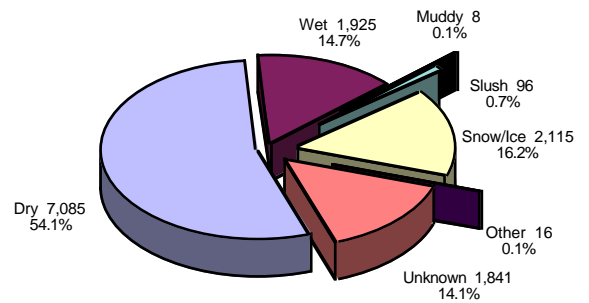
Note: This report counts collisions, not crashes. A vehicle may collide with an object from more than one category. Also, non-collision crashes are not counted.

Table 45. Interstate/Toll Road Crashes by Road Conditions and Severity - 1996

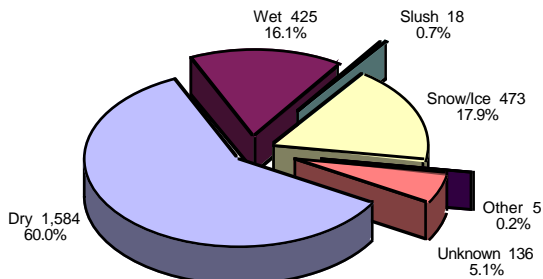
| Road Conditions | Fatal Crashes | Personal Injury Crashes | Property Damage Crashes | Total Crashes | Total | |
|-----------------|---------------|-------------------------|-------------------------|---------------|--------------|------------|
| | | | | | Injuries | Fatalities |
| Dry | 57 | 1,584 | 5,444 | 7,085 | 2,349 | 65 |
| Wet | 10 | 425 | 1,490 | 1,925 | 601 | 14 |
| Muddy | 0 | 0 | 8 | 8 | 0 | 0 |
| Slush | 0 | 18 | 78 | 96 | 24 | 0 |
| Snow/Ice | 10 | 473 | 1,632 | 2,115 | 674 | 10 |
| Other | 1 | 5 | 10 | 16 | 11 | 1 |
| Unknown | 0 | 136 | 1,705 | 1,841 | 150 | 0 |
| Total | 78 | 2,641 | 10,367 | 13,086 | 3,809 | 90 |



Fatal Crashes



Total Crashes



Personal Injury Crashes

Figure 26. Interstate/Toll Road Crashes by Road Conditions - 1996

Table 46. Interstate/Toll Road Crashes by Time of Day and Day of Week by Severity - 1996

| Urban | | | | | | | | | | | | | | | | |
|-----------------|----------|------------|------------|------------|----------|------------|------------|------------|----------|------------|------------|------------|-----------|------------|------------|------------|
| Time | Sunday | | | | Monday | | | | Tuesday | | | | Wednesday | | | |
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| midnight - 1 am | 0 | 2 | 14 | 16 | 0 | 2 | 6 | 8 | 0 | 3 | 3 | 6 | 0 | 5 | 5 | 10 |
| 1 - 2 am | 0 | 4 | 11 | 15 | 0 | 1 | 12 | 13 | 0 | 3 | 4 | 7 | 0 | 2 | 9 | 11 |
| 2 - 3 am | 0 | 3 | 9 | 12 | 0 | 0 | 6 | 6 | 0 | 4 | 6 | 10 | 0 | 2 | 4 | 6 |
| 3 - 4 am | 0 | 2 | 14 | 16 | 0 | 1 | 2 | 3 | 0 | 2 | 5 | 7 | 0 | 1 | 11 | 12 |
| 4 - 5 am | 0 | 2 | 6 | 8 | 0 | 0 | 7 | 7 | 0 | 5 | 7 | 12 | 0 | 3 | 8 | 11 |
| 5 - 6 am | 0 | 9 | 7 | 16 | 0 | 2 | 4 | 6 | 0 | 2 | 7 | 9 | 0 | 5 | 7 | 12 |
| 6 - 7 am | 0 | 5 | 8 | 13 | 0 | 8 | 25 | 33 | 0 | 7 | 20 | 27 | 0 | 5 | 20 | 25 |
| 7 - 8 am | 0 | 0 | 9 | 9 | 0 | 6 | 38 | 44 | 0 | 9 | 46 | 55 | 0 | 9 | 54 | 63 |
| 8 - 9 am | 0 | 5 | 10 | 15 | 0 | 10 | 45 | 55 | 0 | 14 | 33 | 47 | 0 | 10 | 35 | 45 |
| 9 - 10 am | 1 | 9 | 14 | 24 | 0 | 12 | 17 | 29 | 0 | 7 | 33 | 40 | 0 | 4 | 19 | 23 |
| 10 - 11 am | 0 | 3 | 11 | 14 | 0 | 7 | 25 | 32 | 0 | 9 | 23 | 32 | 0 | 10 | 21 | 31 |
| 11 - noon | 0 | 9 | 18 | 27 | 0 | 6 | 16 | 22 | 0 | 8 | 23 | 31 | 0 | 10 | 23 | 33 |
| noon - 1 pm | 0 | 3 | 15 | 18 | 1 | 10 | 32 | 43 | 0 | 4 | 29 | 33 | 0 | 10 | 26 | 36 |
| 1 - 2 pm | 0 | 0 | 17 | 17 | 0 | 3 | 23 | 26 | 0 | 8 | 25 | 33 | 0 | 7 | 25 | 32 |
| 2 - 3 pm | 0 | 6 | 23 | 29 | 0 | 8 | 22 | 30 | 0 | 12 | 38 | 50 | 0 | 5 | 43 | 48 |
| 3 - 4 pm | 0 | 8 | 23 | 31 | 0 | 8 | 43 | 51 | 0 | 9 | 28 | 37 | 0 | 8 | 34 | 42 |
| 4 - 5 pm | 0 | 7 | 22 | 29 | 0 | 11 | 29 | 40 | 0 | 8 | 51 | 59 | 0 | 7 | 45 | 52 |
| 5 - 6 pm | 0 | 5 | 32 | 37 | 0 | 7 | 40 | 47 | 0 | 9 | 55 | 64 | 1 | 8 | 45 | 54 |
| 6 - 7 pm | 0 | 9 | 20 | 29 | 0 | 4 | 30 | 34 | 0 | 8 | 25 | 33 | 0 | 10 | 30 | 40 |
| 7 - 8 pm | 0 | 2 | 18 | 20 | 0 | 7 | 16 | 23 | 0 | 9 | 23 | 32 | 0 | 3 | 24 | 27 |
| 8 - 9 pm | 0 | 1 | 13 | 14 | 1 | 3 | 16 | 20 | 0 | 8 | 9 | 17 | 0 | 4 | 15 | 19 |
| 9 - 10 pm | 0 | 4 | 13 | 17 | 1 | 4 | 11 | 16 | 0 | 3 | 8 | 11 | 0 | 6 | 20 | 26 |
| 10 - 11 pm | 0 | 5 | 9 | 14 | 0 | 5 | 8 | 13 | 0 | 2 | 9 | 11 | 1 | 1 | 10 | 12 |
| 11 - midnight | 0 | 5 | 9 | 14 | 0 | 4 | 12 | 16 | 0 | 1 | 9 | 10 | 0 | 5 | 12 | 17 |
| Unknown | 0 | 3 | 8 | 11 | 0 | 0 | 7 | 7 | 0 | 1 | 9 | 10 | 0 | 0 | 15 | 15 |
| Total | 1 | 111 | 353 | 465 | 3 | 129 | 492 | 624 | 0 | 155 | 528 | 683 | 2 | 140 | 560 | 702 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

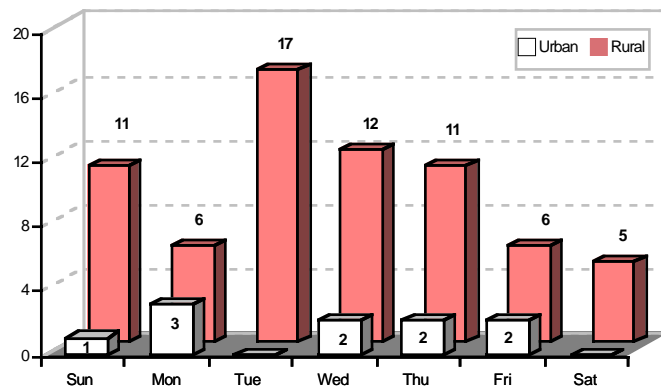


Figure 27. Fatal Interstate/Toll Road Crashes by Day and Locale - 1996

Table 46. Interstate/Toll Road Crashes by Time of Day and Day of Week by Severity - 1996 (Cont.)

| Time | Urban | | | | | | | | | | | | | | | |
|-----------------|----------|------------|------------|------------|----------|------------|------------|------------|----------|------------|------------|------------|-----------|------------|--------------|--------------|
| | Thursday | | | | Friday | | | | Saturday | | | | Total | | | |
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| midnight - 1 am | 0 | 1 | 15 | 16 | 0 | 7 | 13 | 20 | 0 | 11 | 7 | 18 | 0 | 31 | 63 | 94 |
| 1 - 2 am | 0 | 1 | 7 | 8 | 0 | 3 | 10 | 13 | 0 | 2 | 6 | 8 | 0 | 16 | 59 | 75 |
| 2 - 3 am | 0 | 1 | 6 | 7 | 0 | 7 | 6 | 13 | 0 | 4 | 6 | 10 | 0 | 21 | 43 | 64 |
| 3 - 4 am | 0 | 5 | 5 | 10 | 0 | 3 | 8 | 11 | 0 | 4 | 8 | 12 | 0 | 18 | 53 | 71 |
| 4 - 5 am | 1 | 1 | 5 | 7 | 0 | 5 | 9 | 14 | 0 | 5 | 7 | 12 | 1 | 21 | 49 | 71 |
| 5 - 6 am | 0 | 2 | 21 | 23 | 1 | 4 | 11 | 16 | 0 | 2 | 10 | 12 | 1 | 26 | 67 | 94 |
| 6 - 7 am | 0 | 8 | 26 | 34 | 0 | 4 | 23 | 27 | 0 | 6 | 11 | 17 | 0 | 43 | 133 | 176 |
| 7 - 8 am | 0 | 11 | 44 | 55 | 0 | 12 | 37 | 49 | 0 | 3 | 10 | 13 | 0 | 50 | 238 | 288 |
| 8 - 9 am | 0 | 8 | 27 | 35 | 0 | 6 | 26 | 32 | 0 | 4 | 11 | 15 | 0 | 57 | 187 | 244 |
| 9 - 10 am | 1 | 8 | 34 | 43 | 0 | 6 | 30 | 36 | 0 | 3 | 9 | 12 | 2 | 49 | 156 | 207 |
| 10 - 11 am | 0 | 12 | 29 | 41 | 0 | 2 | 19 | 21 | 0 | 2 | 15 | 17 | 0 | 45 | 143 | 188 |
| 11 - noon | 0 | 5 | 22 | 27 | 0 | 6 | 17 | 23 | 0 | 8 | 18 | 26 | 0 | 52 | 137 | 189 |
| noon - 1 pm | 0 | 8 | 25 | 33 | 0 | 2 | 22 | 24 | 0 | 4 | 20 | 24 | 1 | 41 | 169 | 211 |
| 1 - 2 pm | 0 | 6 | 23 | 29 | 1 | 10 | 19 | 30 | 0 | 9 | 20 | 29 | 1 | 43 | 152 | 196 |
| 2 - 3 pm | 0 | 10 | 31 | 41 | 0 | 11 | 39 | 50 | 0 | 4 | 14 | 18 | 0 | 56 | 210 | 266 |
| 3 - 4 pm | 0 | 7 | 36 | 43 | 0 | 9 | 44 | 53 | 0 | 7 | 20 | 27 | 0 | 56 | 228 | 284 |
| 4 - 5 pm | 0 | 11 | 36 | 47 | 0 | 14 | 50 | 64 | 0 | 8 | 19 | 27 | 0 | 66 | 252 | 318 |
| 5 - 6 pm | 0 | 12 | 40 | 52 | 0 | 14 | 54 | 68 | 0 | 6 | 13 | 19 | 1 | 61 | 279 | 341 |
| 6 - 7 pm | 0 | 5 | 27 | 32 | 0 | 5 | 43 | 48 | 0 | 2 | 12 | 14 | 0 | 43 | 187 | 230 |
| 7 - 8 pm | 0 | 3 | 24 | 27 | 0 | 5 | 22 | 27 | 0 | 3 | 13 | 16 | 0 | 32 | 140 | 172 |
| 8 - 9 pm | 0 | 4 | 11 | 15 | 0 | 5 | 22 | 27 | 0 | 2 | 15 | 17 | 1 | 27 | 101 | 129 |
| 9 - 10 pm | 0 | 2 | 12 | 14 | 0 | 7 | 12 | 19 | 0 | 3 | 8 | 11 | 1 | 29 | 84 | 114 |
| 10 - 11 pm | 0 | 2 | 16 | 18 | 0 | 7 | 8 | 15 | 0 | 5 | 5 | 10 | 1 | 27 | 65 | 93 |
| 11 - midnight | 0 | 5 | 5 | 10 | 0 | 6 | 14 | 20 | 0 | 3 | 16 | 19 | 0 | 29 | 77 | 106 |
| Unknown | 0 | 2 | 17 | 19 | 0 | 3 | 7 | 10 | 0 | 1 | 5 | 6 | 0 | 10 | 68 | 78 |
| Total | 2 | 140 | 544 | 686 | 2 | 163 | 565 | 730 | 0 | 111 | 298 | 409 | 10 | 949 | 3,340 | 4,299 |

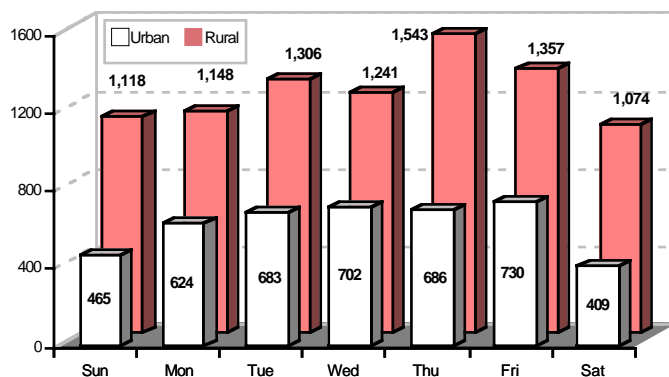


Figure 28. Total Interstate/Toll Road Crashes by Day and Locale - 1996

Table 46. Interstate/Toll Road Crashes by Time of Day and Day of Week by Severity - 1996 (Cont.)

| Time | Rural | | | | | | | | | | | | | | | |
|-----------------|-----------|------------|------------|--------------|----------|------------|------------|--------------|-----------|------------|--------------|--------------|-----------|------------|------------|--------------|
| | Sunday | | | | Monday | | | | Tuesday | | | | Wednesday | | | |
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| midnight - 1 am | 0 | 7 | 31 | 38 | 0 | 5 | 19 | 24 | 1 | 5 | 22 | 28 | 1 | 2 | 22 | 25 |
| 1 - 2 am | 1 | 4 | 30 | 35 | 0 | 8 | 24 | 32 | 0 | 5 | 18 | 23 | 0 | 4 | 25 | 29 |
| 2 - 3 am | 2 | 9 | 28 | 39 | 0 | 3 | 19 | 22 | 0 | 3 | 16 | 19 | 0 | 5 | 16 | 21 |
| 3 - 4 am | 1 | 6 | 23 | 30 | 0 | 4 | 24 | 28 | 0 | 4 | 13 | 17 | 1 | 13 | 21 | 35 |
| 4 - 5 am | 0 | 2 | 23 | 25 | 0 | 2 | 17 | 19 | 1 | 3 | 16 | 20 | 0 | 7 | 31 | 38 |
| 5 - 6 am | 2 | 6 | 27 | 35 | 1 | 6 | 33 | 40 | 2 | 4 | 32 | 38 | 0 | 3 | 38 | 41 |
| 6 - 7 am | 0 | 6 | 20 | 26 | 0 | 14 | 50 | 64 | 0 | 10 | 37 | 47 | 0 | 10 | 54 | 64 |
| 7 - 8 am | 1 | 7 | 22 | 30 | 0 | 18 | 75 | 93 | 0 | 18 | 72 | 90 | 0 | 20 | 79 | 99 |
| 8 - 9 am | 0 | 8 | 24 | 32 | 2 | 13 | 52 | 67 | 1 | 16 | 61 | 78 | 2 | 15 | 53 | 70 |
| 9 - 10 am | 0 | 15 | 25 | 40 | 1 | 9 | 38 | 48 | 1 | 16 | 47 | 64 | 1 | 15 | 39 | 55 |
| 10 - 11 am | 0 | 8 | 33 | 41 | 0 | 11 | 46 | 57 | 0 | 9 | 36 | 45 | 0 | 17 | 38 | 55 |
| 11 - noon | 0 | 12 | 41 | 53 | 0 | 9 | 33 | 42 | 0 | 10 | 41 | 51 | 0 | 9 | 44 | 53 |
| noon - 1 pm | 0 | 9 | 31 | 40 | 0 | 11 | 35 | 46 | 0 | 15 | 40 | 55 | 2 | 11 | 20 | 33 |
| 1 - 2 pm | 0 | 16 | 42 | 58 | 0 | 14 | 47 | 61 | 3 | 6 | 54 | 63 | 1 | 7 | 39 | 47 |
| 2 - 3 pm | 2 | 20 | 36 | 58 | 0 | 13 | 45 | 58 | 0 | 7 | 54 | 61 | 0 | 7 | 40 | 47 |
| 3 - 4 pm | 0 | 9 | 35 | 44 | 0 | 9 | 51 | 60 | 3 | 18 | 65 | 86 | 2 | 17 | 59 | 78 |
| 4 - 5 pm | 0 | 16 | 62 | 78 | 0 | 15 | 49 | 64 | 1 | 20 | 83 | 104 | 1 | 15 | 58 | 74 |
| 5 - 6 pm | 0 | 13 | 38 | 51 | 2 | 8 | 57 | 67 | 1 | 20 | 72 | 93 | 0 | 19 | 61 | 80 |
| 6 - 7 pm | 0 | 12 | 61 | 73 | 0 | 6 | 41 | 47 | 1 | 10 | 63 | 74 | 0 | 7 | 60 | 67 |
| 7 - 8 pm | 0 | 10 | 49 | 59 | 0 | 4 | 38 | 42 | 0 | 5 | 58 | 63 | 0 | 14 | 47 | 61 |
| 8 - 9 pm | 0 | 9 | 45 | 54 | 0 | 4 | 37 | 41 | 0 | 10 | 34 | 44 | 0 | 6 | 47 | 53 |
| 9 - 10 pm | 0 | 10 | 41 | 51 | 0 | 3 | 25 | 28 | 0 | 10 | 46 | 56 | 0 | 9 | 30 | 39 |
| 10 - 11 pm | 0 | 4 | 46 | 50 | 0 | 4 | 36 | 40 | 0 | 5 | 25 | 30 | 1 | 4 | 26 | 31 |
| 11 - midnight | 1 | 6 | 39 | 46 | 0 | 5 | 26 | 31 | 2 | 1 | 24 | 27 | 0 | 5 | 18 | 23 |
| Unknown | 1 | 4 | 27 | 32 | 0 | 2 | 25 | 27 | 0 | 4 | 26 | 30 | 0 | 3 | 20 | 23 |
| Total | 11 | 228 | 879 | 1,118 | 6 | 200 | 942 | 1,148 | 17 | 234 | 1,055 | 1,306 | 12 | 244 | 985 | 1,241 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

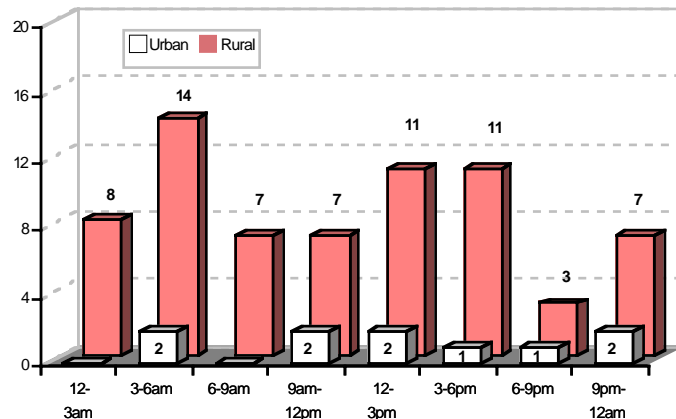


Figure 29. Fatal Interstate/Toll Road Crashes by Time of Day and Locale - 1996

Table 46. Interstate/Toll Road Crashes by Time of Day and Day of Week by Severity - 1996 (Cont.)

| Time | Rural | | | | | | | | | | | | | | | |
|-----------------|-----------|------------|--------------|--------------|----------|------------|--------------|--------------|----------|------------|------------|--------------|-----------|--------------|--------------|--------------|
| | Thursday | | | | Friday | | | | Saturday | | | | Total | | | |
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| midnight - 1 am | 1 | 10 | 18 | 29 | 0 | 9 | 27 | 36 | 0 | 10 | 37 | 47 | 3 | 48 | 176 | 227 |
| 1 - 2 am | 1 | 6 | 26 | 33 | 0 | 11 | 27 | 38 | 1 | 4 | 34 | 39 | 3 | 42 | 184 | 229 |
| 2 - 3 am | 0 | 4 | 23 | 27 | 0 | 9 | 25 | 34 | 0 | 7 | 28 | 35 | 2 | 40 | 155 | 197 |
| 3 - 4 am | 0 | 6 | 20 | 26 | 0 | 9 | 17 | 26 | 0 | 9 | 23 | 32 | 2 | 51 | 141 | 194 |
| 4 - 5 am | 1 | 3 | 25 | 29 | 1 | 3 | 30 | 34 | 1 | 7 | 20 | 28 | 4 | 27 | 162 | 193 |
| 5 - 6 am | 0 | 8 | 28 | 36 | 2 | 13 | 29 | 44 | 1 | 5 | 44 | 50 | 8 | 45 | 231 | 284 |
| 6 - 7 am | 0 | 13 | 59 | 72 | 0 | 17 | 58 | 75 | 0 | 14 | 30 | 44 | 0 | 84 | 308 | 392 |
| 7 - 8 am | 1 | 25 | 81 | 107 | 0 | 21 | 72 | 93 | 0 | 16 | 26 | 42 | 2 | 125 | 427 | 554 |
| 8 - 9 am | 0 | 14 | 73 | 87 | 0 | 7 | 45 | 52 | 0 | 5 | 26 | 31 | 5 | 78 | 334 | 417 |
| 9 - 10 am | 2 | 9 | 58 | 69 | 0 | 10 | 29 | 39 | 0 | 7 | 36 | 43 | 5 | 81 | 272 | 358 |
| 10 - 11 am | 0 | 20 | 51 | 71 | 0 | 7 | 24 | 31 | 0 | 8 | 48 | 56 | 0 | 80 | 276 | 356 |
| 11 - noon | 0 | 12 | 63 | 75 | 1 | 12 | 36 | 49 | 1 | 10 | 31 | 42 | 2 | 74 | 289 | 365 |
| noon - 1 pm | 1 | 19 | 42 | 62 | 0 | 9 | 33 | 42 | 0 | 13 | 37 | 50 | 3 | 87 | 238 | 328 |
| 1 - 2 pm | 1 | 18 | 50 | 69 | 1 | 12 | 52 | 65 | 0 | 11 | 36 | 47 | 6 | 84 | 320 | 410 |
| 2 - 3 pm | 0 | 20 | 60 | 80 | 0 | 17 | 42 | 59 | 0 | 19 | 35 | 54 | 2 | 103 | 312 | 417 |
| 3 - 4 pm | 0 | 11 | 73 | 84 | 0 | 19 | 57 | 76 | 0 | 14 | 46 | 60 | 5 | 97 | 386 | 488 |
| 4 - 5 pm | 0 | 24 | 76 | 100 | 0 | 20 | 84 | 104 | 0 | 18 | 49 | 67 | 2 | 128 | 461 | 591 |
| 5 - 6 pm | 0 | 17 | 95 | 112 | 1 | 20 | 87 | 108 | 0 | 6 | 42 | 48 | 4 | 103 | 452 | 559 |
| 6 - 7 pm | 0 | 9 | 68 | 77 | 0 | 7 | 67 | 74 | 0 | 6 | 40 | 46 | 1 | 57 | 400 | 458 |
| 7 - 8 pm | 0 | 14 | 39 | 53 | 0 | 13 | 49 | 62 | 0 | 5 | 31 | 36 | 0 | 65 | 311 | 376 |
| 8 - 9 pm | 2 | 7 | 47 | 56 | 0 | 7 | 43 | 50 | 0 | 5 | 27 | 32 | 2 | 48 | 280 | 330 |
| 9 - 10 pm | 1 | 13 | 43 | 57 | 0 | 8 | 51 | 59 | 1 | 2 | 35 | 38 | 2 | 55 | 271 | 328 |
| 10 - 11 pm | 0 | 7 | 41 | 48 | 0 | 1 | 36 | 37 | 0 | 3 | 34 | 37 | 1 | 28 | 244 | 273 |
| 11 - midnight | 0 | 9 | 43 | 52 | 0 | 4 | 33 | 37 | 0 | 11 | 29 | 40 | 3 | 41 | 212 | 256 |
| Unknown | 0 | 3 | 29 | 32 | 0 | 1 | 32 | 33 | 0 | 4 | 26 | 30 | 1 | 21 | 185 | 207 |
| Total | 11 | 301 | 1,231 | 1,543 | 6 | 266 | 1,085 | 1,357 | 5 | 219 | 850 | 1,074 | 68 | 1,692 | 7,027 | 8,787 |

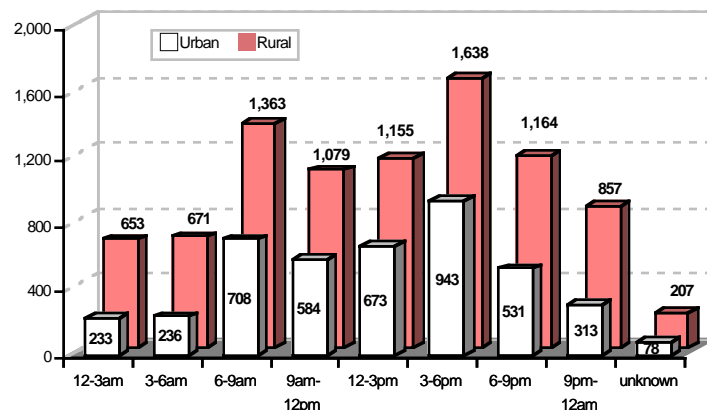
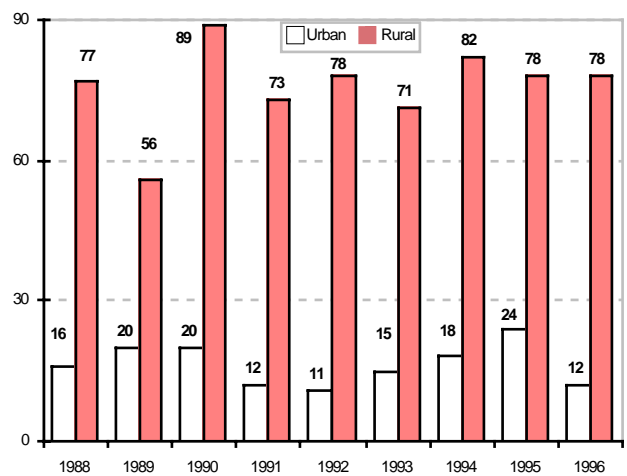
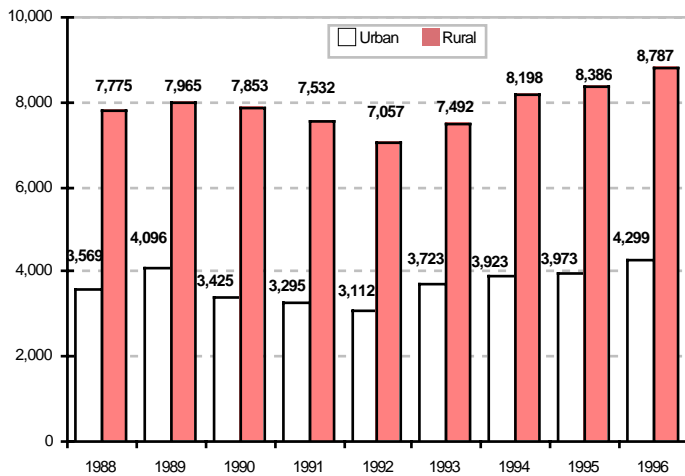


Figure 30. Total Interstate/Toll Road Crashes by Time of Day and Locale - 1996

Table 47. Interstate/Toll Road Crashes by Collision With by Severity and Locale - 1996

| Collision With ... | Fatal | | | Personal Injury | | | Property Damage | | | Total | | |
|---------------------|-------|-------|-------|-----------------|-------|-------|-----------------|-------|-------|-------|-------|--------------|
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Other Motor | | | | | | | | | | | | |
| Vehicle | 32 | 6 | 38 | 740 | 587 | 1,327 | 2,365 | 1,845 | 4,210 | 3,137 | 2,438 | 5,575 |
| Pedestrian | 9 | 0 | 9 | 9 | 5 | 14 | 1 | 0 | 1 | 19 | 5 | 24 |
| Bicyclist | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 5 | 5 | 1 | 6 |
| RR Train | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 |
| Animal Drawn | | | | | | | | | | | | |
| Vehicle | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Deer | 0 | 0 | 0 | 40 | 4 | 44 | 931 | 80 | 1,011 | 971 | 84 | 1,055 |
| Other Animal | 0 | 0 | 0 | 5 | 1 | 6 | 52 | 9 | 61 | 57 | 10 | 67 |
| Fixed Object | 41 | 7 | 48 | 1,078 | 473 | 1,551 | 2,374 | 759 | 3,133 | 3,493 | 1,239 | 4,732 |
| Other | 2 | 1 | 3 | 38 | 29 | 67 | 335 | 241 | 576 | 375 | 271 | 646 |



Urban/Rural Crashes

Urban/Rural Fatalities

Figure 31. Annual Interstate/Toll Road Crashes: 1988-1996

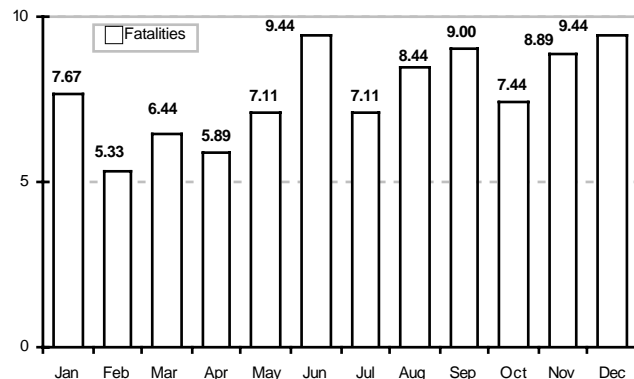
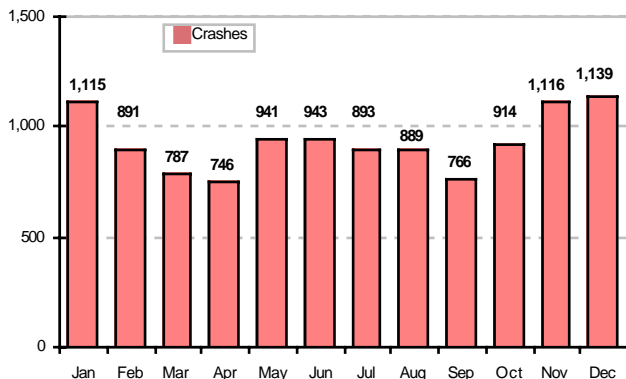


Figure 32. Interstate/Toll Road Crashes by Monthly Average: 1988-1996

Table 48. Interstate/Toll Road Crashes and Fatalities by Month and Year: 1991-1993

| Month | 1991 | | | | | | 1992 | | | | | | 1993 | | | | | |
|--------------|--------------|-----------|--------------|-----------|---------------|-----------|--------------|-----------|--------------|-----------|---------------|-----------|--------------|-----------|--------------|-----------|---------------|-----------|
| | Rural | | Urban | | Total | | Rural | | Urban | | Total | | Rural | | Urban | | Total | |
| | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat |
| January | 907 | 9 | 335 | 0 | 1,242 | 9 | 726 | 11 | 260 | 1 | 986 | 12 | 613 | 3 | 255 | 1 | 868 | 4 |
| February | 604 | 5 | 235 | 0 | 839 | 5 | 399 | 3 | 155 | 0 | 554 | 3 | 746 | 3 | 299 | 1 | 1,045 | 4 |
| March | 482 | 9 | 291 | 0 | 773 | 9 | 627 | 6 | 322 | 1 | 949 | 7 | 518 | 12 | 298 | 0 | 816 | 12 |
| April | 469 | 2 | 225 | 2 | 694 | 4 | 513 | 6 | 235 | 1 | 748 | 7 | 509 | 7 | 313 | 3 | 822 | 10 |
| May | 674 | 1 | 267 | 0 | 941 | 1 | 611 | 3 | 266 | 2 | 877 | 5 | 637 | 7 | 284 | 1 | 921 | 8 |
| June | 611 | 6 | 264 | 2 | 875 | 8 | 638 | 9 | 250 | 1 | 888 | 10 | 678 | 8 | 330 | 0 | 1,008 | 8 |
| July | 552 | 7 | 254 | 2 | 806 | 9 | 646 | 5 | 293 | 2 | 939 | 7 | 608 | 4 | 333 | 1 | 941 | 5 |
| August | 583 | 6 | 275 | 0 | 858 | 6 | 570 | 9 | 233 | 1 | 803 | 10 | 586 | 5 | 341 | 2 | 927 | 7 |
| September | 483 | 7 | 234 | 1 | 717 | 8 | 454 | 5 | 233 | 0 | 687 | 5 | 493 | 6 | 258 | 2 | 751 | 8 |
| October | 609 | 5 | 275 | 2 | 884 | 7 | 575 | 7 | 265 | 0 | 840 | 7 | 626 | 2 | 295 | 1 | 921 | 3 |
| November | 889 | 11 | 309 | 2 | 1,198 | 13 | 705 | 6 | 324 | 1 | 1,029 | 7 | 830 | 9 | 388 | 3 | 1,218 | 12 |
| December | 669 | 5 | 331 | 1 | 1,000 | 6 | 593 | 8 | 276 | 1 | 869 | 9 | 645 | 5 | 329 | 0 | 974 | 5 |
| Total | 7,532 | 73 | 3,295 | 12 | 10,827 | 85 | 7,057 | 78 | 3,112 | 11 | 10,169 | 89 | 7,489 | 71 | 3,723 | 15 | 11,212 | 86 |

Legend: Crsh=Crashes; Fat=Fatalities

Table 49. Interstate/Toll Road Crashes and Fatalities by Month and Year: 1994-1996

| Month | 1994 | | | | | | 1995 | | | | | | 1996 | | | | | |
|--------------|--------------|-----------|--------------|-----------|---------------|------------|--------------|-----------|--------------|-----------|---------------|------------|--------------|-----------|--------------|-----------|---------------|-----------|
| | Rural | | Urban | | Total | | Rural | | Urban | | Total | | Rural | | Urban | | Total | |
| | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat | Crsh | Fat |
| January | 1,129 | 8 | 625 | 3 | 1,754 | 11 | 1,020 | 4 | 421 | 2 | 1,441 | 6 | 1,104 | 10 | 473 | 1 | 1,577 | 11 |
| February | 849 | 5 | 476 | 3 | 1,325 | 8 | 493 | 2 | 186 | 0 | 679 | 2 | 583 | 4 | 268 | 3 | 851 | 7 |
| March | 485 | 4 | 227 | 1 | 712 | 5 | 455 | 2 | 260 | 1 | 715 | 3 | 742 | 7 | 384 | 0 | 1,126 | 7 |
| April | 602 | 3 | 296 | 0 | 898 | 3 | 507 | 6 | 274 | 0 | 781 | 6 | 548 | 4 | 282 | 2 | 830 | 6 |
| May | 693 | 10 | 270 | 1 | 963 | 11 | 681 | 11 | 360 | 1 | 1,041 | 12 | 761 | 3 | 350 | 3 | 1,111 | 6 |
| June | 635 | 7 | 296 | 1 | 931 | 8 | 738 | 12 | 332 | 6 | 1,070 | 18 | 731 | 7 | 388 | 1 | 1,119 | 8 |
| July | 621 | 3 | 277 | 3 | 898 | 6 | 608 | 6 | 399 | 0 | 1,007 | 6 | 650 | 10 | 360 | 0 | 1,010 | 10 |
| August | 600 | 12 | 302 | 2 | 902 | 14 | 614 | 7 | 391 | 0 | 1,005 | 7 | 639 | 6 | 356 | 0 | 995 | 6 |
| September | 555 | 11 | 284 | 3 | 839 | 14 | 530 | 6 | 292 | 4 | 822 | 10 | 558 | 4 | 309 | 0 | 867 | 4 |
| October | 668 | 11 | 258 | 0 | 926 | 11 | 664 | 9 | 352 | 3 | 1,016 | 12 | 699 | 11 | 366 | 0 | 1,065 | 11 |
| November | 770 | 7 | 302 | 1 | 1,072 | 8 | 953 | 4 | 304 | 2 | 1,257 | 6 | 860 | 9 | 340 | 0 | 1,200 | 9 |
| December | 591 | 1 | 310 | 0 | 901 | 1 | 1,123 | 9 | 402 | 5 | 1,525 | 14 | 912 | 3 | 423 | 2 | 1,335 | 5 |
| Total | 8,198 | 82 | 3,923 | 18 | 12,121 | 100 | 8,386 | 78 | 3,973 | 24 | 12,359 | 102 | 8,787 | 78 | 4,299 | 12 | 13,086 | 90 |

Legend: Crsh=Crashes; Fat=Fatalities

Table 50. Interstate/Toll Road Crashes by Light Conditions and Severity - 1996

| Light Conditions | Fatal | | PI | | PD | | Total Crashes | | Total Injuries | | | |
|------------------|-----------|-------|--------------|-------|---------------|-------|---------------|-------|----------------|-------|-----------|-------|
| | Fatal | % | PI | % | PD | % | Crashes | % | Injuries | % | Fat | % |
| Daylight | 39 | 50.0% | 1,564 | 59.2% | 5,067 | 48.9% | 6,670 | 51.0% | 2,257 | 59.3% | 43 | 47.8% |
| Dawn/Dusk | 7 | 9.0% | 126 | 4.8% | 507 | 4.9% | 640 | 4.9% | 194 | 5.1% | 11 | 12.2% |
| Dark/Lights On | 9 | 11.5% | 361 | 13.7% | 1,019 | 9.8% | 1,389 | 10.6% | 485 | 12.7% | 11 | 12.2% |
| Dark/Lights Off | 2 | 2.6% | 26 | 1.0% | 131 | 1.3% | 159 | 1.2% | 35 | 0.9% | 2 | 2.2% |
| Dark/No Lights | 21 | 26.9% | 428 | 16.2% | 1,931 | 18.6% | 2,380 | 18.2% | 687 | 18.0% | 23 | 25.6% |
| Unknown | 0 | 0.0% | 136 | 5.1% | 1,712 | 16.5% | 1,848 | 14.1% | 151 | 4.0% | 0 | 0.0% |
| Total | 78 | | 2,641 | | 10,367 | | 13,086 | | 3,809 | | 90 | |

Note: Lights On, Lights Off and Dark/No Lights refer to street lights. Legend: PI= Personal Injury; PD=Property Damage; Fat=Fatalities

Table 51. Interstate/Toll Road Crashes by Weather Conditions and Severity - 1996

| Weather Conditions | Fatal | | PI | | PD | | Total Crashes | | Total Injuries | | | |
|--------------------|-----------|-------|--------------|-------|---------------|-------|---------------|-------|----------------|-------|-----------|-------|
| | Fatal | % | PI | % | PD | % | Crashes | % | Injuries | % | Fat | % |
| Clear | 43 | 55.1% | 1,172 | 44.4% | 3,995 | 38.5% | 5,210 | 39.8% | 1,770 | 46.5% | 52 | 57.8% |
| Cloudy | 18 | 23.1% | 650 | 24.6% | 2,164 | 20.9% | 2,832 | 21.6% | 920 | 24.2% | 18 | 20.0% |
| Rain | 7 | 9.0% | 283 | 10.7% | 980 | 9.5% | 1,270 | 9.7% | 388 | 10.2% | 10 | 11.1% |
| Snow | 8 | 10.3% | 334 | 12.6% | 1,301 | 12.5% | 1,643 | 12.6% | 486 | 12.8% | 8 | 8.9% |
| Sleet/Hail | 1 | 1.3% | 44 | 1.7% | 150 | 1.4% | 195 | 1.5% | 63 | 1.7% | 1 | 1.1% |
| Fog/Smoke | 1 | 1.3% | 24 | 0.9% | 68 | 0.7% | 93 | 0.7% | 34 | 0.9% | 1 | 1.1% |
| Unknown | 0 | 0.0% | 134 | 5.1% | 1,709 | 16.5% | 1,843 | 14.1% | 148 | 3.9% | 0 | 0.0% |
| Total | 78 | | 2,641 | | 10,367 | | 13,086 | | 3,809 | | 90 | |

Legend: PI=Personal Injury; PD=Property Damage; Fat=Fatalities

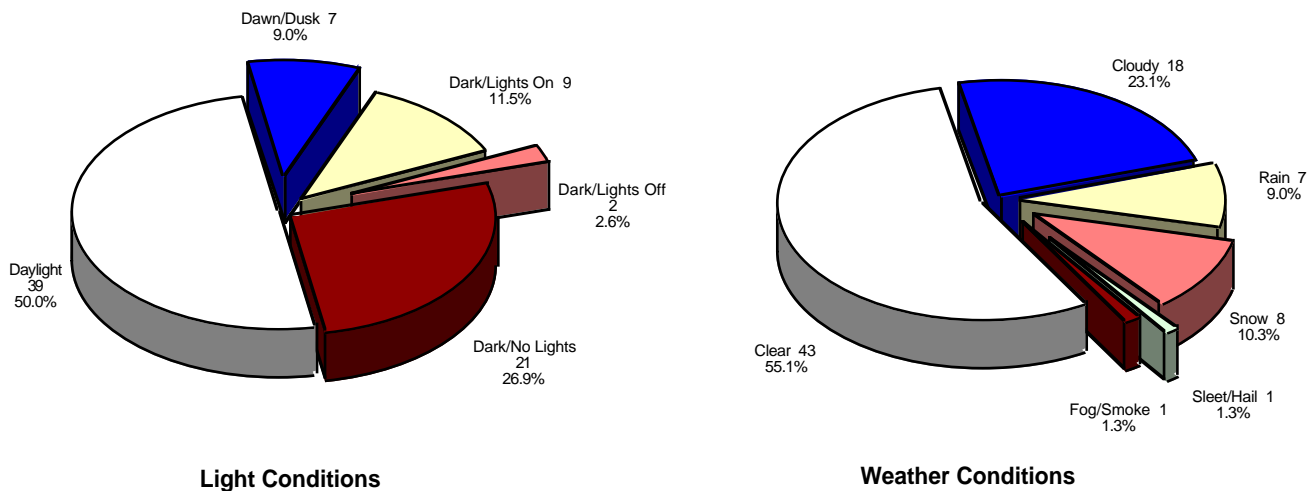


Figure 33. Fatal Interstate/Toll Road Crashes by Light and Weather Conditions - 1996

Drivers

Although crashes occur for a wide variety of reasons, driver actions often play an important role. This section contains specific information about drivers in Indiana crashes in 1996. Demographic factors such as age, gender, physical condition, are covered, as well as conditions of the crash such as pre-crash action.

Driver crash involvement varied greatly by driver age. At first glance (see Tables 52 and 53), younger drivers (under age 20) seem to make up only a small percentage (14.6 percent) of the total crash problem. However, when crash involvement is controlled for exposure based on licensed drivers, the picture changes drastically. As shown in Table 53, drivers in the 16 to 19-year-old age group made up only 6.1 percent of the State's licensed drivers while they accounted for 14.3 percent of the total drivers in crashes.

Drivers in the 20 to 24-year-old group are over-represented in the crash data as well. Drivers under 20-years-old were involved in crashes at rates more than double that of the 25 to 34-year-olds, and almost four times greater than drivers in the over 45 age groups (Figure 34).

Table 54 and Figure 35 present similar results for fatal crashes. Younger drivers are greatly over-represented when expressed as crashes per 1000 licensed drivers in their age group. Drivers under 20-years-old were involved in fatal crashes at rates more than double that of the 25 to 34-year-olds, and almost three times greater than drivers in the over 45 age groups.

The risk of being in a crash or a fatal crash decreases as drivers get older, with the exception of the oldest drivers. Drivers in the 75 years and older age group are over-represented in both fatal and non-fatal crashes.

Drivers in the 16 to 19-year-old age group had a large increase in involvement in fatal crashes over 1995 (from 141 in 1995 to 188 in 1996). The fatal crash involvement rate per 1000 licensed drivers was 0.79 in 1996 versus 0.61 in 1995 for these young drivers (Table 54 and Figure 35).

Drivers Cont.

Teenage drivers are also more likely to be reported as being fatigued, asleep or effected by medication or drugs when involved in a crash. Drivers 18 to 19-years-old were the most likely to be reported as being fatigued or asleep (Table 55).

Male drivers have higher crash rates than female drivers do in Indiana. During 1996, males, who made up 51 percent of the licensed driving population, were 56.6 percent of all drivers involved in crashes or 59.4 percent of drivers when the gender of the driver is known (Table 56), and greater than 72 percent of the drivers in fatal crashes. Age 21-34 males are most likely to be a driver in an alcohol-related crash (Table 58). Male drivers have a much higher frequency of crashes during the midnight to 6 AM time period (Table 59).

Table 52. Drivers in Crashes by Age Group and Severity - 1996

| Age | Licensed Drivers | Percent of Total Drivers | Percent of Total Drivers in Crashes | Percent of Drivers in Age Group Involved in Crashes | Number of Drivers Involved in Crashes | Drivers in Fatal Crashes | Drivers in Injury Crashes | Drivers in Property Damage Crashes |
|--------------|------------------|--------------------------|-------------------------------------|---|---------------------------------------|--------------------------|---------------------------|------------------------------------|
| <14 | 0 | 0.0% | 0.1% | N/A | 453 | 4 | 205 | 244 |
| 15 | 0 | 0.0% | 0.2% | N/A | 632 | 5 | 238 | 389 |
| 16 | 40,368 | 1.0% | 3.6% | 33.3% | 13,423 | 41 | 3,828 | 9,554 |
| 17 | 62,137 | 1.6% | 3.8% | 23.1% | 14,347 | 47 | 3,965 | 10,335 |
| 18 | 67,652 | 1.7% | 3.7% | 20.4% | 13,773 | 56 | 3,799 | 9,918 |
| 19 | 68,562 | 1.8% | 3.3% | 17.9% | 12,268 | 44 | 3,225 | 8,999 |
| 20 | 70,819 | 1.8% | 2.8% | 15.1% | 10,669 | 44 | 2,829 | 7,796 |
| 21 | 64,383 | 1.6% | 2.7% | 15.9% | 10,252 | 29 | 2,666 | 7,557 |
| 22 | 68,373 | 1.8% | 2.5% | 13.6% | 9,318 | 36 | 2,435 | 6,847 |
| 23 | 72,997 | 1.9% | 2.4% | 12.3% | 8,982 | 31 | 2,351 | 6,600 |
| 24 | 75,805 | 1.9% | 2.4% | 11.9% | 9,043 | 34 | 2,427 | 6,582 |
| 25-34 | 766,426 | 19.6% | 21.1% | 10.3% | 79,092 | 285 | 20,634 | 58,173 |
| 35-44 | 860,191 | 22.0% | 17.8% | 7.8% | 66,971 | 272 | 16,894 | 49,805 |
| 45-54 | 686,092 | 17.6% | 11.7% | 6.4% | 43,963 | 183 | 10,851 | 32,929 |
| 55-64 | 451,495 | 11.6% | 6.7% | 5.5% | 25,004 | 106 | 6,180 | 18,718 |
| 65-74 | 353,338 | 9.1% | 4.6% | 4.9% | 17,383 | 86 | 4,233 | 13,064 |
| 75+ | 193,881 | 5.0% | 2.9% | 5.7% | 10,977 | 78 | 2,866 | 8,033 |
| Unknown | 0 | N/A | 7.6% | N/A | 28,644 | 19 | 2,879 | 25,746 |
| Total | 3,902,519 | 100.0% | 100.0% | 100.0% | 375,194 | 1,400 | 92,505 | 281,289 |

Legend: N/A=Not Applicable

Note: Drivers of parked vehicles are excluded.

Table 53. Total Crashes Per Licensed Driver by Age - 1996

| Age | Drivers in Crashes | % of Total Drivers in Crashes | Licensed Drivers | % of Licensed Drivers | Drivers in Crashes Per 1000 Licensed Drivers |
|--------------|--------------------|-------------------------------|------------------|-----------------------|--|
| 0 - 15 | 1,085 | 0.3% | 0 | 0.0% | N/A |
| 16 - 19 | 53,811 | 14.3% | 238,719 | 6.1% | 225.4 |
| 20 - 24 | 48,264 | 12.9% | 352,378 | 9.0% | 137.0 |
| 25 - 34 | 79,092 | 21.1% | 766,426 | 19.6% | 103.2 |
| 35 - 44 | 66,971 | 17.8% | 860,191 | 22.0% | 77.9 |
| 45 - 54 | 43,963 | 11.7% | 686,092 | 17.6% | 64.1 |
| 55 - 64 | 25,004 | 6.7% | 451,495 | 11.6% | 55.4 |
| 65 - 74 | 17,383 | 4.6% | 353,338 | 9.1% | 49.2 |
| 75 + | 10,977 | 2.9% | 193,881 | 5.0% | 56.6 |
| Unknown | 28,644 | 7.6% | 0 | 0.0% | N/A |
| Total | 375,194 | 100.0% | 3,902,519 | 100.0% | 96.1 |

Table 54. Fatal Crashes Per Licensed Driver by Age - 1996

| Age | Drivers in Crashes | % of Total Drivers in Crashes | Licensed Drivers | % of Licensed Drivers | Drivers in Crashes Per 1000 Licensed Drivers |
|--------------|--------------------|-------------------------------|------------------|-----------------------|--|
| 0 - 15 | 9 | 0.6% | 0 | 0.0% | N/A |
| 16 - 19 | 188 | 13.4% | 238,719 | 6.1% | 0.79 |
| 20 - 24 | 174 | 12.4% | 352,378 | 9.0% | 0.49 |
| 25 - 34 | 285 | 20.4% | 766,426 | 19.6% | 0.37 |
| 35 - 44 | 272 | 19.4% | 860,191 | 22.0% | 0.32 |
| 45 - 54 | 183 | 13.1% | 686,092 | 17.6% | 0.27 |
| 55 - 64 | 106 | 7.6% | 451,495 | 11.6% | 0.23 |
| 65 - 74 | 86 | 6.1% | 353,338 | 9.1% | 0.24 |
| 75 + | 78 | 5.6% | 193,881 | 5.0% | 0.40 |
| Unknown | 19 | 1.4% | 0 | 0.0% | N/A |
| Total | 1,400 | 100.0% | 3,902,519 | 100.0% | 0.36 |

Note: Drivers of parked vehicles are excluded.

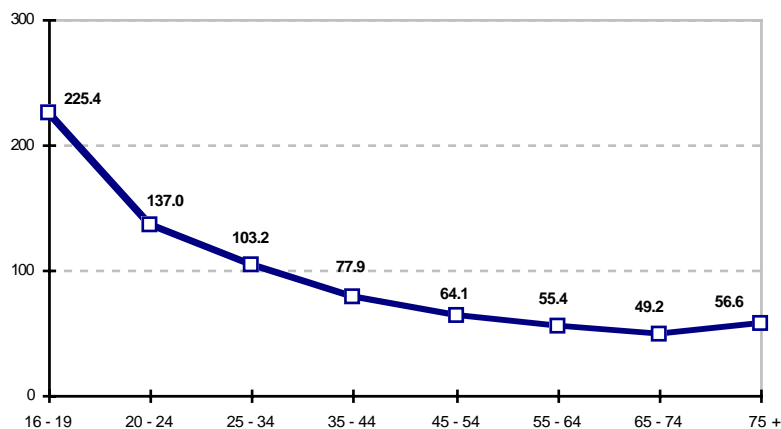


Figure 34. Crash Rates per 1000 Licensed Drivers by Age Group - 1996

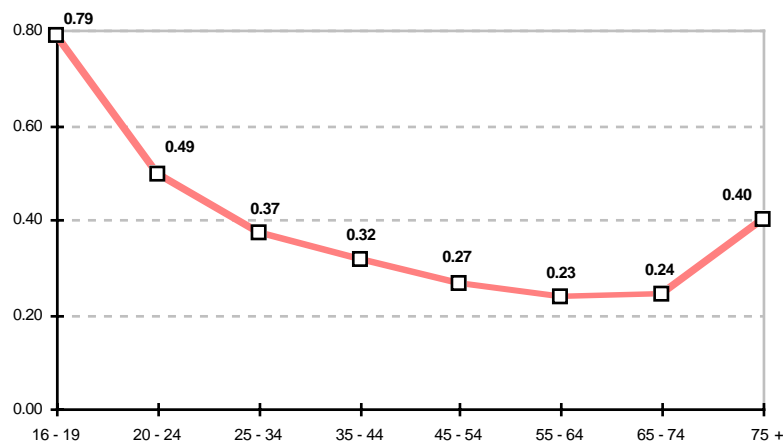


Figure 35. Fatal Crash Rates per 1000 Licensed Drivers by Age Group - 1996

Table 55. Driver Conditions by Age and Driver Factor - 1996

| Age | Had Been | | | | | Medication/ | | Total |
|--------------|----------------|--------------|------------|------------|------------|-------------|---------------|----------------|
| | Normal | Drinking | Illness | Fatigued | Asleep | Drugs | Unknown | |
| <14 | 386 | 6 | 0 | 0 | 0 | 0 | 61 | 453 |
| 15 | 544 | 10 | 1 | 1 | 1 | 0 | 75 | 632 |
| 16 | 11,550 | 69 | 6 | 12 | 25 | 10 | 1,751 | 13,423 |
| 17 | 12,192 | 114 | 10 | 19 | 29 | 7 | 1,976 | 14,347 |
| 18 | 11,585 | 231 | 17 | 26 | 39 | 13 | 1,862 | 13,773 |
| 19 | 10,275 | 252 | 7 | 33 | 35 | 9 | 1,657 | 12,268 |
| 20 | 8,852 | 249 | 7 | 13 | 29 | 15 | 1,504 | 10,669 |
| 21 | 8,379 | 389 | 14 | 22 | 32 | 3 | 1,413 | 10,252 |
| 22 | 7,627 | 369 | 7 | 25 | 28 | 8 | 1,254 | 9,318 |
| 23 | 7,389 | 315 | 10 | 21 | 26 | 5 | 1,216 | 8,982 |
| 24 | 7,385 | 340 | 8 | 18 | 22 | 7 | 1,263 | 9,043 |
| 25 - 34 | 64,135 | 3,061 | 122 | 142 | 160 | 81 | 11,391 | 79,092 |
| 35 - 44 | 54,116 | 2,385 | 103 | 109 | 101 | 81 | 10,076 | 66,971 |
| 45 - 54 | 35,980 | 911 | 94 | 61 | 54 | 31 | 6,832 | 43,963 |
| 55 - 64 | 20,438 | 364 | 76 | 29 | 32 | 15 | 4,050 | 25,004 |
| 65 - 74 | 14,001 | 180 | 79 | 23 | 32 | 9 | 3,059 | 17,383 |
| 75 - 84 | 7,270 | 50 | 53 | 14 | 12 | 9 | 1,554 | 8,962 |
| 85+ | 1,545 | 31 | 11 | 6 | 5 | 1 | 416 | 2,015 |
| Unknown | 937 | 40 | 1 | 2 | 2 | 2 | 27,660 | 28,644 |
| Total | 284,586 | 9,366 | 626 | 576 | 664 | 306 | 79,070 | 375,194 |

Note: Drivers of parked vehicles are excluded.

Table 56. Drivers in Crashes by Age, Gender and Crash Severity - 1996

| Age | Fatal | | | Personal Injury | | | Property Damage | | | Total* | | |
|---------------|--------------|------------|--------------|-----------------|---------------|---------------|-----------------|----------------|----------------|----------------|----------------|----------------|
| | M | F | Tot* | M | F | Tot* | M | F | Tot* | M | F | Tot |
| <14 | 4 | 0 | 4 | 142 | 62 | 205 | 171 | 72 | 244 | 317 | 134 | 453 |
| 15 | 4 | 1 | 5 | 162 | 75 | 238 | 226 | 162 | 389 | 392 | 238 | 632 |
| 16 | 22 | 19 | 41 | 2,057 | 1,768 | 3,828 | 5,429 | 4,114 | 9,554 | 7,508 | 5,901 | 13,423 |
| 17 | 28 | 19 | 47 | 2,167 | 1,795 | 3,965 | 6,082 | 4,237 | 10,335 | 8,277 | 6,051 | 14,347 |
| 18 | 40 | 16 | 56 | 2,218 | 1,575 | 3,799 | 6,054 | 3,845 | 9,918 | 8,312 | 5,436 | 13,773 |
| 19 | 31 | 13 | 44 | 1,905 | 1,319 | 3,225 | 5,571 | 3,421 | 8,999 | 7,507 | 4,753 | 12,268 |
| 20 | 37 | 7 | 44 | 1,644 | 1,179 | 2,829 | 4,635 | 3,144 | 7,796 | 6,316 | 4,330 | 10,669 |
| 21 | 24 | 5 | 29 | 1,568 | 1,097 | 2,666 | 4,513 | 3,032 | 7,557 | 6,105 | 4,134 | 10,252 |
| 22 | 25 | 10 | 36 | 1,436 | 997 | 2,435 | 4,036 | 2,801 | 6,847 | 5,497 | 3,808 | 9,318 |
| 23 | 25 | 6 | 31 | 1,326 | 1,024 | 2,351 | 3,888 | 2,703 | 6,600 | 5,239 | 3,733 | 8,982 |
| 24 | 27 | 7 | 34 | 1,399 | 1,022 | 2,427 | 4,000 | 2,574 | 6,582 | 5,426 | 3,603 | 9,043 |
| 25 - 34 | 216 | 69 | 285 | 11,706 | 8,906 | 20,634 | 34,948 | 23,131 | 58,173 | 46,870 | 32,106 | 79,092 |
| 35 - 44 | 192 | 79 | 272 | 9,358 | 7,518 | 16,894 | 29,292 | 20,452 | 49,805 | 38,842 | 28,049 | 66,971 |
| 45 - 54 | 129 | 54 | 183 | 6,145 | 4,693 | 10,851 | 19,950 | 12,926 | 32,929 | 26,224 | 17,673 | 43,963 |
| 55 - 64 | 80 | 26 | 106 | 3,673 | 2,499 | 6,180 | 11,961 | 6,726 | 18,718 | 15,714 | 9,251 | 25,004 |
| 65 - 74 | 63 | 23 | 86 | 2,550 | 1,678 | 4,233 | 8,066 | 4,972 | 13,064 | 10,679 | 6,673 | 17,383 |
| 75 - 84 | 37 | 16 | 53 | 1,311 | 1,042 | 2,354 | 3,761 | 2,784 | 6,555 | 5,109 | 3,842 | 8,962 |
| 85+ | 18 | 7 | 25 | 303 | 206 | 512 | 901 | 574 | 1,478 | 1,222 | 787 | 2,015 |
| Unknown | 2 | 1 | 19 | 644 | 426 | 2,879 | 6,091 | 4,104 | 25,746 | 6,737 | 4,531 | 28,644 |
| Total* | 1,004 | 378 | 1,400 | 51,714 | 38,881 | 92,505 | 159,575 | 105,774 | 281,289 | 212,293 | 145,033 | 375,194 |

*Total includes drivers whose gender is unknown.
Note: Drivers of parked vehicles are excluded.

Legend: M=Male; F=Female; Tot=Total

Table 57. Drivers in Crashes by Age Group by County - 1996

| County | Age | | | | | | | | | Total |
|-------------|-------|-------|-------|-------|-------|-------|-------|-----|---------|--------|
| | <21 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75+ | Unknown | |
| ADAMS | 308 | 109 | 264 | 257 | 180 | 119 | 74 | 60 | 126 | 1,497 |
| ALLEN | 3,976 | 2,358 | 5,152 | 4,327 | 2,654 | 1,479 | 1,033 | 586 | 2,104 | 23,669 |
| BARTHOLOMEW | 745 | 429 | 911 | 789 | 561 | 314 | 240 | 130 | 147 | 4,266 |
| BENTON | 60 | 18 | 54 | 42 | 20 | 12 | 21 | 11 | 15 | 253 |
| BLACKFORD | 131 | 65 | 125 | 107 | 70 | 60 | 29 | 28 | 26 | 641 |
| BOONE | 378 | 189 | 520 | 414 | 309 | 145 | 115 | 69 | 159 | 2,298 |
| BROWN | 156 | 62 | 114 | 139 | 86 | 46 | 22 | 19 | 33 | 677 |
| CARROLL | 196 | 102 | 164 | 164 | 108 | 55 | 52 | 29 | 39 | 909 |
| CASS | 586 | 294 | 567 | 471 | 290 | 216 | 151 | 120 | 129 | 2,824 |
| CLARK | 1,080 | 585 | 1,421 | 1,200 | 820 | 434 | 277 | 150 | 325 | 6,292 |
| CLAY | 318 | 128 | 315 | 246 | 186 | 111 | 69 | 63 | 84 | 1,520 |
| CLINTON | 354 | 175 | 322 | 242 | 183 | 92 | 79 | 54 | 107 | 1,608 |
| CRAWFORD | 67 | 41 | 63 | 73 | 45 | 25 | 19 | 8 | 24 | 365 |
| DAVIESS | 296 | 108 | 269 | 219 | 169 | 90 | 62 | 57 | 37 | 1,307 |
| DEARBORN | 530 | 216 | 515 | 462 | 260 | 184 | 123 | 73 | 105 | 2,468 |
| DECATUR | 304 | 113 | 275 | 209 | 134 | 67 | 53 | 50 | 53 | 1,258 |
| DEKALB | 404 | 197 | 445 | 400 | 270 | 132 | 107 | 50 | 220 | 2,225 |
| DELAWARE | 1,450 | 982 | 1,619 | 1,218 | 929 | 544 | 393 | 253 | 597 | 7,985 |
| DUBOIS | 475 | 199 | 437 | 405 | 223 | 159 | 108 | 69 | 58 | 2,133 |
| ELKHART | 2,143 | 1,311 | 2,915 | 2,322 | 1,511 | 866 | 595 | 363 | 807 | 12,833 |
| FAYETTE | 393 | 172 | 283 | 249 | 171 | 106 | 73 | 66 | 73 | 1,586 |
| FLOYD | 867 | 384 | 906 | 830 | 492 | 250 | 178 | 120 | 247 | 4,274 |
| FOUNTAIN | 169 | 99 | 162 | 148 | 107 | 81 | 54 | 31 | 32 | 883 |
| FRANKLIN | 189 | 100 | 192 | 168 | 101 | 56 | 38 | 14 | 41 | 899 |
| FULTON | 211 | 100 | 209 | 166 | 108 | 59 | 55 | 45 | 28 | 981 |
| GIBSON | 371 | 133 | 308 | 249 | 163 | 138 | 110 | 77 | 67 | 1,616 |
| GRANT | 830 | 438 | 923 | 742 | 566 | 369 | 274 | 171 | 318 | 4,631 |
| GREENE | 310 | 143 | 297 | 228 | 180 | 112 | 85 | 52 | 76 | 1,483 |
| HAMILTON | 1,363 | 727 | 2,016 | 1,688 | 1,026 | 524 | 328 | 170 | 698 | 8,540 |
| HANCOCK | 545 | 205 | 509 | 477 | 282 | 195 | 124 | 73 | 171 | 2,581 |
| HARRISON | 407 | 174 | 357 | 322 | 221 | 118 | 69 | 48 | 44 | 1,760 |
| HENDRICKS | 886 | 392 | 908 | 878 | 545 | 310 | 173 | 104 | 353 | 4,549 |
| HENRY | 503 | 206 | 503 | 361 | 299 | 183 | 134 | 82 | 182 | 2,453 |
| HOWARD | 940 | 489 | 1,026 | 937 | 677 | 376 | 294 | 183 | 180 | 5,102 |
| HUNTINGTON | 434 | 187 | 410 | 382 | 220 | 154 | 99 | 58 | 111 | 2,055 |
| JACKSON | 533 | 300 | 614 | 444 | 311 | 246 | 122 | 77 | 87 | 2,734 |
| JASPER | 334 | 134 | 282 | 270 | 184 | 112 | 54 | 45 | 55 | 1,470 |
| JAY | 205 | 113 | 222 | 184 | 119 | 90 | 60 | 49 | 62 | 1,104 |
| JEFFERSON | 358 | 165 | 294 | 278 | 194 | 119 | 74 | 50 | 71 | 1,603 |
| JENNINGS | 312 | 155 | 301 | 247 | 159 | 99 | 72 | 49 | 43 | 1,437 |
| JOHNSON | 1,119 | 503 | 1,221 | 964 | 651 | 333 | 251 | 152 | 505 | 5,699 |
| KNOX | 524 | 230 | 426 | 331 | 245 | 155 | 135 | 110 | 112 | 2,268 |
| KOSCIUSKO | 897 | 435 | 828 | 822 | 480 | 293 | 202 | 129 | 123 | 4,209 |
| LAGRANGE | 278 | 134 | 308 | 227 | 224 | 98 | 85 | 39 | 52 | 1,445 |
| LAKE | 5,090 | 3,251 | 7,184 | 6,840 | 4,540 | 2,630 | 1,812 | 998 | 2,827 | 35,172 |
| LAPORTE | 1,142 | 594 | 1,320 | 1,188 | 825 | 443 | 312 | 257 | 494 | 6,575 |

Table 57. Drivers in Crashes by Age Group by County - 1996 (Cont.)

| County | Age | | | | | | | | | Total |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| | <21 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75+ | Unknown | |
| LAWRENCE | 525 | 235 | 519 | 382 | 277 | 171 | 143 | 97 | 102 | 2,451 |
| MADISON | 1,565 | 862 | 1,719 | 1,483 | 1,126 | 625 | 484 | 340 | 575 | 8,779 |
| MARION | 7,588 | 6,009 | 14,513 | 11,396 | 7,057 | 3,869 | 2,484 | 1,411 | 8,881 | 63,208 |
| MARSHALL | 553 | 223 | 517 | 469 | 313 | 162 | 118 | 80 | 94 | 2,529 |
| MARTIN | 101 | 52 | 106 | 87 | 53 | 35 | 22 | 18 | 12 | 486 |
| MIAMI | 389 | 150 | 362 | 274 | 182 | 135 | 68 | 49 | 56 | 1,665 |
| MONROE | 1,645 | 1,349 | 1,772 | 1,282 | 868 | 483 | 287 | 190 | 451 | 8,327 |
| MONTGOMERY | 392 | 230 | 430 | 383 | 258 | 131 | 87 | 57 | 72 | 2,040 |
| MORGAN | 593 | 264 | 558 | 465 | 302 | 171 | 115 | 78 | 163 | 2,709 |
| NEWTON | 109 | 47 | 104 | 88 | 50 | 40 | 19 | 17 | 30 | 504 |
| NOBLE | 479 | 319 | 548 | 429 | 281 | 170 | 102 | 59 | 129 | 2,516 |
| OHIO | 56 | 31 | 71 | 43 | 37 | 24 | 6 | 8 | 11 | 287 |
| ORANGE | 156 | 94 | 157 | 160 | 110 | 84 | 43 | 37 | 61 | 902 |
| OWEN | 209 | 79 | 195 | 177 | 129 | 61 | 38 | 17 | 51 | 956 |
| PARKE | 138 | 72 | 157 | 148 | 98 | 45 | 43 | 32 | 35 | 768 |
| PERRY | 248 | 97 | 171 | 176 | 108 | 77 | 56 | 41 | 36 | 1,010 |
| PIKE | 128 | 48 | 132 | 107 | 69 | 32 | 22 | 15 | 13 | 566 |
| PORTER | 1,543 | 747 | 1,434 | 1,458 | 1,025 | 469 | 324 | 205 | 411 | 7,616 |
| POSEY | 173 | 64 | 145 | 180 | 105 | 50 | 47 | 24 | 95 | 883 |
| PULASKI | 179 | 72 | 140 | 150 | 91 | 42 | 33 | 36 | 47 | 790 |
| PUTNAM | 353 | 167 | 350 | 294 | 208 | 167 | 65 | 57 | 99 | 1,760 |
| RANDOLPH | 236 | 96 | 194 | 182 | 120 | 73 | 65 | 35 | 56 | 1,057 |
| RIPLEY | 302 | 134 | 267 | 216 | 127 | 90 | 66 | 30 | 49 | 1,281 |
| RUSH | 160 | 63 | 154 | 111 | 83 | 42 | 42 | 28 | 65 | 748 |
| SAINT JOSEPH | 2,916 | 1,844 | 3,986 | 3,223 | 2,014 | 1,079 | 926 | 592 | 1,483 | 18,063 |
| SCOTT | 298 | 145 | 276 | 204 | 166 | 94 | 74 | 25 | 65 | 1,347 |
| SHELBY | 437 | 235 | 450 | 380 | 244 | 155 | 86 | 64 | 102 | 2,153 |
| SPENCER | 198 | 80 | 183 | 169 | 98 | 53 | 44 | 23 | 18 | 866 |
| STARKE | 226 | 105 | 235 | 230 | 121 | 85 | 54 | 38 | 40 | 1,134 |
| STEBEN | 473 | 236 | 554 | 448 | 316 | 185 | 102 | 61 | 95 | 2,470 |
| SULLIVAN | 137 | 54 | 135 | 123 | 99 | 54 | 43 | 33 | 97 | 775 |
| SWITZERLAND | 113 | 34 | 104 | 69 | 42 | 37 | 14 | 10 | 18 | 441 |
| TIPPECANOE | 2,203 | 1,737 | 2,371 | 1,784 | 1,208 | 623 | 387 | 284 | 510 | 11,107 |
| TIPTON | 148 | 57 | 117 | 99 | 82 | 44 | 39 | 23 | 54 | 663 |
| UNION | 74 | 19 | 61 | 66 | 39 | 21 | 17 | 10 | 28 | 335 |
| VANDEBURGH | 2,268 | 1,262 | 2,467 | 2,297 | 1,505 | 825 | 757 | 492 | 816 | 12,689 |
| VERMILLION | 180 | 73 | 160 | 139 | 102 | 68 | 44 | 40 | 63 | 869 |
| VIGO | 1,646 | 1,132 | 1,816 | 1,526 | 943 | 540 | 400 | 313 | 727 | 9,043 |
| WABASH | 424 | 180 | 337 | 345 | 244 | 136 | 94 | 67 | 87 | 1,914 |
| WARREN | 76 | 26 | 81 | 62 | 42 | 38 | 12 | 7 | 9 | 353 |
| WARRICK | 610 | 196 | 482 | 470 | 297 | 151 | 81 | 66 | 73 | 2,426 |
| WASHINGTON | 286 | 123 | 272 | 237 | 137 | 100 | 55 | 34 | 23 | 1,267 |
| WAYNE | 858 | 500 | 971 | 853 | 581 | 366 | 280 | 177 | 258 | 4,844 |
| WELLS | 311 | 99 | 228 | 246 | 141 | 78 | 58 | 44 | 63 | 1,268 |
| WHITE | 328 | 150 | 315 | 250 | 204 | 133 | 70 | 56 | 71 | 1,577 |
| WHITLEY | 368 | 160 | 300 | 285 | 163 | 92 | 78 | 66 | 103 | 1,615 |
| INDIANA | 65,565 | 37,595 | 79,092 | 66,971 | 43,963 | 25,004 | 17,383 | 10,977 | 28,644 | 375,194 |

Note: Drivers of parked vehicles are excluded.

Table 58. Drivers in Crashes by Age Group and Gender - 1996

| Age and Gender | | All Crashes | | | | Alcohol-Related Crashes | | | |
|----------------|----------------------|--------------|---------------|----------------|----------------|-------------------------|--------------|--------------|---------------|
| | | Fatal % | PI % | PD % | Total % | Fatal % | PI % | PD % | Total % |
| < 21 | Male | 166 | 10,295 | 28,168 | 38,629 | 38 | 524 | 602 | 1,164 |
| | % Total | 11.9% | 11.1% | 10.0% | 10.3% | 12.8% | 8.1% | 8.5% | 8.4% |
| | Female | 75 | 7,773 | 18,995 | 26,843 | 8 | 226 | 216 | 450 |
| | % Total | 5.4% | 8.4% | 6.8% | 7.2% | 2.7% | 3.5% | 3.0% | 3.2% |
| | Total | 241 | 18,089 | 47,235 | 65,565 | 46 | 751 | 819 | 1,616 |
| % Total | 17.2% | 19.6% | 16.8% | 17.5% | 15.5% | 11.6% | 11.6% | 11.6% | |
| 21-34 | Male | 317 | 17,435 | 51,385 | 69,137 | 94 | 2,189 | 2,253 | 4,536 |
| | % Total | 22.6% | 18.8% | 18.3% | 18.4% | 31.8% | 33.7% | 31.8% | 32.7% |
| | Female | 97 | 13,046 | 34,241 | 47,384 | 15 | 705 | 705 | 1,425 |
| | % Total | 6.9% | 14.1% | 12.2% | 12.6% | 5.1% | 10.9% | 10.0% | 10.3% |
| | Total | 415 | 30,513 | 85,759 | 116,687 | 109 | 2,899 | 2,963 | 5,971 |
| % Total | 29.6% | 33.0% | 30.5% | 31.1% | 36.8% | 44.6% | 41.8% | 43.0% | |
| 35-54 | Male | 321 | 15,503 | 49,242 | 65,066 | 89 | 1,646 | 1,794 | 3,529 |
| | % Total | 22.9% | 16.8% | 17.5% | 17.3% | 30.1% | 25.3% | 25.3% | 25.4% |
| | Female | 133 | 12,211 | 33,378 | 45,722 | 25 | 602 | 658 | 1,285 |
| | % Total | 9.5% | 13.2% | 11.9% | 12.2% | 8.4% | 9.3% | 9.3% | 9.3% |
| | Total | 455 | 27,745 | 82,734 | 110,934 | 114 | 2,251 | 2,452 | 4,817 |
| % Total | 32.5% | 30.0% | 29.4% | 29.6% | 38.5% | 34.7% | 34.6% | 34.7% | |
| 55 + | Male | 198 | 7,837 | 24,689 | 32,724 | 22 | 394 | 471 | 887 |
| | % Total | 14.1% | 8.5% | 8.8% | 8.7% | 7.4% | 6.1% | 6.6% | 6.4% |
| | Female | 72 | 5,425 | 15,056 | 20,553 | 4 | 114 | 132 | 250 |
| | % Total | 5.1% | 5.9% | 5.4% | 5.5% | 1.4% | 1.8% | 1.9% | 1.8% |
| | Total | 270 | 13,279 | 39,815 | 53,364 | 26 | 508 | 604 | 1,138 |
| % Total | 19.3% | 14.4% | 14.2% | 14.2% | 8.8% | 7.8% | 8.5% | 8.2% | |
| Unknown | Male | 2 | 644 | 6,091 | 6,737 | 0 | 20 | 34 | 54 |
| | % Total | 0.1% | 0.7% | 2.2% | 1.8% | 0.0% | 0.3% | 0.5% | 0.4% |
| | Female | 1 | 426 | 4,104 | 4,531 | 0 | 7 | 15 | 22 |
| | % Total | 0.1% | 0.5% | 1.5% | 1.2% | 0.0% | 0.1% | 0.2% | 0.2% |
| | Total | 19 | 2,879 | 25,746 | 28,644 | 1 | 85 | 246 | 332 |
| % Total | 1.4% | 3.1% | 9.2% | 7.6% | 0.3% | 1.3% | 3.5% | 2.4% | |
| Total | Male | 1,004 | 51,714 | 159,575 | 212,293 | 243 | 4,773 | 5,154 | 10,170 |
| | % Total | 71.7% | 55.9% | 56.7% | 56.6% | 82.1% | 73.5% | 72.8% | 73.3% |
| | Female | 378 | 38,881 | 105,774 | 145,033 | 52 | 1,654 | 1,726 | 3,432 |
| | % Total | 27.0% | 42.0% | 37.6% | 38.7% | 17.6% | 25.5% | 24.4% | 24.7% |
| | Total Drivers | 1,400 | 92,505 | 281,289 | 375,194 | 296 | 6,494 | 7,084 | 13,874 |

Note: This report counts drivers, not crashes. Drivers of parked vehicles are excluded. Totals include drivers whose gender is unknown.

Example: Of all drivers involved in alcohol-related crashes in the State, 8.4% (1164/13874) were male drivers under the age of 21.

Also, of all drivers involved in fatal alcohol-related crashes 12.8% (38/296) were male drivers under the age of 21.

Table 59. Drivers in Crashes by Age Group, Gender and Time of Day - 1996

| Age and Gender | | Time Period | | | | | Total |
|-------------------|-------------------|---------------|---------------|----------------|---------------|---------------|----------------|
| | | 12-5:59 AM | 6-11:59 AM | 12-5:59 PM | 6-11:59 PM | Unknown | |
| < 21 | Male | 2,383 | 7,121 | 17,515 | 10,793 | 817 | 38,629 |
| | % of Total | 6.2% | 18.4% | 45.3% | 27.9% | 2.1% | |
| | Female | 1,019 | 5,286 | 12,943 | 7,030 | 565 | 26,843 |
| | % of Total | 3.8% | 19.7% | 48.2% | 26.2% | 2.1% | |
| | Total | 3,411 | 12,426 | 30,505 | 17,837 | 1,386 | 65,565 |
| % of Total | 5.2% | 19.0% | 46.5% | 27.2% | 2.1% | | |
| 21-34 | Male | 6,319 | 16,434 | 29,518 | 15,503 | 1,363 | 69,137 |
| | % of Total | 9.1% | 23.8% | 42.7% | 22.4% | 2.0% | |
| | Female | 2,259 | 12,790 | 22,279 | 9,130 | 926 | 47,384 |
| | % of Total | 4.8% | 27.0% | 47.0% | 19.3% | 2.0% | |
| | Total | 8,588 | 29,262 | 51,868 | 24,669 | 2,300 | 116,687 |
| % of Total | 7.4% | 25.1% | 44.5% | 21.1% | 2.0% | | |
| 35-54 | Male | 4,135 | 17,506 | 28,860 | 13,218 | 1,347 | 65,066 |
| | % of Total | 6.4% | 26.9% | 44.4% | 20.3% | 2.1% | |
| | Female | 1,567 | 12,681 | 22,242 | 8,246 | 986 | 45,722 |
| | % of Total | 3.4% | 27.7% | 48.6% | 18.0% | 2.2% | |
| | Total | 5,715 | 30,219 | 51,163 | 21,491 | 2,346 | 110,934 |
| % of Total | 5.2% | 27.2% | 46.1% | 19.4% | 2.1% | | |
| 55+ | Male | 1,009 | 9,830 | 15,960 | 5,208 | 717 | 32,724 |
| | % of Total | 3.1% | 30.0% | 48.8% | 15.9% | 2.2% | |
| | Female | 344 | 6,007 | 11,064 | 2,670 | 468 | 20,553 |
| | % of Total | 1.7% | 29.2% | 53.8% | 13.0% | 2.3% | |
| | Total | 1,356 | 15,858 | 27,068 | 7,889 | 1,193 | 53,364 |
| % of Total | 2.5% | 29.7% | 50.7% | 14.8% | 2.2% | | |
| Unknown | Male | 236 | 1,575 | 2,987 | 1,247 | 692 | 6,737 |
| | % of Total | 3.5% | 23.4% | 44.3% | 18.5% | 10.3% | |
| | Female | 86 | 1,106 | 2,102 | 725 | 512 | 4,531 |
| | % of Total | 1.9% | 24.4% | 46.4% | 16.0% | 11.3% | |
| | Total | 2,118 | 6,127 | 11,034 | 6,546 | 2,819 | 28,644 |
| % of Total | 7.4% | 21.4% | 38.5% | 22.9% | 9.8% | | |
| Total | Male | 14,082 | 52,466 | 94,840 | 45,969 | 4,936 | 212,293 |
| | % of Total | 6.6% | 24.7% | 44.7% | 21.7% | 2.3% | |
| | Female | 5,275 | 37,870 | 70,630 | 27,801 | 3,457 | 145,033 |
| | % of Total | 3.6% | 26.1% | 48.7% | 19.2% | 2.4% | |
| | Total | 21,188 | 93,892 | 171,638 | 78,432 | 10,044 | 375,194 |
| % of Total | 5.6% | 25.0% | 45.7% | 20.9% | 2.7% | | |

Example: "Of the male drivers under age 21 involved in crashes in the State, 45.3% (17575/38629) were involved in crashes between 12:00 PM to 5:59 PM.

Drivers of parked vehicles are excluded. Totals include drivers whose gender is unknown.

Table 60. Drivers by Pre-Crash Action and Severity - 1996

| What Drivers Were Doing | Personal Injury | | | Property Damage | Total |
|-------------------------------|-----------------|---------------|----------------|-----------------|-------|
| | Fatal | Injury | Damage | | |
| Going Straight Ahead | 1,022 | 52,873 | 123,416 | 177,311 | |
| Turning on Red | 3 | 129 | 419 | 551 | |
| Making Right Turn | 11 | 2,107 | 10,073 | 12,191 | |
| Making Left Turn | 78 | 9,906 | 23,522 | 33,506 | |
| Making U Turn | 2 | 194 | 593 | 789 | |
| Exiting to Ramp | 2 | 187 | 483 | 672 | |
| Merging | 3 | 277 | 1,158 | 1,438 | |
| Changing Lanes | 13 | 760 | 4,184 | 4,957 | |
| Driving Left of Center | 59 | 850 | 1,040 | 1,949 | |
| Crossed Median | 10 | 165 | 160 | 335 | |
| Overtaking | 3 | 97 | 251 | 351 | |
| Passing | 26 | 649 | 2,558 | 3,233 | |
| Backing | 3 | 454 | 7,892 | 8,349 | |
| Starting in Traffic | 16 | 1,703 | 4,031 | 5,750 | |
| Slowing or Stopping | 18 | 5,404 | 14,851 | 20,273 | |
| Stopped in Traffic | 52 | 9,144 | 19,409 | 28,605 | |
| Start from Parked Position | 3 | 258 | 1,207 | 1,468 | |
| Entering Parked Position | 0 | 29 | 556 | 585 | |
| Avoiding Object in Road | 2 | 353 | 716 | 1,071 | |
| Driverless Moving | 0 | 23 | 128 | 151 | |
| Driving Off Road on the Right | 49 | 777 | 1,199 | 2,025 | |
| Other | 15 | 417 | 1,105 | 1,537 | |
| Unknown | 10 | 5,749 | 62,338 | 68,097 | |
| Total | 1,400 | 92,505 | 281,289 | 375,194 | |

Note: Drivers of parked vehicles are excluded.

Table 61. In-State and Out-of-State Drivers in Indiana Crashes by Month - 1996

| Month | Driver License State of Issue | | | | | | | | | | | |
|--------------|-------------------------------|----------------|----------------|--------------|---------------|---------------|-----------|---------------|---------------|------------|----------------|----------------|
| | Indiana | | | Out-of-State | | | Unknown | | | Total | | |
| | Fat | Other | Total | Fat | Other | Total | Fat | Other | Total | Fat | Other | Total |
| January | 45 | 30,483 | 30,528 | 8 | 2,785 | 2,793 | 2 | 3,752 | 3,754 | 55 | 37,020 | 37,075 |
| February | 44 | 22,558 | 22,602 | 3 | 1,879 | 1,882 | 3 | 2,402 | 2,405 | 50 | 26,839 | 26,889 |
| March | 36 | 24,398 | 24,434 | 4 | 2,128 | 2,132 | 3 | 2,642 | 2,645 | 43 | 29,168 | 29,211 |
| April | 42 | 22,675 | 22,717 | 2 | 1,960 | 1,962 | 2 | 2,534 | 2,536 | 46 | 27,169 | 27,215 |
| May | 46 | 26,496 | 26,542 | 8 | 2,430 | 2,438 | 3 | 2,930 | 2,933 | 57 | 31,856 | 31,913 |
| June | 56 | 25,956 | 26,012 | 4 | 2,596 | 2,600 | 3 | 2,872 | 2,875 | 63 | 31,424 | 31,487 |
| July | 62 | 24,149 | 24,211 | 6 | 2,598 | 2,604 | 5 | 2,741 | 2,746 | 73 | 29,488 | 29,561 |
| August | 56 | 24,227 | 24,283 | 9 | 2,688 | 2,697 | 0 | 2,594 | 2,594 | 65 | 29,509 | 29,574 |
| September | 40 | 25,459 | 25,499 | 4 | 2,350 | 2,354 | 3 | 2,696 | 2,699 | 47 | 30,505 | 30,552 |
| October | 42 | 27,552 | 27,594 | 8 | 2,684 | 2,692 | 1 | 2,752 | 2,753 | 51 | 32,988 | 33,039 |
| November | 37 | 27,989 | 28,026 | 8 | 2,782 | 2,790 | 1 | 2,619 | 2,620 | 46 | 33,390 | 33,436 |
| December | 39 | 29,589 | 29,628 | 5 | 2,648 | 2,653 | 1 | 2,960 | 2,961 | 45 | 35,197 | 35,242 |
| Total | 545 | 311,531 | 312,076 | 69 | 29,528 | 29,597 | 27 | 33,494 | 33,521 | 641 | 374,553 | 375,194 |

Note: Drivers of parked vehicles are excluded. Legend: Fat=Fatalities

Table 62. Drivers by Injury Status by County - 1996

| County | Injury Status | | | | | | | | | Total |
|-------------|---------------|----------|-------|-------|-------|------|-------------------|-------------|-----|--------|
| | Con | Semi-Con | Incoh | Uncon | Shock | Dead | Refused Treatment | Not Injured | Unk | |
| ADAMS | 112 | 3 | 2 | 3 | 0 | 4 | 23 | 1,348 | 2 | 1,497 |
| ALLEN | 2,115 | 68 | 32 | 20 | 2 | 25 | 372 | 21,017 | 18 | 23,669 |
| BARTHOLOMEW | 563 | 18 | 5 | 5 | 1 | 13 | 138 | 3,519 | 4 | 4,266 |
| BENTON | 49 | 0 | 0 | 0 | 0 | 2 | 0 | 202 | 0 | 253 |
| BLACKFORD | 55 | 5 | 1 | 0 | 0 | 2 | 7 | 570 | 1 | 641 |
| BOONE | 195 | 7 | 3 | 5 | 0 | 7 | 7 | 2,072 | 2 | 2,298 |
| BROWN | 91 | 5 | 0 | 1 | 0 | 3 | 3 | 574 | 0 | 677 |
| CARROLL | 105 | 0 | 0 | 3 | 0 | 3 | 16 | 782 | 0 | 909 |
| CASS | 265 | 4 | 4 | 2 | 0 | 3 | 64 | 2,479 | 3 | 2,824 |
| CLARK | 739 | 33 | 10 | 10 | 2 | 2 | 106 | 5,384 | 6 | 6,292 |
| CLAY | 118 | 11 | 0 | 0 | 2 | 5 | 27 | 1,357 | 0 | 1,520 |
| CLINTON | 181 | 6 | 2 | 1 | 0 | 4 | 33 | 1,381 | 0 | 1,608 |
| CRAWFORD | 18 | 1 | 0 | 0 | 0 | 2 | 6 | 338 | 0 | 365 |
| DAVISS | 176 | 4 | 5 | 1 | 0 | 7 | 17 | 1,096 | 1 | 1,307 |
| DEARBORN | 316 | 19 | 5 | 4 | 3 | 6 | 24 | 2,088 | 3 | 2,468 |
| DECATUR | 167 | 3 | 1 | 3 | 0 | 6 | 7 | 1,070 | 1 | 1,258 |
| DEKALB | 160 | 13 | 3 | 3 | 1 | 6 | 50 | 1,986 | 3 | 2,225 |
| DELAWARE | 785 | 34 | 10 | 18 | 0 | 13 | 134 | 6,988 | 3 | 7,985 |
| DUBOIS | 262 | 12 | 1 | 3 | 1 | 1 | 52 | 1,799 | 2 | 2,133 |
| ELKHART | 1,303 | 50 | 15 | 11 | 1 | 23 | 254 | 11,175 | 1 | 12,833 |
| FAYETTE | 179 | 3 | 0 | 1 | 2 | 2 | 8 | 1,390 | 1 | 1,586 |
| FLOYD | 476 | 12 | 6 | 2 | 0 | 7 | 107 | 3,660 | 4 | 4,274 |
| FOUNTAIN | 76 | 2 | 0 | 3 | 0 | 4 | 29 | 769 | 0 | 883 |
| FRANKLIN | 97 | 9 | 1 | 1 | 1 | 3 | 14 | 773 | 0 | 899 |
| FULTON | 103 | 4 | 4 | 0 | 0 | 7 | 27 | 835 | 1 | 981 |
| GIBSON | 182 | 6 | 1 | 3 | 0 | 4 | 5 | 1,412 | 3 | 1,616 |
| GRANT | 462 | 14 | 2 | 6 | 0 | 9 | 67 | 4,068 | 3 | 4,631 |
| GREENE | 149 | 9 | 3 | 2 | 0 | 2 | 26 | 1,291 | 1 | 1,483 |
| HAMILTON | 951 | 32 | 9 | 3 | 0 | 9 | 90 | 7,441 | 5 | 8,540 |
| HANCOCK | 321 | 13 | 4 | 4 | 1 | 4 | 39 | 2,192 | 3 | 2,581 |
| HARRISON | 211 | 9 | 3 | 1 | 1 | 7 | 28 | 1,498 | 2 | 1,760 |
| HENDRICKS | 455 | 19 | 7 | 6 | 0 | 11 | 32 | 4,019 | 0 | 4,549 |
| HENRY | 274 | 14 | 3 | 1 | 0 | 7 | 40 | 2,113 | 1 | 2,453 |
| HOWARD | 674 | 18 | 4 | 8 | 2 | 3 | 50 | 4,339 | 4 | 5,102 |
| HUNTINGTON | 238 | 19 | 3 | 4 | 0 | 7 | 23 | 1,760 | 1 | 2,055 |
| JACKSON | 305 | 8 | 3 | 3 | 0 | 6 | 45 | 2,358 | 6 | 2,734 |
| JASPER | 180 | 5 | 2 | 5 | 0 | 7 | 20 | 1,251 | 0 | 1,470 |
| JAY | 101 | 2 | 2 | 2 | 0 | 3 | 13 | 980 | 1 | 1,104 |
| JEFFERSON | 207 | 2 | 2 | 2 | 0 | 3 | 1 | 1,384 | 2 | 1,603 |
| JENNINGS | 129 | 8 | 2 | 1 | 0 | 4 | 24 | 1,269 | 0 | 1,437 |
| JOHNSON | 587 | 38 | 11 | 5 | 2 | 8 | 62 | 4,975 | 11 | 5,699 |
| KNOX | 280 | 11 | 6 | 2 | 0 | 3 | 19 | 1,945 | 2 | 2,268 |
| KOSCIUSKO | 412 | 19 | 6 | 8 | 2 | 16 | 84 | 3,660 | 2 | 4,209 |
| LAGRANGE | 123 | 7 | 5 | 2 | 1 | 15 | 11 | 1,281 | 0 | 1,445 |
| LAKE | 3,531 | 100 | 36 | 37 | 9 | 41 | 740 | 30,658 | 20 | 35,172 |
| LAPORTE | 777 | 26 | 15 | 12 | 2 | 16 | 204 | 5,520 | 3 | 6,575 |

Table 62. Drivers by Injury Status by County - 1996 (Cont.)

| County | Injury Status | | | | | | | | | Total |
|----------------|---------------|--------------|------------|------------|-----------|------------|-------------------|----------------|------------|----------------|
| | Con | Semi-Con | Incoh | Uncon | Shock | Dead | Refused Treatment | Not Injured | Unk | |
| LAWRENCE | 296 | 13 | 7 | 4 | 0 | 5 | 32 | 2,094 | 0 | 2,451 |
| MADISON | 1,013 | 39 | 11 | 13 | 0 | 9 | 152 | 7,531 | 11 | 8,779 |
| MARION | 6,164 | 165 | 69 | 57 | 10 | 51 | 1,104 | 55,542 | 46 | 63,208 |
| MARSHALL | 323 | 13 | 3 | 3 | 0 | 11 | 51 | 2,123 | 2 | 2,529 |
| MARTIN | 53 | 3 | 0 | 4 | 0 | 1 | 18 | 407 | 0 | 486 |
| MIAMI | 192 | 12 | 2 | 5 | 0 | 4 | 17 | 1,432 | 1 | 1,665 |
| MONROE | 661 | 14 | 2 | 6 | 2 | 5 | 71 | 7,557 | 9 | 8,327 |
| MONTGOMERY | 205 | 8 | 2 | 3 | 0 | 7 | 11 | 1,804 | 0 | 2,040 |
| MORGAN | 304 | 19 | 2 | 3 | 1 | 4 | 41 | 2,332 | 3 | 2,709 |
| NEWTON | 49 | 2 | 5 | 1 | 2 | 3 | 11 | 431 | 0 | 504 |
| NOBLE | 218 | 7 | 0 | 6 | 1 | 8 | 45 | 2,231 | 0 | 2,516 |
| OHIO | 22 | 0 | 0 | 1 | 0 | 0 | 7 | 255 | 2 | 287 |
| ORANGE | 36 | 0 | 0 | 0 | 0 | 6 | 2 | 858 | 0 | 902 |
| OWEN | 114 | 7 | 2 | 3 | 1 | 3 | 23 | 803 | 0 | 956 |
| PARKE | 65 | 2 | 1 | 2 | 0 | 2 | 8 | 688 | 0 | 768 |
| PERRY | 87 | 4 | 0 | 1 | 0 | 2 | 8 | 908 | 0 | 1,010 |
| PIKE | 66 | 7 | 0 | 1 | 1 | 5 | 7 | 478 | 1 | 566 |
| PORTER | 897 | 50 | 9 | 6 | 2 | 16 | 237 | 6,393 | 6 | 7,616 |
| POSEY | 80 | 8 | 2 | 1 | 0 | 2 | 3 | 787 | 0 | 883 |
| PULASKI | 54 | 0 | 2 | 3 | 1 | 2 | 2 | 725 | 1 | 790 |
| PUTNAM | 169 | 8 | 2 | 5 | 0 | 4 | 25 | 1,547 | 0 | 1,760 |
| RANDOLPH | 101 | 5 | 4 | 5 | 2 | 7 | 19 | 913 | 1 | 1,057 |
| RIPLEY | 121 | 6 | 1 | 0 | 1 | 3 | 19 | 1,130 | 0 | 1,281 |
| RUSH | 95 | 1 | 0 | 0 | 0 | 3 | 10 | 636 | 3 | 748 |
| SAINT JOSEPH | 1,737 | 50 | 30 | 29 | 2 | 23 | 560 | 15,620 | 12 | 18,063 |
| SCOTT | 185 | 13 | 4 | 3 | 1 | 4 | 8 | 1,125 | 4 | 1,347 |
| SHELBY | 278 | 11 | 3 | 0 | 0 | 5 | 19 | 1,836 | 1 | 2,153 |
| SPENCER | 107 | 9 | 0 | 0 | 1 | 3 | 22 | 722 | 2 | 866 |
| STARKE | 138 | 5 | 6 | 0 | 0 | 4 | 23 | 956 | 2 | 1,134 |
| STEUBEN | 234 | 9 | 3 | 4 | 1 | 6 | 33 | 2,179 | 1 | 2,470 |
| SULLIVAN | 21 | 2 | 0 | 1 | 0 | 4 | 2 | 745 | 0 | 775 |
| SWITZERLAND | 38 | 2 | 0 | 0 | 0 | 3 | 16 | 382 | 0 | 441 |
| TIPPECANOE | 815 | 28 | 10 | 12 | 0 | 12 | 262 | 9,963 | 5 | 11,107 |
| TIPTON | 49 | 1 | 0 | 2 | 0 | 5 | 11 | 595 | 0 | 663 |
| UNION | 34 | 2 | 0 | 0 | 0 | 1 | 0 | 298 | 0 | 335 |
| VANDERBURGH | 1,097 | 36 | 11 | 16 | 2 | 9 | 61 | 11,450 | 7 | 12,689 |
| VERMILLION | 117 | 1 | 0 | 1 | 0 | 8 | 11 | 730 | 1 | 869 |
| VIGO | 913 | 20 | 5 | 8 | 1 | 13 | 149 | 7,929 | 5 | 9,043 |
| WABASH | 254 | 17 | 1 | 5 | 0 | 8 | 18 | 1,609 | 2 | 1,914 |
| WARREN | 42 | 1 | 0 | 1 | 0 | 2 | 1 | 306 | 0 | 353 |
| WARRICK | 216 | 9 | 4 | 4 | 3 | 1 | 17 | 2,171 | 1 | 2,426 |
| WASHINGTON | 157 | 10 | 2 | 1 | 0 | 3 | 11 | 1,080 | 3 | 1,267 |
| WAYNE | 544 | 24 | 3 | 7 | 1 | 11 | 89 | 4,164 | 1 | 4,844 |
| WELLS | 135 | 5 | 1 | 3 | 1 | 4 | 28 | 1,090 | 1 | 1,268 |
| WHITE | 159 | 5 | 2 | 2 | 1 | 0 | 17 | 1,388 | 3 | 1,577 |
| WHITLEY | 179 | 3 | 2 | 3 | 0 | 4 | 9 | 1,415 | 0 | 1,615 |
| INDIANA | 38,089 | 1,361 | 452 | 452 | 74 | 641 | 6,438 | 327,424 | 263 | 375,194 |

Legend: Con= Conscious; Semi-Con= Semiconscious; Incoh= Incoherent; Uncon= Unconscious; Unk= Unknown.
 Note: Drivers of parked vehicles are excluded.

Vehicles

Traffic safety is not confined to automobile travel. School buses, motorcycles, bicycles, railroad trains and pedestrians all interact on Indiana's roadways, sometimes with tragic results. This section outlines vehicle types involved in crashes in 1996, offers demographic data about these crashes, and considers factors such as light or road conditions. Pedestrian and bicyclist involvement in crashes is outlined by time of day, day of week, manner of collision and road type.

Motorcycle Crashes

Indiana has made good progress towards improving the safety of motorcyclists. Between 1988 and 1993, there was a significant and steady decrease in motorcycle crashes. The total number of crashes dropped from 3,683 in 1988 to 2,251 in 1993, a reduction of 39 percent. Fatal and personal injury crashes saw nearly 40 percent reductions as well. The rate per 1000 registered motorcycles decreased by 33 percent for total crashes, 33 percent for fatal crashes, and 31 percent for non-fatal injury crashes. With the exception of 1994, this trend has continued. Between 1995 and 1996, the total number of motorcycle crashes decreased 18.1 percent, non-fatal injury crashes decreased 19.3 percent and fatal crashes decreased by 9.4 percent (Table 65a and Table 69).

While motorcycle crashes made up only 0.83 percent of total crashes in 1996, motorcycle fatal crashes represented 6.7 percent of the total fatal crashes, down from 7.5 percent in 1995. This percentage has decreased from 1988 when 9.0 percent of the fatal crashes involved a motorcycle (Table 69).

Motorcycle crashes of all severity peak during the summer months and are infrequent from November through February. In 1996, 67 percent of fatal motorcycle crashes occurred in rural areas (Table 66).

In 1995, 86 percent (49 of 57) of motorcyclist fatalities (drivers and passengers of mopeds, etc., excluded) were not wearing a helmet. In 1996, 87 percent (46 of 53) of motorcyclist fatalities were not helmeted (Table 70). During the 1988-1996 period this percentage of fatalities not helmeted varied between 82 and 92 percent.

Helmets are estimated by NHTSA to be 29 percent effective in preventing fatal injuries to motorcyclists. For Indiana, if all motorcyclists had worn helmets, it is estimated that 13 lives in 1996 and a total of 147 lives between 1988 and 1996 would have been saved.

Speed Too Fast was a contributing circumstance for 32.8 percent of fatal motorcycle crashes; *Had Been Drinking* was a contributing circumstance for 22.4 percent of fatal crashes, down from 26.6 percent in 1995 (Table 71).

Vehicles Cont.

School Bus Crashes

There were no fatalities in the 949 school bus crashes that were reported in 1996. Of the 541 injured persons, only 80 (19.8 percent) were occupants of a school bus (Table 74). *Driver Inattention/Asleep* was cited as a contributing circumstance of 46.0 percent of school bus crashes (Table 75).

School Zone Crashes

Crashes in school zones decreased from 4,442 in 1989 to 3,008 in 1993. Since 1993, school zone crashes have increased 14 percent to 3,436 in 1996.

Pedestrian Crashes

There were 2,417 crashes involving pedestrians in 1996. Of all pedestrian crashes, 3.4 percent were fatal (Table 78). Pedestrian fatalities have declined steadily since 1981 when 126 pedestrians were killed. The number of pedestrians killed in 1996, 76, was the same as in 1995 (Figure 43). Although pedestrian crashes made up only 1.1 percent of all crashes, they contributed to 9.3 percent of all fatal crashes, and 8.2 percent of all fatalities. While the majority of crashes (81.8 percent) were concentrated in urban areas, 49.4 percent of fatal crashes involving pedestrians occurred in rural areas, providing a rural fatal crash rate of 9.1 fatal pedestrian crashes per 100 pedestrian crashes, over four times the urban rate of 2.1 (Table 78).

Pedestrian crashes have higher frequencies during the warmer months between April and October (Table 78 and Figure 42).

Children under age 15 were 10.5 percent (8 of 76) of the pedestrians killed in 1996, down from 26.3 percent (20 of 76) in 1995 (Table 81).

Bicycle Crashes

There were 2,479 crashes involving bicyclists, 12 or 0.5 percent of which were fatal (Table 83). These crashes made up only 1.1 percent of all crashes and account for 1.4 percent of all fatal crashes. Bicyclist fatalities decreased from 14 in 1995 to 6 in 1996 and were 0.6 percent of all fatalities. This is lower than the national percentage of 1.8 percent in 1996. Over 83 percent of bicyclist crashes occurred in urban areas. Like pedestrian crashes, bicycle crashes occur most frequently in the warmer months between May and October (Figure 47). Bicycle crashes occur most frequently during afternoons with the peak frequency between 5 and 6 PM (Table 84).

For Indiana in 1996, 67 percent (4 of 6) of bicyclists fatalities and 58 percent of injured bicyclists were under age 16 (Table 86).

Bicyclist fatalities and injuries are predominately male. Over the five-year period of 1992-1996, 82 percent of the bicyclist fatalities and 72 percent of the bicyclists injured were male. In 1996, all of bicyclists fatalities and 71 percent of injured bicyclists were male (Table 86).

One factor that may contribute to the severity of the injuries and the number of fatalities suffered by bicyclists is their failure to wear helmets. None of the Indiana bicyclist fatalities in 1996 and only one of the 60 bicyclist fatalities during the 1992-1996 period were reported to have been wearing a helmet.

Railroad Train Crashes

There were 319 railroad train crashes in 1996, down from 342 in 1995, but 21 of these crashes resulted in 28 fatalities compared to 20 fatal crashes with 23 fatalities in 1995 (Table 88). *Driver Inattention or Asleep* was noted as a contributing factor for 42.9 percent of all railroad train crashes and 57.1 percent of fatal railroad train crashes (Table 89).

Truck Crashes

Truck crashes do not include pick-up trucks. There were 18,192 truck crashes in 1996, of which 153, or 0.84 percent, were fatal crashes (Table 92-94). Fatal truck crashes declined 6.1 percent in 1996. For the subset of truck crashes that involved semi-trucks, there were 8,354 total crashes of which 111, or 1.7 percent, were fatal (Tables 95-97). For the subset of trucks, excluding semi-trucks, there were 9,838 crashes of which 42, or 0.43 percent, were fatal. It can be seen that the percentage of crashes involving semi-trucks that were fatal was more than three times the fatal percentage for other trucks. *Driver Inattention or Asleep* was noted for 44.0 percent of all truck crashes (Table 92) and 41.6 percent of semi-truck crashes (Table 95).

Crashes Involving Deer

There were 11,458 crashes involving deer in 1996, up 5.6 percent from 10,852 in 1995. The ten counties with the largest numbers of crashes involving deer were all in the northern half of the state (Table 98). Over 92 percent of these crashes occurred in rural areas and 96.4 percent were property damage only crashes. The number of people injured in deer crashes increased 8.5 percent over 1995.

Table 63. Vehicles Involved in Crashes by Vehicle Type and Severity - 1996

| Vehicle Type | Fatal | | Personal Injury | | Property Damage | | Total | |
|---------------------------------|--------------|--------|-----------------|--------|-----------------|--------|----------------|--------|
| | | % | | % | | % | | % |
| Passenger Car, Station Wagon | 831 | 59.10% | 61,612 | 66.35% | 148,263 | 52.04% | 210,706 | 55.57% |
| Pickup | 213 | 15.15% | 11,734 | 12.64% | 33,904 | 11.90% | 45,851 | 12.09% |
| Van | 97 | 6.90% | 6,432 | 6.93% | 17,021 | 5.97% | 23,550 | 6.21% |
| Truck | 44 | 3.13% | 2,378 | 2.56% | 7,561 | 2.65% | 9,983 | 2.63% |
| Semi-Tractor (Only) | 4 | 0.28% | 119 | 0.13% | 418 | 0.15% | 541 | 0.14% |
| Semi-Tractor, Trailer | 108 | 7.68% | 1,736 | 1.87% | 6,255 | 2.20% | 8,099 | 2.14% |
| Semi-Tractor, Multiple Trailers | 6 | 0.43% | 40 | 0.04% | 102 | 0.04% | 148 | 0.04% |
| Combination Vehicle | 2 | 0.14% | 64 | 0.07% | 176 | 0.06% | 242 | 0.06% |
| Recreational Vehicle | 2 | 0.14% | 86 | 0.09% | 276 | 0.10% | 364 | 0.10% |
| Bus | 3 | 0.21% | 140 | 0.15% | 511 | 0.18% | 654 | 0.17% |
| School Bus | 0 | 0.00% | 172 | 0.19% | 759 | 0.27% | 931 | 0.25% |
| Police Car | 4 | 0.28% | 397 | 0.43% | 1,051 | 0.37% | 1,452 | 0.38% |
| Fire Truck | 2 | 0.14% | 25 | 0.03% | 145 | 0.05% | 172 | 0.05% |
| Ambulance | 3 | 0.21% | 53 | 0.06% | 143 | 0.05% | 199 | 0.05% |
| Motorcycle, Moped | | | | | | | | |
| Moterscooter and Minibike | 59 | 4.20% | 1,474 | 1.59% | 324 | 0.11% | 1,857 | 0.49% |
| Snowmobile | 0 | 0.00% | 1 | 0.00% | 0 | 0.00% | 1 | 0.00% |
| Farm Equipment | 8 | 0.57% | 52 | 0.06% | 163 | 0.06% | 223 | 0.06% |
| Special Vehicle | 5 | 0.36% | 131 | 0.14% | 433 | 0.15% | 569 | 0.15% |
| Other | 4 | 0.28% | 135 | 0.15% | 327 | 0.11% | 466 | 0.12% |
| Unknown | 11 | 0.78% | 6,085 | 6.55% | 67,043 | 23.53% | 73,139 | 19.29% |
| Total | 1,406 | | 92,866 | | 284,875 | | 379,147 | |

Note: Totals are not the number of crashes, but the number of vehicles in crashes.
Parked vehicles excluded. Driverless moving vehicles included.

Table 64. Vehicles Involved in Crashes by Vehicle Use and Severity - 1996

| Vehicle Use | Fatal | | Personal Injury | | Property Damage | | Total | |
|---|--------------|--------|-----------------|--------|-----------------|--------|----------------|--------|
| | | % | | % | | % | | % |
| Personal (Farm, Company) | 1,247 | 88.69% | 82,374 | 88.70% | 202,668 | 71.14% | 286,289 | 75.51% |
| Commercial | 118 | 8.39% | 2,770 | 2.98% | 9,347 | 3.28% | 12,235 | 3.23% |
| Rental | 5 | 0.36% | 316 | 0.34% | 908 | 0.32% | 1,229 | 0.32% |
| School | 3 | 0.21% | 222 | 0.24% | 957 | 0.34% | 1,182 | 0.31% |
| Police, Fire, Ambulance-Not Emergency Run | 5 | 0.36% | 477 | 0.51% | 1,416 | 0.50% | 1,898 | 0.50% |
| Police, Fire, Ambulance-Emergency Run | 2 | 0.14% | 62 | 0.07% | 120 | 0.04% | 184 | 0.05% |
| Military | 0 | 0.00% | 10 | 0.01% | 38 | 0.01% | 48 | 0.01% |
| Highway Department | 3 | 0.21% | 111 | 0.12% | 555 | 0.19% | 669 | 0.18% |
| Other Government | 1 | 0.07% | 150 | 0.16% | 565 | 0.20% | 716 | 0.19% |
| Public Utilities | 1 | 0.07% | 83 | 0.09% | 310 | 0.11% | 394 | 0.10% |
| Other | 5 | 0.36% | 107 | 0.12% | 313 | 0.11% | 425 | 0.11% |
| Unknown | 16 | 1.14% | 6,184 | 6.66% | 67,678 | 23.76% | 73,878 | 19.49% |
| Total | 1,406 | | 92,866 | | 284,875 | | 379,147 | |

Note: Totals are not the number of crashes, but the number of vehicles in crashes.
Parked vehicles excluded. Driverless moving vehicles included.

Table 65a. Motorcycle Crash Data: 1992-1996

All Crashes

| Severity | 1992 | Rate | 1993 | Rate | 1994 | Rate | 1995 | Rate | 1996 | Rate |
|--------------------------|--------------|--------------|--------------|--------------|--------------------------|--------------|--------------------------|-------------|--------------|-------------|
| Fatal | 69 | 0.32 | 53 | 0.24 | 65 | 0.29 | 64 | 0.28 | 58 | 0.26 |
| Personal Injury | 1,784 | 8.40 | 1,796 | 8.22 | 1,937 ¹ | 8.67 | 1,786 ¹ | 7.83 | 1,443 | 6.51 |
| Property Damage | 426 | 2.01 | 402 | 1.84 | 408 ¹ | 1.83 | 401 ¹ | 1.76 | 343 | 1.55 |
| Total Crashes | 2,279 | 10.73 | 2,251 | 10.30 | 2,410¹ | 10.79 | 2,251¹ | 9.86 | 1,844 | 8.32 |
| % Fatal | 3.0% | | 2.4% | | 2.7% | | 2.8% | | 3.1% | |
| % Personal Injury | 78.3% | | 79.8% | | 80.4% | | 79.3% | | 78.3% | |
| % Property Damage | 18.7% | | 17.9% | | 16.9% | | 17.8% | | 18.6% | |

Alcohol-Related Crashes

| Severity | 1992 | Rate | 1993 | Rate | 1994 | Rate | 1995 | Rate | 1996 | Rate |
|------------------------------|--------------|-------------|--------------|-------------|------------------------|-------------|------------------------|-------------|--------------|-------------|
| Fatal | 21 | 0.10 | 16 | 0.07 | 17 | 0.08 | 20 | 0.09 | 17 | 0.08 |
| Personal Injury | 250 | 1.18 | 185 | 0.85 | 205 ¹ | 0.92 | 187 ¹ | 0.82 | 178 | 0.80 |
| Property Damage | 20 | 0.09 | 17 | 0.08 | 22 ¹ | 0.10 | 18 ¹ | 0.08 | 23 | 0.10 |
| Total Alcohol-Related | 291 | 0.13 | 218 | 1.00 | 244¹ | 1.09 | 225¹ | 0.99 | 218 | 0.98 |
| % of All Fatal | 30.4% | | 30.2% | | 26.2% | | 31.3% | | 29.3% | |
| % of All PI | 14.0% | | 10.3% | | 10.6% | | 10.5% | | 12.3% | |
| % of All PD | 4.7% | | 4.2% | | 5.4% | | 4.5% | | 6.7% | |
| % of Total Crashes | 12.8% | | 9.7% | | 10.1% | | 10.0% | | 11.8% | |

Note: Rates are expressed per 1000 licensed motorcycle drivers. Table includes Motorcycles, Mopeds, Motor Bikes, Motor Scooters and Minibikes. Licensed Driver Source: Indiana Bureau of Motor Vehicles, 1996.

¹ Corrected for misclassified private property crashes. See Foreword for explanation.

Table 65b. Motorcycle Crashes by Type and Severity - 1996

| Motorcycle Type | Fatal | Personal Injury | Property Damage | Total | Cyclist | |
|---------------------------------|--------------|------------------------|------------------------|--------------|-----------------|-------------------|
| | | | | | Injuries | Fatalities |
| Motorcycle | 49 | 1,131 | 286 | 1,466 | 1,256 | 53 |
| Moped | 7 | 257 | 46 | 310 | 292 | 7 |
| Motor Bike/Scooter/ Minibike | 2 | 56 | 11 | 69 | 61 | 3 |

More than one motorcycle type may be involved in a single motorcycle crash, so columns may not sum to the number of crashes for a severity category.

Table 66. Motorcycle Crashes by Month and Severity with Fatalities, Injuries by Urban/Rural Locale - 1996

| Month | Fatal | | | Personal Injury | | | Property Damage | | | Total | | | Motorcyclists Only | | | | | |
|--------------|-----------|-----------|-----------|-----------------|------------|--------------|-----------------|------------|------------|------------|--------------|--------------|--------------------|-----------|-----------|------------|------------|--------------|
| | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot | Fatalities | | | Injuries | | |
| | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot |
| January | 0 | 0 | 0 | 4 | 3 | 7 | 1 | 1 | 2 | 5 | 4 | 9 | 0 | 0 | 0 | 4 | 2 | 6 |
| February | 0 | 0 | 0 | 7 | 13 | 20 | 5 | 3 | 8 | 12 | 16 | 28 | 0 | 0 | 0 | 7 | 17 | 24 |
| March | 1 | 2 | 3 | 22 | 21 | 43 | 4 | 13 | 17 | 27 | 36 | 63 | 1 | 2 | 3 | 23 | 27 | 50 |
| April | 5 | 0 | 5 | 41 | 63 | 104 | 10 | 19 | 29 | 56 | 82 | 138 | 5 | 0 | 5 | 43 | 69 | 112 |
| May | 3 | 1 | 4 | 86 | 80 | 166 | 11 | 30 | 41 | 100 | 111 | 211 | 3 | 1 | 4 | 94 | 89 | 183 |
| June | 4 | 5 | 9 | 80 | 148 | 228 | 14 | 40 | 54 | 98 | 193 | 291 | 5 | 5 | 10 | 89 | 166 | 255 |
| July | 6 | 3 | 9 | 119 | 154 | 273 | 14 | 41 | 55 | 139 | 198 | 337 | 7 | 3 | 10 | 136 | 173 | 309 |
| August | 11 | 3 | 14 | 127 | 174 | 301 | 21 | 37 | 58 | 159 | 214 | 373 | 13 | 3 | 16 | 145 | 195 | 340 |
| September | 7 | 3 | 10 | 59 | 81 | 140 | 10 | 32 | 42 | 76 | 116 | 192 | 8 | 3 | 11 | 63 | 83 | 146 |
| October | 3 | 1 | 4 | 44 | 81 | 125 | 8 | 13 | 21 | 55 | 95 | 150 | 3 | 1 | 4 | 53 | 89 | 142 |
| November | 0 | 0 | 0 | 8 | 15 | 23 | 3 | 10 | 13 | 11 | 25 | 36 | 0 | 0 | 0 | 10 | 18 | 28 |
| December | 0 | 0 | 0 | 5 | 8 | 13 | 1 | 2 | 3 | 6 | 10 | 16 | 0 | 0 | 0 | 6 | 8 | 14 |
| Total | 40 | 18 | 58 | 602 | 841 | 1,443 | 102 | 241 | 343 | 744 | 1,100 | 1,844 | 45 | 18 | 63 | 673 | 936 | 1,609 |

Note: Crashes include motorcycles, mopeds, motor bikes, motor scooters and minibikes. Fatalities and Injuries are motorcyclists only.

Legend: R=Rural; U=Urban; Tot=Total

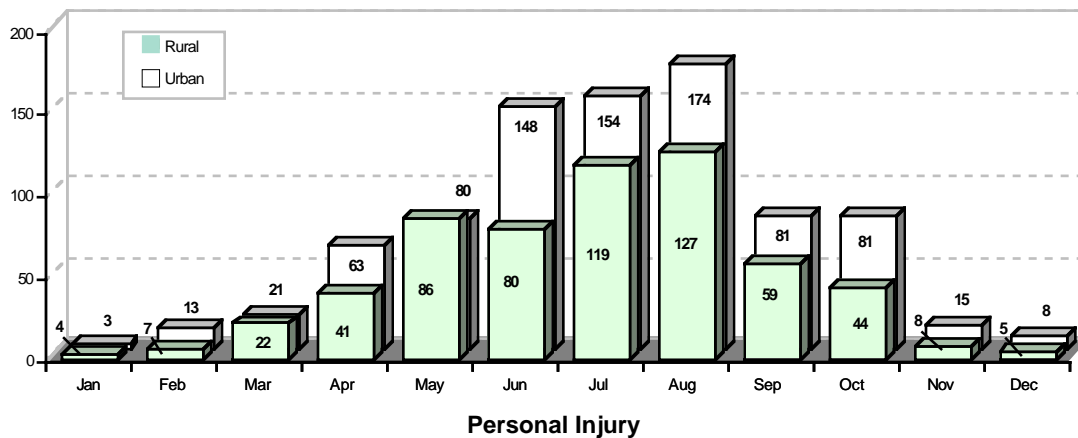
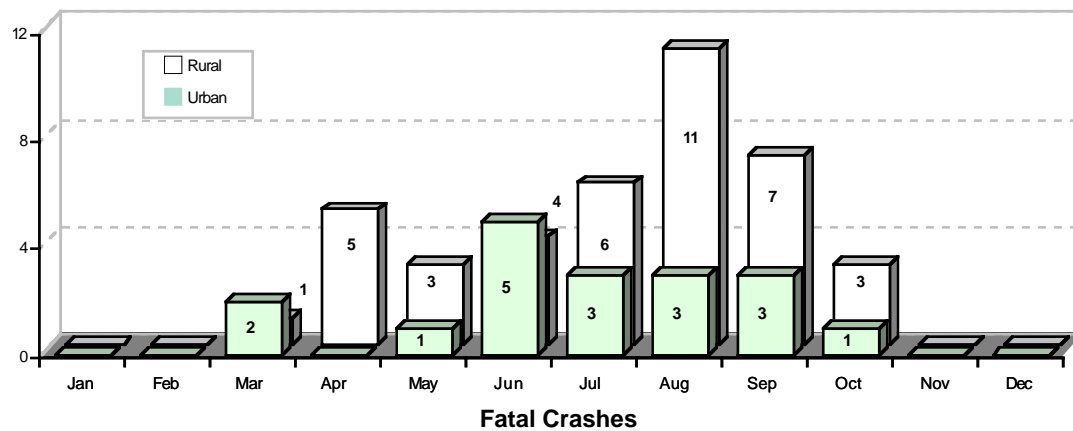


Figure 36. Motorcycle Crashes by Month - 1996

Table 67. Motorcycle Crashes by Manner of Collision, Roadway Type and Locale - 1996

| Manner of Collision | Interstate/ | | | U.S. Route | | | State Road | | | County Road | | | City Street | | | Total | | |
|---------------------|-------------|-----------|-----------|------------|-----------|------------|------------|-----------|------------|-------------|----------|------------|-------------|------------|------------|------------|--------------|--------------|
| | Toll Road | | | | | | | | | | | | | | | | | |
| | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot |
| Rear End | 0 | 2 | 2 | 12 | 15 | 27 | 20 | 17 | 37 | 48 | 0 | 48 | 0 | 162 | 162 | 80 | 196 | 276 |
| Head On | 1 | 3 | 4 | 7 | 6 | 13 | 18 | 7 | 25 | 77 | 0 | 77 | 0 | 73 | 73 | 103 | 89 | 192 |
| Sideswipe Same | 4 | 3 | 7 | 3 | 7 | 10 | 8 | 11 | 19 | 31 | 0 | 31 | 0 | 97 | 97 | 46 | 118 | 164 |
| Sideswipe | | | | | | | | | | | | | | | | | | |
| Opposite | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 5 | 13 | 0 | 13 | 0 | 15 | 15 | 18 | 17 | 35 |
| Off Road | 10 | 4 | 14 | 10 | 6 | 16 | 48 | 7 | 55 | 145 | 0 | 145 | 0 | 69 | 69 | 213 | 86 | 299 |
| Right Angle | 3 | 2 | 5 | 9 | 19 | 28 | 32 | 26 | 58 | 90 | 0 | 90 | 0 | 241 | 241 | 134 | 288 | 422 |
| Left and | | | | | | | | | | | | | | | | | | |
| Right Turns | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Left Turn | 0 | 0 | 0 | 10 | 12 | 22 | 7 | 13 | 20 | 23 | 0 | 23 | 0 | 135 | 135 | 40 | 160 | 200 |
| Right Turn | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 3 | 5 | 7 | 0 | 7 | 0 | 21 | 21 | 9 | 26 | 35 |
| Unknown | 4 | 1 | 5 | 12 | 10 | 22 | 16 | 12 | 28 | 69 | 0 | 69 | 0 | 97 | 97 | 101 | 120 | 221 |
| Total | 22 | 16 | 38 | 64 | 77 | 141 | 155 | 97 | 252 | 503 | 0 | 503 | 0 | 910 | 910 | 744 | 1,100 | 1,844 |

Legend: R=Rural; U=Urban; Tot=Total

Table 68. Motorcycle Crashes by Time of Day and Day of Week - 1996

| Time | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Total |
|-----------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| midnight - 1 am | 11 | 2 | 5 | 2 | 4 | 4 | 9 | 37 |
| 1 - 2 am | 10 | 4 | 0 | 6 | 6 | 2 | 5 | 33 |
| 2 - 3 am | 4 | 2 | 3 | 1 | 4 | 3 | 7 | 24 |
| 3 - 4 am | 2 | 3 | 1 | 4 | 5 | 2 | 7 | 24 |
| 4 - 5 am | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 5 |
| 5 - 6 am | 0 | 0 | 2 | 2 | 2 | 3 | 0 | 9 |
| 6 - 7 am | 2 | 2 | 3 | 5 | 1 | 2 | 4 | 19 |
| 7 - 8 am | 1 | 3 | 2 | 9 | 4 | 1 | 2 | 22 |
| 8 - 9 am | 2 | 1 | 5 | 3 | 3 | 7 | 2 | 23 |
| 9 - 10 am | 2 | 2 | 1 | 4 | 5 | 3 | 4 | 21 |
| 10 - 11 am | 5 | 5 | 3 | 11 | 4 | 9 | 10 | 47 |
| 11 - noon | 13 | 9 | 11 | 9 | 6 | 15 | 27 | 90 |
| noon - 1 pm | 18 | 10 | 13 | 10 | 13 | 14 | 26 | 104 |
| 1 - 2 pm | 19 | 10 | 14 | 9 | 16 | 20 | 24 | 112 |
| 2 - 3 pm | 26 | 9 | 15 | 13 | 11 | 20 | 19 | 113 |
| 3 - 4 pm | 28 | 18 | 23 | 18 | 15 | 23 | 31 | 156 |
| 4 - 5 pm | 34 | 18 | 16 | 32 | 23 | 32 | 30 | 185 |
| 5 - 6 pm | 32 | 16 | 19 | 27 | 21 | 28 | 23 | 166 |
| 6 - 7 pm | 17 | 21 | 29 | 29 | 19 | 22 | 27 | 164 |
| 7 - 8 pm | 9 | 13 | 11 | 15 | 19 | 24 | 19 | 110 |
| 8 - 9 pm | 13 | 11 | 17 | 11 | 20 | 29 | 11 | 112 |
| 9 - 10 pm | 12 | 11 | 20 | 15 | 13 | 16 | 15 | 102 |
| 10 - 11 pm | 6 | 6 | 15 | 5 | 13 | 12 | 14 | 71 |
| 11 - midnight | 9 | 3 | 5 | 6 | 10 | 17 | 15 | 65 |
| Unknown | 7 | 3 | 3 | 4 | 4 | 3 | 6 | 30 |
| Total | 282 | 182 | 236 | 252 | 242 | 312 | 338 | 1,844 |

Table 69. Motorcycle Crashes by Severity: 1988-1996

| Year | Registered Cycles | Licensed Cyclists | Fatal | | Personal Injury | | Property Damage | | Total Crashes |
|------|-------------------|-------------------|---------|------|--------------------|-------|------------------|-------|--------------------------|
| | | | Crashes | % | Crashes | % | Crashes | % | |
| 1988 | 104,159 | 218,792 | 87 | 2.4% | 2,859 | 77.6% | 737 | 20.0% | 3,683 |
| 1989 | 96,729 | 224,110 | 66 | 2.2% | 2,289 | 74.9% | 701 | 22.9% | 3,056 |
| 1990 | 93,982 | 221,491 | 80 | 2.7% | 2,261 | 76.7% | 608 | 20.6% | 2,949 |
| 1991 | 96,390 | 228,570 | 78 | 2.8% | 2,157 | 76.8% | 575 | 20.5% | 2,810 |
| 1992 | 94,765 | 212,310 | 69 | 3.0% | 1,784 | 78.3% | 426 | 18.7% | 2,279 |
| 1993 | 95,267 | 218,462 | 53 | 2.4% | 1,796 | 79.8% | 402 | 17.9% | 2,251 |
| 1994 | 97,017 | 223,306 | 65 | 0.3% | 1,937 ¹ | 80.4% | 408 ¹ | 16.9% | 2,410¹ |
| 1995 | 95,936 | 228,236 | 64 | 0.3% | 1,786 ¹ | 79.3% | 401 ¹ | 17.8% | 2,251¹ |
| 1996 | 96,052 | 221,758 | 58 | 3.1% | 1,443 | 78.3% | 343 | 18.6% | 1,844 |

Note: Table includes motorcycles, mopeds, motor bikes, motor scooters and minibikes.
 Example: In 1996, 58 of 1,844 or 3.1% of motorcycle crashes were fatal crashes.
¹Corrected for misclassified private property crashes. See Foreword for explanation.

Table 70. Helmet Use in Motorcycle Crashes: 1988-1996

| Year | Cyclist Fatalities Without Helmet | | | | | | Cyclist Fatalities Wearing Helmet | | | | | | Total Cyclist Fatalities | | |
|------|-----------------------------------|-------|------|--------|-----------|--------------|-----------------------------------|-------|------|-------|-----------|--------------|--------------------------|------|-----------|
| | Driver | % | Pass | % | Total | % | Driver | % | Pass | % | Total | % | Driver | Pass | Total |
| 1988 | 65 | 84.4% | 7 | 87.5% | 72 | 84.7% | 12 | 15.6% | 1 | 12.5% | 13 | 15.3% | 77 | 8 | 85 |
| 1989 | 55 | 93.2% | 5 | 71.4% | 60 | 90.9% | 4 | 6.8% | 2 | 28.6% | 6 | 9.1% | 59 | 7 | 66 |
| 1990 | 57 | 90.5% | 10 | 100.0% | 67 | 91.8% | 6 | 9.5% | 0 | 0.0% | 6 | 8.2% | 63 | 10 | 73 |
| 1991 | 51 | 79.7% | 10 | 100.0% | 61 | 82.4% | 13 | 20.3% | 0 | 0.0% | 13 | 17.6% | 64 | 10 | 74 |
| 1992 | 48 | 84.2% | 7 | 100.0% | 55 | 85.9% | 9 | 15.8% | 0 | 0.0% | 9 | 14.1% | 57 | 7 | 64 |
| 1993 | 38 | 82.6% | 7 | 100.0% | 45 | 84.9% | 8 | 17.4% | 0 | 0.0% | 8 | 15.1% | 46 | 7 | 53 |
| 1994 | 47 | 82.5% | 5 | 100.0% | 52 | 83.9% | 10 | 17.5% | 0 | 0.0% | 10 | 16.1% | 57 | 5 | 62 |
| 1995 | 43 | 84.3% | 6 | 100.0% | 49 | 86.0% | 8 | 15.7% | 0 | 0.0% | 8 | 14.0% | 51 | 6 | 57 |
| 1996 | 39 | 84.8% | 7 | 100.0% | 46 | 86.8% | 7 | 15.2% | 0 | 0.0% | 7 | 13.2% | 46 | 7 | 53 |

Note: Table does not include mopeds, motor bikes, motor scooters and minibikes. Legend: Pass=Passenger
 Example: In 1996, 39 of 46 or 84.8% of killed motorcycle drivers were not wearing a helmet.

Table 71. Motorcycle Crashes by Contributing Circumstances and Severity - 1996

| Contributing Circumstances | Fatal | | Personal Injury | | Property Damage | | Total | |
|------------------------------|-------|-------|-----------------|-------|-----------------|-------|-------|-------|
| | | % | | % | | % | | % |
| Speed Too Fast | 19 | 32.8% | 202 | 14.0% | 17 | 5.0% | 238 | 12.9% |
| Failed to Yield | 14 | 24.1% | 316 | 21.9% | 56 | 16.3% | 386 | 20.9% |
| Disregarded Signal/Sign | 2 | 3.4% | 59 | 4.1% | 8 | 2.3% | 69 | 3.7% |
| Drove Left of Center | 9 | 15.5% | 55 | 3.8% | 8 | 2.3% | 72 | 3.9% |
| Improper Passing | 4 | 6.9% | 54 | 3.7% | 18 | 5.2% | 76 | 4.1% |
| Followed Too Closely | 0 | 0.0% | 63 | 4.4% | 34 | 9.9% | 97 | 5.3% |
| Made Improper Turn | 1 | 1.7% | 50 | 3.5% | 22 | 6.4% | 73 | 4.0% |
| Had Been Drinking | 13 | 22.4% | 160 | 11.1% | 22 | 6.4% | 195 | 10.6% |
| Driver Inattention/Asleep | 15 | 25.9% | 496 | 34.4% | 152 | 44.3% | 663 | 36.0% |
| Other Improper Driving | 1 | 1.7% | 66 | 4.6% | 23 | 6.7% | 90 | 4.9% |
| Mechanical Failure | 0 | 0.0% | 48 | 3.3% | 15 | 4.4% | 63 | 3.4% |
| Animals on Roadway | 1 | 1.7% | 91 | 6.3% | 9 | 2.6% | 101 | 5.5% |
| Roadway Factors | 0 | 0.0% | 69 | 4.8% | 14 | 4.1% | 83 | 4.5% |
| Materials on Roadway/Weather | 2 | 3.4% | 63 | 4.4% | 14 | 4.1% | 79 | 4.3% |
| Other | 7 | 12.1% | 237 | 16.4% | 47 | 13.7% | 291 | 15.8% |

Note: See definitions for groupings of Contributing Circumstance.

Example: Speed to Fast was a Contributing Circumstance for 238 of 1,844 or 12.9% of Motorcycle crashes in 1996.

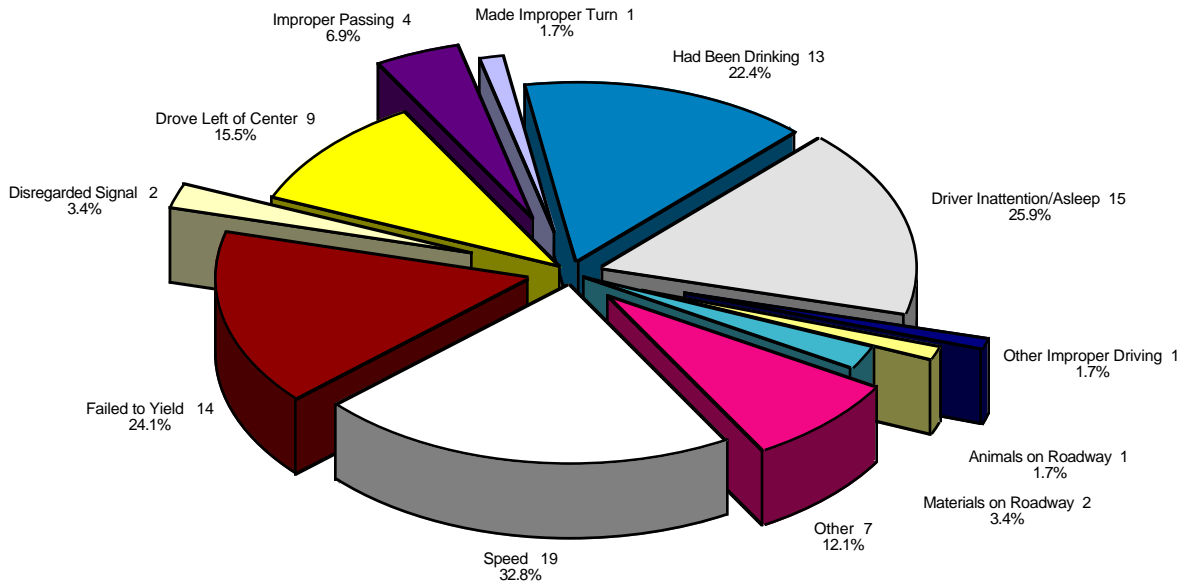


Figure 37. Fatal Motorcycle Crashes by Contributing Circumstances - 1996

Table 72. Motorcycle Crashes by Road Surface Condition and Severity - 1996

| Road Condition | Fatal | | Personal Injury | | Property Damage | | Total | |
|----------------|-----------|--------|-----------------|-------|-----------------|-------|--------------|-------|
| | | % | | % | | % | | % |
| Dry | 58 | 100.0% | 1,345 | 93.2% | 316 | 92.1% | 1,719 | 93.2% |
| Wet | 0 | 0.0% | 78 | 5.4% | 22 | 6.4% | 100 | 5.4% |
| Muddy | 0 | 0.0% | 1 | 0.1% | 3 | 0.9% | 4 | 0.2% |
| Snowy or icy | 0 | 0.0% | 1 | 0.1% | 1 | 0.3% | 2 | 0.1% |
| Other | 0 | 0.0% | 9 | 0.6% | 1 | 0.3% | 10 | 0.5% |
| Not stated | 0 | 0.0% | 9 | 0.6% | 0 | 0.0% | 9 | 0.5% |
| Total | 58 | | 1,443 | | 343 | | 1,844 | |

Table 73. Motorcycle Crashes by Light Condition and Severity - 1996

| Light Condition | Fatal | | Personal Injury | | Property Damage | | Total | |
|-----------------|-----------|-------|-----------------|-------|-----------------|-------|--------------|-------|
| | | % | | % | | % | | % |
| Daylight | 31 | 53.4% | 986 | 68.3% | 229 | 66.8% | 1,246 | 67.6% |
| Dawn or dusk | 3 | 5.2% | 66 | 4.6% | 16 | 4.7% | 85 | 4.6% |
| Darkness | 24 | 41.4% | 384 | 26.6% | 97 | 28.3% | 505 | 27.4% |
| Not stated | 0 | 0.0% | 7 | 0.5% | 1 | 0.3% | 8 | 0.4% |
| Total | 58 | | 1,443 | | 343 | | 1,844 | |

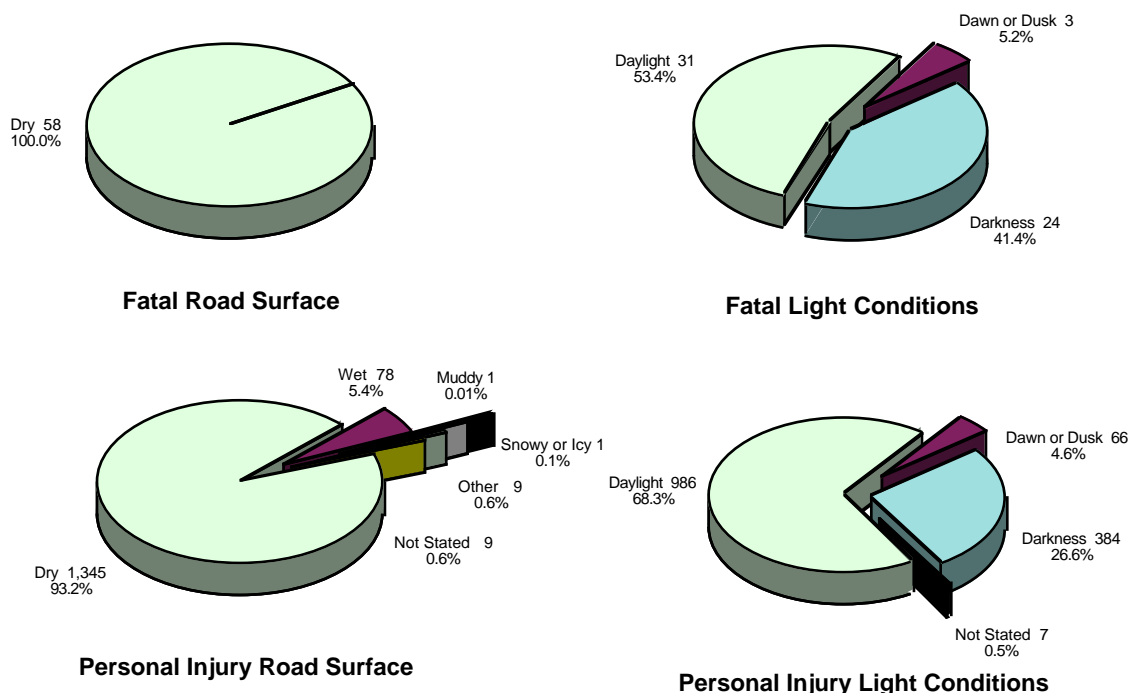


Figure 38. Motorcycle Crashes by Road Surface and Light Conditions - 1996

Table 74. School Bus Crashes by Month and Severity with Fatalities, Injuries - 1996

| Month | Personal Injury | | | Property Damage | | | Total | | | Out of Bus | | | | In Bus | | | | | | |
|--------------|-----------------|----------|----------|-----------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|----------|------------|------------|------------|----------|-----------|-----------|
| | Fatal | | | Injury | | | Damage | | | Total | | | Fatalities | | Injuries | | Fatalities | | Injuries | |
| | R | U | T | R | U | T | R | U | T | R | U | T | R | U | R | U | R | U | R | U |
| January | 0 | 0 | 0 | 5 | 6 | 11 | 65 | 83 | 148 | 70 | 89 | 159 | 0 | 0 | 2 | 10 | 0 | 0 | 3 | 3 |
| February | 0 | 0 | 0 | 4 | 9 | 13 | 29 | 46 | 75 | 33 | 55 | 88 | 0 | 0 | 5 | 16 | 0 | 0 | 1 | 5 |
| March | 0 | 0 | 0 | 8 | 12 | 20 | 28 | 45 | 73 | 36 | 57 | 93 | 0 | 0 | 10 | 29 | 0 | 0 | 5 | 3 |
| April | 0 | 0 | 0 | 5 | 10 | 15 | 16 | 37 | 53 | 21 | 47 | 68 | 0 | 0 | 15 | 28 | 0 | 0 | 5 | 6 |
| May | 0 | 0 | 0 | 9 | 5 | 14 | 34 | 59 | 93 | 43 | 64 | 107 | 0 | 0 | 25 | 9 | 0 | 0 | 6 | 3 |
| June | 0 | 0 | 0 | 2 | 2 | 4 | 8 | 13 | 21 | 10 | 15 | 25 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 2 |
| July | 0 | 0 | 0 | 2 | 3 | 5 | 2 | 3 | 5 | 4 | 6 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| August | 0 | 0 | 0 | 3 | 3 | 6 | 15 | 12 | 27 | 18 | 15 | 33 | 0 | 0 | 2 | 5 | 0 | 0 | 1 | 1 |
| September | 0 | 0 | 0 | 8 | 5 | 13 | 27 | 49 | 76 | 35 | 54 | 89 | 0 | 0 | 28 | 15 | 0 | 0 | 1 | 2 |
| October | 0 | 0 | 0 | 10 | 13 | 23 | 27 | 47 | 74 | 37 | 60 | 97 | 0 | 0 | 9 | 26 | 0 | 0 | 5 | 8 |
| November | 0 | 0 | 0 | 6 | 10 | 16 | 17 | 56 | 73 | 23 | 66 | 89 | 0 | 0 | 9 | 20 | 0 | 0 | 3 | 4 |
| December | 0 | 0 | 0 | 13 | 15 | 28 | 20 | 43 | 63 | 33 | 58 | 91 | 0 | 0 | 13 | 41 | 0 | 0 | 5 | 5 |
| Total | 0 | 0 | 0 | 75 | 93 | 168 | 288 | 493 | 781 | 363 | 586 | 949 | 0 | 0 | 121 | 204 | 0 | 0 | 36 | 44 |

Legend: R=Rural; U=Urban; T=Total

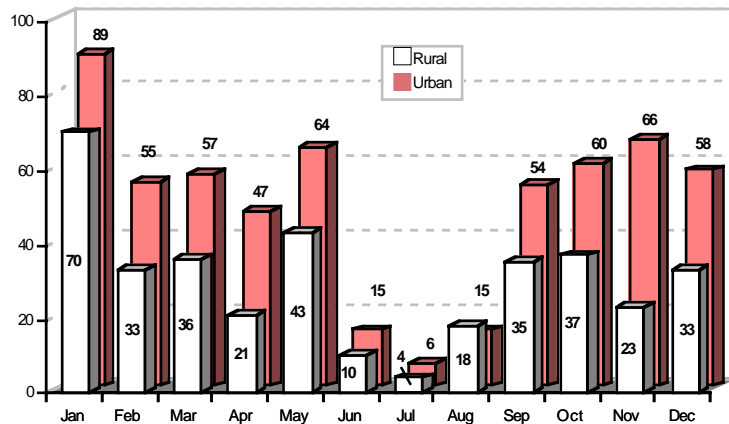


Figure 39. School Bus Crashes by Month - 1996

Table 75. School Bus Crashes by Contributing Circumstances and Severity - 1996

| Contributing Circumstances | Fatal | | Personal Injury | | Property Damage | | Total | |
|------------------------------|-------|------|-----------------|-------|-----------------|-------|-------|-------|
| | | % | | % | | % | | % |
| Speed Too Fast | 0 | 0.0% | 12 | 7.1% | 44 | 5.6% | 56 | 5.9% |
| Failed to Yield | 0 | 0.0% | 41 | 24.4% | 84 | 10.8% | 125 | 13.2% |
| Disregarded Signal/Sign | 0 | 0.0% | 14 | 8.3% | 26 | 3.3% | 40 | 4.2% |
| Drove Left of Center | 0 | 0.0% | 9 | 5.4% | 26 | 3.3% | 35 | 3.7% |
| Improper Passing | 0 | 0.0% | 1 | 0.6% | 18 | 2.3% | 19 | 2.0% |
| Followed Too Closely | 0 | 0.0% | 21 | 12.5% | 65 | 8.3% | 86 | 9.1% |
| Made Improper Turn | 0 | 0.0% | 4 | 2.4% | 57 | 7.3% | 61 | 6.4% |
| Had Been Drinking | 0 | 0.0% | 2 | 1.2% | 4 | 0.5% | 6 | 0.6% |
| Driver Inattention/Asleep | 0 | 0.0% | 75 | 44.6% | 362 | 46.4% | 437 | 46.0% |
| Other Improper Driving | 0 | 0.0% | 14 | 8.3% | 65 | 8.3% | 79 | 8.3% |
| Mechanical Failure | 0 | 0.0% | 5 | 3.0% | 19 | 2.4% | 24 | 2.5% |
| Animals on Roadway | 0 | 0.0% | 0 | 0.0% | 4 | 0.5% | 4 | 0.4% |
| Roadway Factors | 0 | 0.0% | 0 | 0.0% | 6 | 0.8% | 6 | 0.6% |
| Materials on Roadway/Weather | 0 | 0.0% | 31 | 18.5% | 142 | 18.2% | 173 | 18.2% |
| Other | 0 | 0.0% | 19 | 11.3% | 129 | 16.5% | 148 | 15.6% |

Note: See definitions for groupings of Contributing Circumstance.

Example: Speed to Fast was a Contributing Circumstance for 56 of 949 or 5.9% of School Bus crashes in 1996.

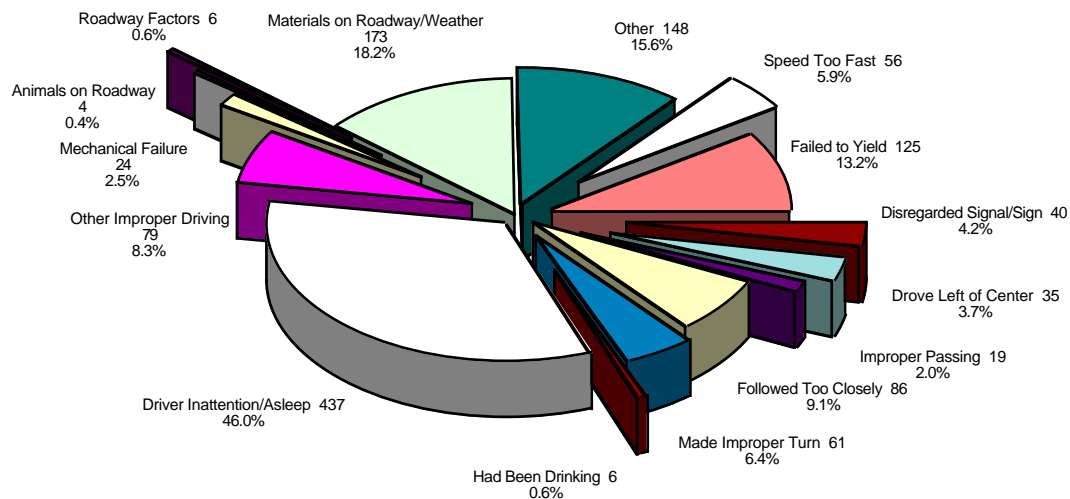
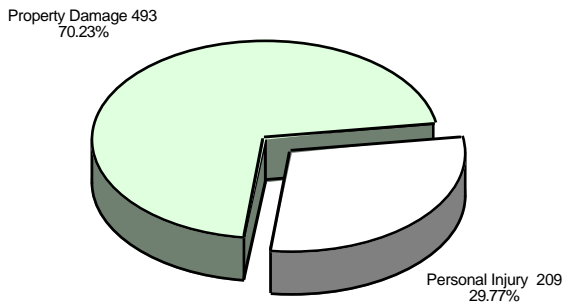


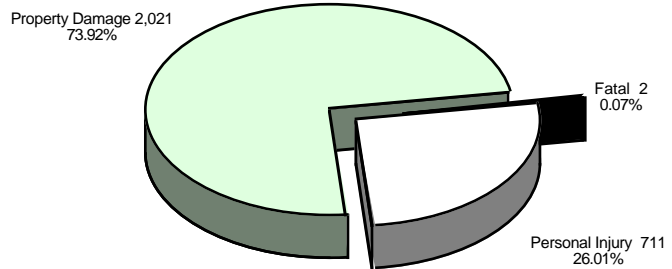
Figure 40. School Bus Crashes by Contributing Circumstance and Severity - 1996

Table 76. School Bus Crashes by Time of Day and Day of Week - 1996

| Time | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Total |
|-----------------|----------|------------|------------|------------|------------|------------|-----------|------------|
| midnight - 1 am | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1 - 2 am | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2 - 3 am | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 - 4 am | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 - 5 am | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 - 6 am | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 - 7 am | 0 | 2 | 4 | 6 | 2 | 2 | 0 | 16 |
| 7 - 8 am | 0 | 30 | 33 | 31 | 37 | 36 | 0 | 167 |
| 8 - 9 am | 0 | 22 | 28 | 37 | 29 | 17 | 1 | 134 |
| 9 - 10 am | 0 | 3 | 3 | 7 | 11 | 6 | 0 | 30 |
| 10 - 11 am | 0 | 3 | 3 | 8 | 5 | 5 | 0 | 24 |
| 11 - noon | 1 | 4 | 11 | 6 | 9 | 4 | 3 | 38 |
| noon - 1 pm | 1 | 5 | 6 | 8 | 10 | 5 | 1 | 36 |
| 1 - 2 pm | 0 | 4 | 2 | 8 | 5 | 6 | 1 | 26 |
| 2 - 3 pm | 1 | 20 | 20 | 17 | 19 | 24 | 0 | 101 |
| 3 - 4 pm | 0 | 41 | 51 | 43 | 47 | 42 | 2 | 226 |
| 4 - 5 pm | 0 | 16 | 27 | 13 | 20 | 11 | 2 | 89 |
| 5 - 6 pm | 0 | 2 | 3 | 2 | 4 | 5 | 2 | 18 |
| 6 - 7 pm | 0 | 2 | 2 | 2 | 5 | 2 | 0 | 13 |
| 7 - 8 pm | 0 | 2 | 3 | 0 | 0 | 2 | 0 | 7 |
| 8 - 9 pm | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 9 - 10 pm | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 10 - 11 pm | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 11 - midnight | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 5 |
| Unknown | 0 | 2 | 4 | 2 | 1 | 2 | 0 | 11 |
| Total | 3 | 160 | 201 | 191 | 207 | 171 | 16 | 949 |



Rural Crashes



Urban Crashes

Figure 41. Crashes in School Zones by Severity - 1996

Table 77. Crashes in School Zones by County and Severity - 1996

| County | Rural | | | | Urban | | | | Total | | | |
|-------------|-------|----|----|-----|-------|----|-----|-----|-------|----|-----|-----|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| ADAMS | 0 | 0 | 3 | 3 | 0 | 3 | 12 | 15 | 0 | 3 | 15 | 18 |
| ALLEN | 0 | 13 | 18 | 31 | 0 | 67 | 241 | 308 | 0 | 80 | 259 | 339 |
| BARTHOLOMEW | 0 | 0 | 1 | 1 | 0 | 17 | 23 | 40 | 0 | 17 | 24 | 41 |
| BENTON | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 0 | 1 | 3 | 4 |
| BLACKFORD | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| BOONE | 0 | 0 | 3 | 3 | 0 | 2 | 6 | 8 | 0 | 2 | 9 | 11 |
| BROWN | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 4 |
| CARROLL | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 4 | 0 | 1 | 4 | 5 |
| CASS | 0 | 0 | 0 | 0 | 0 | 9 | 14 | 23 | 0 | 9 | 14 | 23 |
| CLARK | 0 | 0 | 4 | 4 | 0 | 12 | 16 | 28 | 0 | 12 | 20 | 32 |
| CLAY | 0 | 4 | 7 | 11 | 0 | 2 | 4 | 6 | 0 | 6 | 11 | 17 |
| CLINTON | 0 | 0 | 2 | 2 | 0 | 2 | 8 | 10 | 0 | 2 | 10 | 12 |
| CRAWFORD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAVISS | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 15 | 0 | 4 | 11 | 15 |
| DEARBORN | 0 | 2 | 1 | 3 | 0 | 10 | 18 | 28 | 0 | 12 | 19 | 31 |
| DECATUR | 0 | 0 | 2 | 2 | 0 | 2 | 7 | 9 | 0 | 2 | 9 | 11 |
| DEKALB | 0 | 5 | 2 | 7 | 0 | 0 | 3 | 3 | 0 | 5 | 5 | 10 |
| DELAWARE | 0 | 7 | 9 | 16 | 0 | 19 | 41 | 60 | 0 | 26 | 50 | 76 |
| DUBOIS | 0 | 1 | 3 | 4 | 0 | 2 | 9 | 11 | 0 | 3 | 12 | 15 |
| ELKHART | 0 | 7 | 19 | 26 | 0 | 33 | 71 | 104 | 0 | 40 | 90 | 130 |
| FAYETTE | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 17 | 0 | 1 | 16 | 17 |
| FLOYD | 0 | 4 | 13 | 17 | 0 | 10 | 28 | 38 | 0 | 14 | 41 | 55 |
| FOUNTAIN | 0 | 0 | 1 | 1 | 0 | 1 | 7 | 8 | 0 | 1 | 8 | 9 |
| FRANKLIN | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 6 | 6 |
| FULTON | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 4 | 0 | 0 | 5 | 5 |
| GIBSON | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 5 | 0 | 1 | 5 | 6 |
| GRANT | 0 | 2 | 3 | 5 | 0 | 14 | 48 | 62 | 0 | 16 | 51 | 67 |
| GREENE | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 6 | 6 |
| HAMILTON | 0 | 4 | 7 | 11 | 0 | 11 | 22 | 33 | 0 | 15 | 29 | 44 |
| HANCOCK | 0 | 2 | 3 | 5 | 0 | 5 | 5 | 10 | 0 | 7 | 8 | 15 |
| HARRISON | 0 | 1 | 4 | 5 | 0 | 0 | 4 | 4 | 0 | 1 | 8 | 9 |
| HENDRICKS | 0 | 1 | 6 | 7 | 0 | 7 | 25 | 32 | 0 | 8 | 31 | 39 |
| HENRY | 0 | 4 | 2 | 6 | 0 | 1 | 9 | 10 | 0 | 5 | 11 | 16 |
| HOWARD | 0 | 2 | 4 | 6 | 0 | 9 | 27 | 36 | 0 | 11 | 31 | 42 |
| HUNTINGTON | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 17 | 0 | 3 | 14 | 17 |
| JACKSON | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 20 | 0 | 5 | 15 | 20 |
| JASPER | 0 | 0 | 3 | 3 | 0 | 1 | 7 | 8 | 0 | 1 | 10 | 11 |
| JAY | 0 | 2 | 3 | 5 | 0 | 1 | 3 | 4 | 0 | 3 | 6 | 9 |
| JEFFERSON | 0 | 1 | 3 | 4 | 0 | 0 | 8 | 8 | 0 | 1 | 11 | 12 |
| JENNINGS | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 6 | 6 |
| JOHNSON | 0 | 6 | 14 | 20 | 0 | 3 | 9 | 12 | 0 | 9 | 23 | 32 |
| KNOX | 0 | 2 | 2 | 4 | 0 | 16 | 24 | 40 | 0 | 18 | 26 | 44 |
| KOSCIUSKO | 0 | 1 | 8 | 9 | 0 | 6 | 21 | 27 | 0 | 7 | 29 | 36 |
| LAGRANGE | 0 | 2 | 3 | 5 | 0 | 1 | 2 | 3 | 0 | 3 | 5 | 8 |
| LAKE | 0 | 2 | 11 | 13 | 0 | 88 | 221 | 309 | 0 | 90 | 232 | 322 |
| LAPORTE | 0 | 4 | 6 | 10 | 0 | 17 | 56 | 73 | 0 | 21 | 62 | 83 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 77. Crashes in School Zones by County and Severity - 1996

| County | Rural | | | | Urban | | | | Total | | | |
|----------------|----------|------------|------------|------------|----------|------------|--------------|--------------|----------|------------|--------------|--------------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| LAWRENCE | 0 | 1 | 4 | 5 | 0 | 1 | 12 | 13 | 0 | 2 | 16 | 18 |
| MADISON | 0 | 0 | 5 | 5 | 0 | 20 | 61 | 81 | 0 | 20 | 66 | 86 |
| MARION | 0 | 44 | 81 | 125 | 0 | 46 | 129 | 175 | 0 | 90 | 210 | 300 |
| MARSHALL | 0 | 3 | 1 | 4 | 0 | 0 | 13 | 13 | 0 | 3 | 14 | 17 |
| MARTIN | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 |
| MIAMI | 0 | 0 | 2 | 2 | 0 | 5 | 10 | 15 | 0 | 5 | 12 | 17 |
| MONROE | 0 | 0 | 4 | 4 | 0 | 20 | 94 | 114 | 0 | 20 | 98 | 118 |
| MONTGOMERY | 0 | 1 | 4 | 5 | 0 | 3 | 6 | 9 | 0 | 4 | 10 | 14 |
| MORGAN | 0 | 3 | 1 | 4 | 0 | 4 | 8 | 12 | 0 | 7 | 9 | 16 |
| NEWTON | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| NOBLE | 0 | 2 | 2 | 4 | 0 | 2 | 12 | 14 | 0 | 4 | 14 | 18 |
| OHIO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ORANGE | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 3 |
| OWEN | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 0 | 2 | 5 | 7 |
| PARKE | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| PERRY | 0 | 0 | 1 | 1 | 0 | 1 | 8 | 9 | 0 | 1 | 9 | 10 |
| PIKE | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 2 | 0 | 1 | 4 | 5 |
| PORTER | 0 | 2 | 7 | 9 | 0 | 17 | 38 | 55 | 0 | 19 | 45 | 64 |
| POSEY | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 |
| PULASKI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PUTNAM | 0 | 1 | 2 | 3 | 0 | 3 | 12 | 15 | 0 | 4 | 14 | 18 |
| RANDOLPH | 0 | 0 | 3 | 3 | 0 | 3 | 6 | 9 | 0 | 3 | 9 | 12 |
| RIPLEY | 0 | 1 | 2 | 3 | 0 | 2 | 4 | 6 | 0 | 3 | 6 | 9 |
| RUSH | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 4 | 0 | 1 | 4 | 5 |
| SAINT JOSEPH | 0 | 23 | 63 | 86 | 2 | 81 | 170 | 253 | 2 | 104 | 233 | 339 |
| SCOTT | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 4 | 0 | 1 | 4 | 5 |
| SHELBY | 0 | 1 | 2 | 3 | 0 | 4 | 5 | 9 | 0 | 5 | 7 | 12 |
| SPENCER | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 |
| STARKE | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 1 | 4 | 5 |
| STEUBEN | 0 | 0 | 2 | 2 | 0 | 2 | 7 | 9 | 0 | 2 | 9 | 11 |
| SULLIVAN | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| SWITZERLAND | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 |
| TIPPECANOE | 0 | 21 | 47 | 68 | 0 | 38 | 119 | 157 | 0 | 59 | 166 | 225 |
| TIPTON | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 4 | 4 |
| UNION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANDEBURGH | 0 | 3 | 16 | 19 | 0 | 30 | 51 | 81 | 0 | 33 | 67 | 100 |
| VERMILLION | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 2 | 4 |
| VIGO | 0 | 1 | 24 | 25 | 0 | 22 | 92 | 114 | 0 | 23 | 116 | 139 |
| WABASH | 0 | 2 | 2 | 4 | 0 | 1 | 7 | 8 | 0 | 3 | 9 | 12 |
| WARREN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WARRICK | 0 | 7 | 11 | 18 | 0 | 1 | 5 | 6 | 0 | 8 | 16 | 24 |
| WASHINGTON | 0 | 0 | 1 | 1 | 0 | 3 | 6 | 9 | 0 | 3 | 7 | 10 |
| WAYNE | 0 | 3 | 3 | 6 | 0 | 6 | 20 | 26 | 0 | 9 | 23 | 32 |
| WELLS | 0 | 4 | 5 | 9 | 0 | 1 | 2 | 3 | 0 | 5 | 7 | 12 |
| WHITE | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 4 | 4 |
| WHITLEY | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 9 | 9 |
| INDIANA | 0 | 209 | 493 | 702 | 2 | 711 | 2,021 | 2,734 | 2 | 920 | 2,514 | 3,436 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 78. Crashes Involving Pedestrians by Month and Severity with Fatalities, Injuries by Urban/Rural Locale - 1996

| Month | Fatal | | | Personal Injury | | | Property Damage | | | Total | | | Pedestrians | | | | | |
|--------------|-----------|-----------|-----------|-----------------|--------------|--------------|-----------------|------------|------------|------------|--------------|--------------|-------------------------|-----------|-----------|-----------------------|--------------|--------------|
| | | | | | | | | | | | | | Fatalities ¹ | | | Injuries ¹ | | |
| | R | U | T | R | U | T | R | U | T | R | U | T | R | U | T | R | U | T |
| January | 5 | 5 | 10 | 40 | 135 | 175 | 5 | 17 | 22 | 50 | 157 | 207 | 4 | 5 | 9 | 40 | 128 | 168 |
| February | 3 | 1 | 4 | 23 | 107 | 130 | 3 | 7 | 10 | 29 | 115 | 144 | 3 | 1 | 4 | 20 | 98 | 118 |
| March | 6 | 1 | 7 | 23 | 96 | 119 | 4 | 6 | 10 | 33 | 103 | 136 | 6 | 1 | 7 | 21 | 90 | 111 |
| April | 2 | 2 | 4 | 21 | 133 | 154 | 5 | 9 | 14 | 28 | 144 | 172 | 2 | 2 | 4 | 17 | 123 | 140 |
| May | 2 | 6 | 8 | 28 | 185 | 213 | 3 | 17 | 20 | 33 | 208 | 241 | 2 | 5 | 7 | 24 | 165 | 189 |
| June | 2 | 1 | 3 | 29 | 201 | 230 | 5 | 13 | 18 | 36 | 215 | 251 | 2 | 1 | 3 | 23 | 144 | 167 |
| July | 3 | 4 | 7 | 39 | 147 | 186 | 3 | 20 | 23 | 45 | 171 | 216 | 3 | 4 | 7 | 29 | 107 | 136 |
| August | 1 | 6 | 7 | 33 | 173 | 206 | 7 | 20 | 27 | 41 | 199 | 240 | 1 | 5 | 6 | 32 | 134 | 166 |
| September | 5 | 3 | 8 | 22 | 172 | 194 | 3 | 26 | 29 | 30 | 201 | 231 | 5 | 3 | 8 | 17 | 141 | 158 |
| October | 5 | 5 | 10 | 38 | 158 | 196 | 5 | 18 | 23 | 48 | 181 | 229 | 4 | 5 | 9 | 30 | 137 | 167 |
| November | 2 | 3 | 5 | 24 | 134 | 158 | 2 | 13 | 15 | 28 | 150 | 178 | 2 | 2 | 4 | 21 | 127 | 148 |
| December | 4 | 4 | 8 | 29 | 112 | 141 | 5 | 18 | 23 | 38 | 134 | 172 | 4 | 4 | 8 | 26 | 98 | 124 |
| Total | 40 | 41 | 81 | 349 | 1,753 | 2,102 | 50 | 184 | 234 | 439 | 1,978 | 2,417 | 38 | 38 | 76 | 300 | 1,492 | 1,792 |

¹ Includes all pedestrian fatalities or injuries in crashes involving pedestrians. See Definitions for the definition of a pedestrian crash. Total fatalities in crashes involving pedestrians was 82 [76 pedestrian fatalities plus 6 vehicle occupant fatalities]. Total injured was 2,335. Legend: R=Rural; U=Urban; T=Total

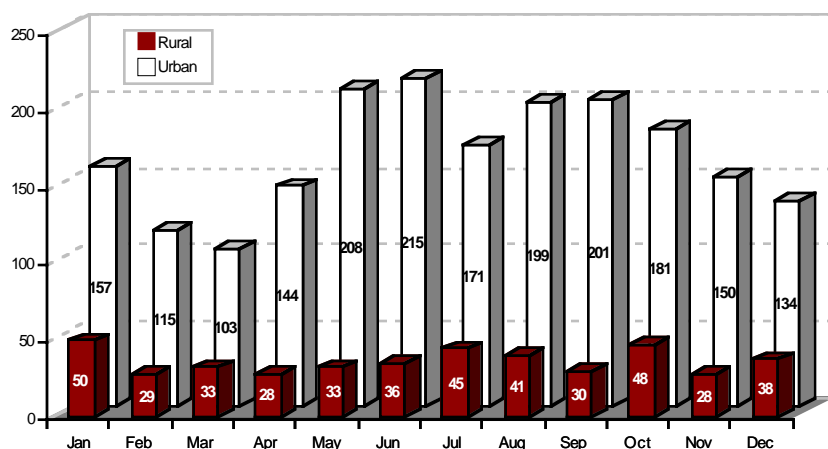


Figure 42. Crashes Involving Pedestrians by Month - 1996

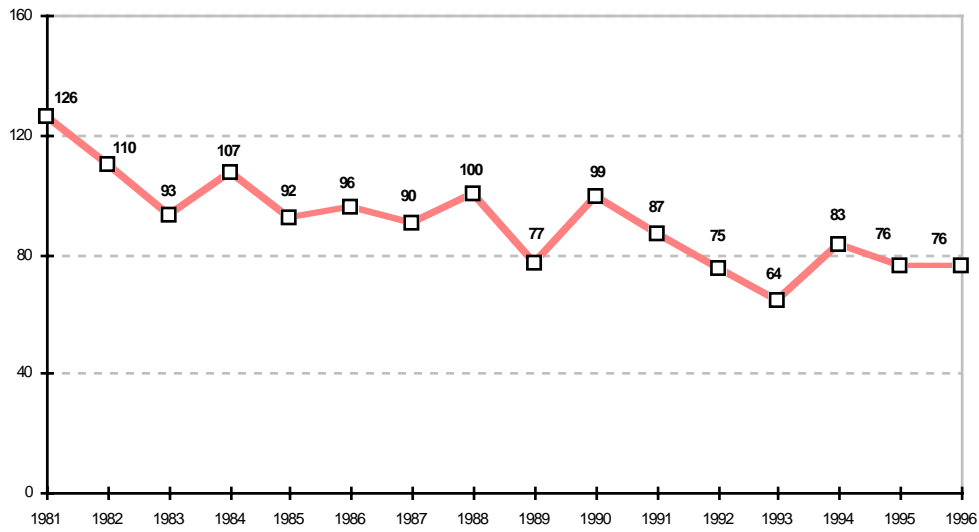
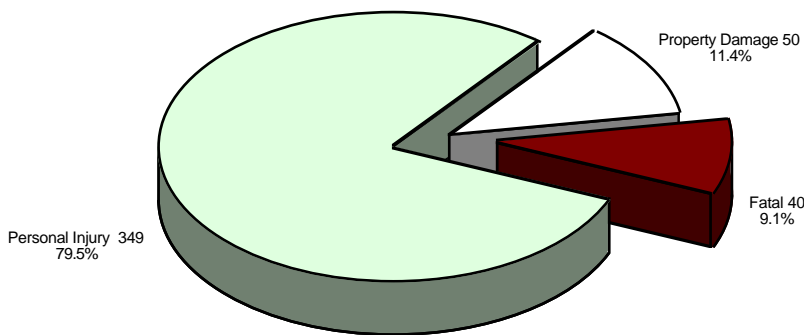
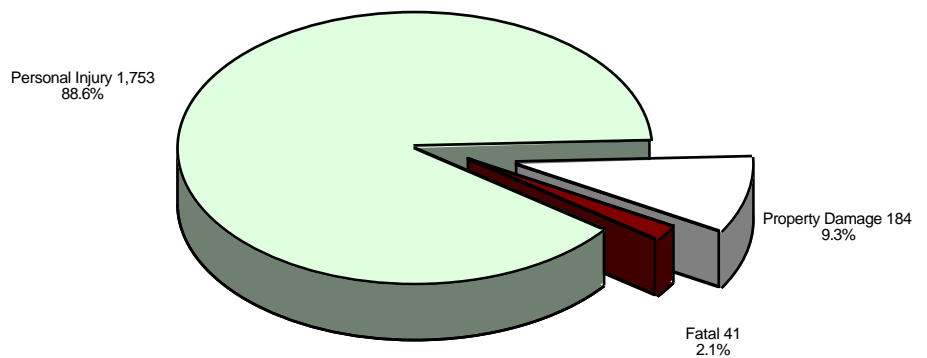


Figure 43. Pedestrian Fatalities by Year: 1981-1996



Rural Crashes



Urban Crashes

Figure 44. Crashes Involving Pedestrians by Severity - 1995

Table 79. Crashes Involving Pedestrians by Manner of Collision and Roadway Type by Urban/Rural Locale - 1996

| Manner of Collision | County | | | | | | | | | City | | | Total | | | | | |
|--------------------------|------------|----------|-----------|------------|-----------|------------|------------|-----------|------------|------------|----------|------------|----------|--------------|--------------|------------|--------------|--------------|
| | Interstate | | | U.S. Route | | | State Road | | | Road | | | Street | | | | | |
| | R | U | T | R | U | T | R | U | T | R | U | T | R | U | T | R | U | T |
| Rear End | 6 | 4 | 10 | 5 | 14 | 19 | 11 | 11 | 22 | 33 | 0 | 33 | 0 | 164 | 164 | 55 | 193 | 248 |
| Head On | 6 | 2 | 8 | 9 | 14 | 23 | 13 | 9 | 22 | 64 | 0 | 64 | 0 | 378 | 378 | 92 | 403 | 495 |
| Side Swipe Same | 6 | 3 | 9 | 5 | 7 | 12 | 7 | 4 | 11 | 32 | 0 | 32 | 0 | 170 | 170 | 50 | 184 | 234 |
| Side Swipe Opposite | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 2 | 4 | 16 | 0 | 16 | 0 | 49 | 49 | 20 | 52 | 72 |
| Off Road | 9 | 0 | 9 | 3 | 3 | 6 | 6 | 3 | 9 | 32 | 0 | 32 | 0 | 52 | 52 | 50 | 58 | 108 |
| Right Angle | 3 | 0 | 3 | 14 | 18 | 32 | 14 | 25 | 39 | 98 | 0 | 98 | 0 | 736 | 736 | 129 | 779 | 908 |
| Left Turn and Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 2 |
| Left Turn | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 2 | 2 | 2 | 0 | 2 | 0 | 80 | 80 | 2 | 86 | 88 |
| Right Turn | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 4 | 5 | 0 | 5 | 0 | 35 | 35 | 5 | 41 | 46 |
| Unknown | 1 | 0 | 1 | 3 | 5 | 8 | 6 | 4 | 10 | 25 | 0 | 25 | 0 | 172 | 172 | 35 | 181 | 216 |
| Total | 31 | 9 | 40 | 41 | 68 | 109 | 59 | 64 | 123 | 308 | 0 | 308 | 0 | 1,837 | 1,837 | 439 | 1,978 | 2,417 |

Legend: R=Rural; U=Urban; T=Total
See Definitions for the definition of a pedestrian crash.

Table 80. Crashes Involving Pedestrians by Time of Day and Day of Week - 1996

| Time | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Total |
|-----------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| midnight - 1 am | 9 | 4 | 2 | 5 | 2 | 5 | 7 | 34 |
| 1 - 2 am | 9 | 2 | 2 | 3 | 3 | 4 | 9 | 32 |
| 2 - 3 am | 3 | 1 | 3 | 2 | 4 | 4 | 10 | 27 |
| 3 - 4 am | 11 | 2 | 1 | 1 | 0 | 1 | 5 | 21 |
| 4 - 5 am | 3 | 0 | 0 | 0 | 1 | 4 | 2 | 10 |
| 5 - 6 am | 2 | 5 | 2 | 0 | 5 | 3 | 1 | 18 |
| 6 - 7 am | 0 | 5 | 8 | 11 | 6 | 9 | 2 | 41 |
| 7 - 8 am | 1 | 12 | 27 | 25 | 26 | 20 | 4 | 115 |
| 8 - 9 am | 2 | 13 | 15 | 8 | 13 | 17 | 8 | 76 |
| 9 - 10 am | 4 | 10 | 5 | 14 | 9 | 8 | 5 | 55 |
| 10 - 11 am | 5 | 7 | 10 | 10 | 12 | 7 | 11 | 62 |
| 11 - noon | 13 | 16 | 11 | 10 | 18 | 9 | 16 | 93 |
| noon - 1 pm | 9 | 15 | 16 | 14 | 9 | 24 | 21 | 108 |
| 1 - 2 pm | 15 | 20 | 17 | 21 | 17 | 11 | 28 | 129 |
| 2 - 3 pm | 15 | 32 | 25 | 24 | 25 | 30 | 18 | 169 |
| 3 - 4 pm | 11 | 46 | 38 | 48 | 34 | 50 | 26 | 253 |
| 4 - 5 pm | 13 | 26 | 36 | 31 | 44 | 37 | 21 | 208 |
| 5 - 6 pm | 20 | 42 | 48 | 32 | 20 | 30 | 30 | 222 |
| 6 - 7 pm | 24 | 23 | 31 | 31 | 31 | 30 | 27 | 197 |
| 7 - 8 pm | 12 | 21 | 24 | 21 | 22 | 23 | 26 | 149 |
| 8 - 9 pm | 17 | 16 | 11 | 17 | 23 | 23 | 16 | 123 |
| 9 - 10 pm | 9 | 13 | 11 | 9 | 21 | 23 | 16 | 102 |
| 10 - 11 pm | 9 | 10 | 11 | 8 | 9 | 19 | 12 | 78 |
| 11 - midnight | 7 | 5 | 6 | 3 | 5 | 17 | 13 | 56 |
| Unknown | 5 | 6 | 4 | 9 | 3 | 5 | 7 | 39 |
| Total | 228 | 352 | 364 | 357 | 362 | 413 | 341 | 2,417 |

See Definitions for the definition of a pedestrian crash.

Table 81. Pedestrian Fatalities and Injuries by Pedestrian Age and Light Condition - 1996

| Age | Daylight | | Dawn/ Dusk | | Dark/ Lighted | | Dark | | Unknown | | Total | | |
|--------------|-----------|--------------|---------------|------------|------------------|------------|-----------|------------|----------|----------|-----------|--------------|--------------|
| | Fat | Inj | Fat | Inj | Fat | Inj | Fat | Inj | Fat | Inj | Fat | Inj | Total |
| 0 - 2 | 0 | 31 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 38 | 38 |
| 3 | 0 | 36 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 42 | 42 |
| 4 | 1 | 30 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 36 | 37 |
| 5 - 9 | 2 | 228 | 0 | 26 | 1 | 19 | 0 | 6 | 0 | 1 | 3 | 280 | 283 |
| 10 - 14 | 2 | 200 | 1 | 11 | 0 | 26 | 1 | 9 | 0 | 0 | 4 | 246 | 250 |
| 15 | 0 | 37 | 0 | 1 | 0 | 14 | 0 | 4 | 0 | 0 | 0 | 56 | 56 |
| 16 | 1 | 36 | 0 | 4 | 0 | 8 | 1 | 4 | 0 | 1 | 2 | 53 | 55 |
| 17 | 0 | 24 | 0 | 1 | 0 | 6 | 1 | 8 | 0 | 0 | 1 | 39 | 40 |
| 18 | 0 | 23 | 0 | 1 | 2 | 9 | 1 | 6 | 0 | 0 | 3 | 39 | 42 |
| 19 | 0 | 13 | 0 | 1 | 1 | 8 | 0 | 4 | 0 | 0 | 1 | 26 | 27 |
| 20 | 1 | 9 | 0 | 1 | 0 | 9 | 1 | 1 | 0 | 0 | 2 | 20 | 22 |
| 21 | 0 | 10 | 0 | 2 | 0 | 8 | 2 | 5 | 0 | 0 | 2 | 25 | 27 |
| 22 | 0 | 9 | 0 | 2 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 24 | 24 |
| 23 | 0 | 12 | 0 | 3 | 0 | 12 | 0 | 3 | 0 | 1 | 0 | 31 | 31 |
| 24 | 1 | 14 | 0 | 1 | 0 | 8 | 0 | 3 | 0 | 0 | 1 | 26 | 27 |
| 25 - 34 | 3 | 110 | 0 | 8 | 3 | 81 | 7 | 33 | 0 | 0 | 13 | 232 | 245 |
| 35 - 44 | 0 | 94 | 0 | 12 | 9 | 58 | 4 | 35 | 0 | 1 | 13 | 200 | 213 |
| 45 - 54 | 1 | 73 | 0 | 11 | 5 | 35 | 5 | 14 | 0 | 0 | 11 | 133 | 144 |
| 55 - 64 | 1 | 35 | 1 | 3 | 2 | 17 | 3 | 5 | 0 | 1 | 7 | 61 | 68 |
| 65 - 74 | 1 | 36 | 0 | 2 | 4 | 8 | 2 | 1 | 0 | 0 | 7 | 47 | 54 |
| 75 - 84 | 0 | 13 | 0 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 4 | 19 | 23 |
| 85+ | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 5 |
| Unknown | 0 | 71 | 0 | 6 | 0 | 27 | 0 | 11 | 0 | 0 | 0 | 115 | 115 |
| Total | 15 | 1,147 | 2 | 102 | 28 | 379 | 31 | 158 | 0 | 6 | 76 | 1,792 | 1,868 |

Legend: Fat=Fatalities; Inj=Injured.

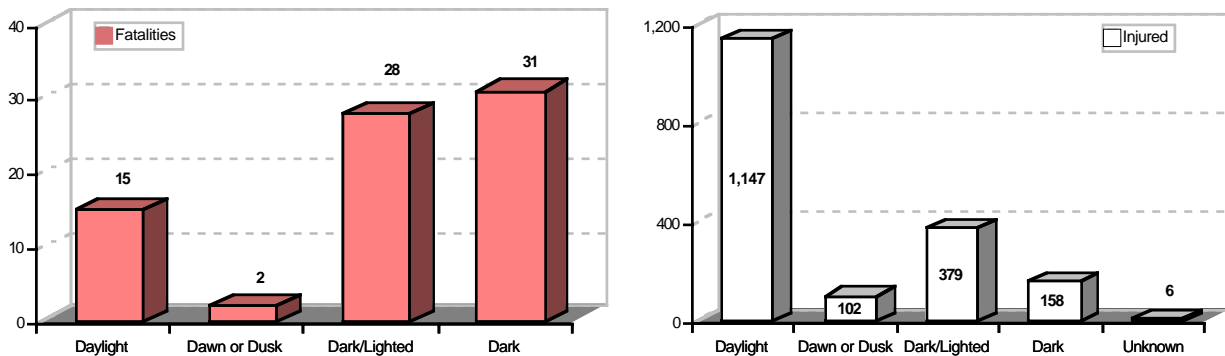


Figure 45. Pedestrian Fatalities and Injuries by Light Conditions - 1996

Table 82. Vehicles Involved in Pedestrian Crashes by Pedestrian Action - 1996

| Vehicle Type | Not in Roadway | Standing or Playing in Roadway | Pushing or Working on a Vehicle | Working in Roadway | Walking in Roadway with Traffic | Walking in Roadway against Traffic | Getting on or off Vehicle | Getting on or off Schoolbus | Crossing or Entering not at Intersection | Crossing or Entering at Intersection | Other | Unknown | Total |
|---|----------------|--------------------------------|---------------------------------|--------------------|---------------------------------|------------------------------------|---------------------------|-----------------------------|--|--------------------------------------|-------|---------|-------|
| Passenger Car | 92 | 137 | 49 | 15 | 71 | 37 | 26 | 8 | 408 | 268 | 164 | 1,698 | 2,973 |
| Pickup | 29 | 23 | 16 | 10 | 15 | 7 | 9 | 0 | 61 | 50 | 31 | 293 | 544 |
| Van | 13 | 12 | 4 | 3 | 11 | 3 | 3 | 1 | 42 | 35 | 16 | 207 | 350 |
| Truck | 5 | 7 | 4 | 3 | 3 | 0 | 0 | 0 | 10 | 12 | 7 | 56 | 107 |
| Semi-Tractor Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 |
| Semi-Tractor/Trailer | 0 | 6 | 6 | 1 | 2 | 0 | 1 | 0 | 4 | 0 | 4 | 18 | 42 |
| Combination Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Recreational Vehicle | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 |
| Bus | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 7 | 4 | 18 | 32 |
| School Bus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 |
| Police Car | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 4 | 6 | 19 | 38 |
| Fire Truck | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| Ambulance | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 |
| Motorcycle/Moped Motorbike/Motorscooter | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 18 | 29 |
| Farm Equipment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Special Vehicle | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 8 |
| Unknown | 12 | 25 | 1 | 3 | 29 | 2 | 3 | 1 | 35 | 28 | 24 | 152 | 315 |

Note: Row totals will not equal the number of crashes. More than one vehicle can be involved in a pedestrian crash. See Definitions for the definition of a pedestrian crash.

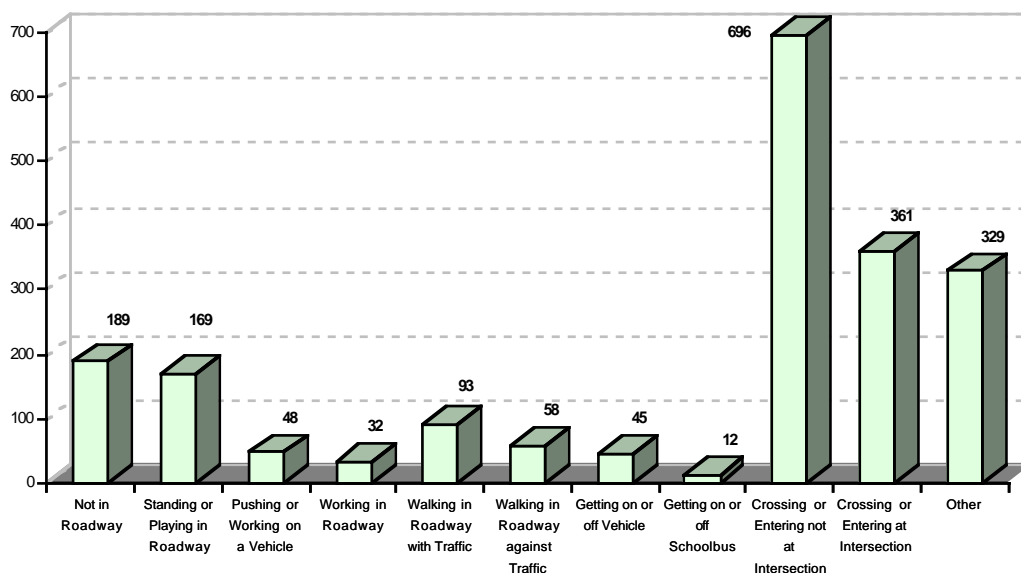


Figure 46. Crashes by Pedestrian Action - 1996

Figure does not contain unknowns.

Table 83. Bicycle Crashes by Month and Severity by Urban/Rural Locale - 1996

| Month | Property Damage | | | | | | | | | Bicyclists | | | | | | | | |
|--------------|-----------------|----------|-----------|-----------------|--------------|--------------|-----------|------------|------------|------------|--------------|--------------|----------|----------|----------|------------|------------|--------------|
| | Fatal | | | Personal Injury | | | Total | | | Fatalities | | | Injuries | | | | | |
| | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot | | | |
| January | 0 | 0 | 0 | 7 | 26 | 33 | 2 | 2 | 4 | 9 | 28 | 37 | 0 | 0 | 0 | 2 | 12 | 14 |
| February | 0 | 0 | 0 | 22 | 53 | 75 | 1 | 7 | 8 | 23 | 60 | 83 | 0 | 0 | 0 | 12 | 26 | 38 |
| March | 1 | 0 | 1 | 11 | 60 | 71 | 4 | 5 | 9 | 16 | 65 | 81 | 0 | 0 | 0 | 5 | 31 | 36 |
| April | 0 | 2 | 2 | 14 | 94 | 108 | 8 | 11 | 19 | 22 | 107 | 129 | 0 | 1 | 1 | 6 | 46 | 52 |
| May | 0 | 4 | 4 | 36 | 143 | 179 | 1 | 10 | 11 | 37 | 157 | 194 | 0 | 2 | 2 | 19 | 71 | 90 |
| June | 0 | 0 | 0 | 57 | 326 | 383 | 5 | 17 | 22 | 62 | 343 | 405 | 0 | 0 | 0 | 27 | 161 | 188 |
| July | 2 | 0 | 2 | 73 | 340 | 413 | 2 | 19 | 21 | 77 | 359 | 436 | 1 | 0 | 1 | 36 | 179 | 215 |
| August | 0 | 0 | 0 | 60 | 319 | 379 | 5 | 17 | 22 | 65 | 336 | 401 | 0 | 0 | 0 | 32 | 155 | 187 |
| September | 2 | 0 | 2 | 35 | 256 | 291 | 5 | 16 | 21 | 42 | 272 | 314 | 1 | 0 | 1 | 16 | 126 | 142 |
| October | 0 | 0 | 0 | 26 | 184 | 210 | 4 | 15 | 19 | 30 | 199 | 229 | 0 | 0 | 0 | 12 | 93 | 105 |
| November | 0 | 1 | 1 | 9 | 74 | 83 | 4 | 6 | 10 | 13 | 81 | 94 | 0 | 1 | 1 | 4 | 35 | 39 |
| December | 0 | 0 | 0 | 10 | 56 | 66 | 4 | 6 | 10 | 14 | 62 | 76 | 0 | 0 | 0 | 5 | 25 | 30 |
| Total | 5 | 7 | 12 | 360 | 1,931 | 2,291 | 45 | 131 | 176 | 410 | 2,069 | 2,479 | 2 | 4 | 6 | 176 | 960 | 1,136 |

Legend: R=Rural; U=Urban; Tot=Total.
See definitions for the definition of a bicycle crash.

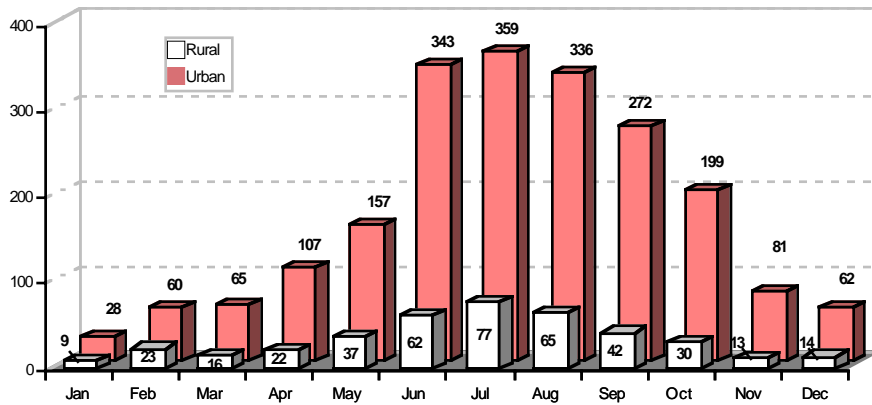


Figure 47. Bicycle Crashes by Month - 1996

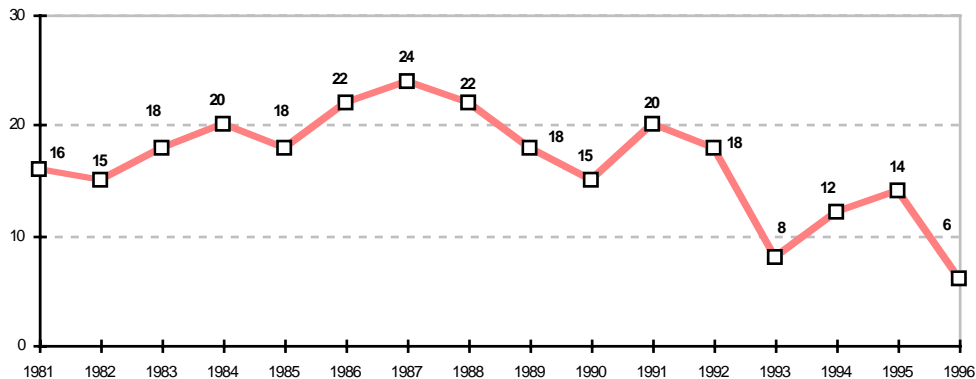


Figure 48. Bicyclist Fatalities by Year: 1981-1996

Table 84. Bicycle Crashes by Time of Day and Day of Week - 1996

| Time | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Total |
|-----------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| midnight - 1 am | 0 | 2 | 3 | 1 | 3 | 2 | 4 | 15 |
| 1 - 2 am | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 6 |
| 2 - 3 am | 0 | 0 | 1 | 2 | 1 | 0 | 3 | 7 |
| 3 - 4 am | 2 | 0 | 3 | 5 | 0 | 2 | 0 | 12 |
| 4 - 5 am | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5 - 6 am | 0 | 0 | 6 | 4 | 0 | 5 | 0 | 15 |
| 6 - 7 am | 5 | 3 | 4 | 4 | 7 | 2 | 0 | 25 |
| 7 - 8 am | 4 | 10 | 10 | 21 | 20 | 14 | 4 | 83 |
| 8 - 9 am | 1 | 5 | 10 | 16 | 3 | 3 | 1 | 39 |
| 9 - 10 am | 2 | 5 | 17 | 3 | 10 | 11 | 9 | 57 |
| 10 - 11 am | 5 | 10 | 12 | 14 | 7 | 13 | 11 | 72 |
| 11 - noon | 14 | 15 | 10 | 18 | 16 | 20 | 19 | 112 |
| noon - 1 pm | 18 | 18 | 20 | 13 | 13 | 27 | 22 | 131 |
| 1 - 2 pm | 18 | 6 | 15 | 13 | 22 | 21 | 37 | 132 |
| 2 - 3 pm | 17 | 18 | 26 | 29 | 14 | 25 | 33 | 162 |
| 3 - 4 pm | 27 | 41 | 46 | 37 | 42 | 42 | 21 | 256 |
| 4 - 5 pm | 10 | 36 | 64 | 40 | 50 | 37 | 37 | 274 |
| 5 - 6 pm | 39 | 54 | 46 | 38 | 43 | 63 | 31 | 314 |
| 6 - 7 pm | 29 | 39 | 40 | 39 | 50 | 38 | 35 | 270 |
| 7 - 8 pm | 13 | 16 | 24 | 32 | 41 | 24 | 35 | 185 |
| 8 - 9 pm | 14 | 12 | 18 | 18 | 21 | 22 | 9 | 114 |
| 9 - 10 pm | 5 | 9 | 20 | 15 | 10 | 3 | 8 | 70 |
| 10 - 11 pm | 1 | 13 | 7 | 9 | 13 | 11 | 6 | 60 |
| 11 - midnight | 0 | 6 | 2 | 6 | 5 | 9 | 4 | 32 |
| Unknown | 2 | 7 | 3 | 10 | 8 | 1 | 3 | 34 |
| Total | 230 | 326 | 407 | 387 | 400 | 395 | 334 | 2,479 |

See Definitions for the definition of a bicycle crash.

Table 85. Bicycle Crashes by Manner of Collision, Roadway Type and Urban/Rural Locale - 1996

| Manner of Collision | Interstate | | | U.S. Route | | | State Road | | | County Road | | | City Street | | | Total | | |
|----------------------|------------|----------|----------|------------|-----------|-----------|------------|-----------|------------|-------------|----------|------------|-------------|--------------|--------------|------------|--------------|--------------|
| | R | U | T | R | U | T | R | U | T | R | U | T | R | U | T | R | U | Tot |
| Rear End | 1 | 1 | 2 | 3 | 7 | 10 | 9 | 1 | 10 | 40 | 0 | 40 | 0 | 85 | 85 | 53 | 94 | 147 |
| Head On | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 11 | 12 | 42 | 0 | 42 | 0 | 116 | 116 | 47 | 127 | 174 |
| Side Swipe Same | 3 | 0 | 3 | 0 | 9 | 9 | 6 | 7 | 13 | 23 | 0 | 23 | 0 | 108 | 108 | 32 | 124 | 156 |
| Side Swipe Opposite | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 0 | 46 | 46 | 20 | 46 | 66 |
| Off Road | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 4 | 0 | 18 | 18 | 6 | 18 | 24 |
| Right Angle | 2 | 0 | 2 | 8 | 31 | 39 | 18 | 46 | 64 | 162 | 0 | 162 | 0 | 1,311 | 1,311 | 190 | 1,388 | 1,578 |
| Left and Right Turns | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 1 | 2 | 3 |
| Left Turn | 0 | 0 | 0 | 0 | 7 | 7 | 8 | 5 | 13 | 38 | 0 | 38 | 0 | 119 | 119 | 46 | 131 | 177 |
| Right Turn | 0 | 0 | 0 | 2 | 8 | 10 | 0 | 3 | 3 | 7 | 0 | 7 | 0 | 93 | 93 | 9 | 104 | 113 |
| Unknown | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 2 | 4 | 0 | 4 | 0 | 33 | 33 | 6 | 35 | 41 |
| Total | 6 | 1 | 7 | 17 | 64 | 81 | 46 | 73 | 119 | 341 | 0 | 341 | 0 | 1,931 | 1,931 | 410 | 2,069 | 2,479 |

Legend: R=Rural; U=Urban; T=Total.
See Definitions for the definition of a bicycle crash.

Table 86. Bicyclist Fatalities or Injuries by Age, Gender and Injury Severity - 1996

| Age | Fatalities | | | Incapacitating | | | Not Incapacitating | | | Possible | | | Total* | | |
|---------------|------------|----------|----------|----------------|-----------|------------|--------------------|------------|------------|------------|-----------|------------|------------|------------|--------------|
| | M | F | Tot | M | F | Tot' | M | F | Tot' | M | F | Tot' | M | F | Tot |
| 0 - 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 3 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 1 | 3 | 6 | 1 | 7 |
| 5 - 9 | 3 | 0 | 3 | 17 | 10 | 27 | 79 | 31 | 110 | 45 | 18 | 63 | 144 | 59 | 203 |
| 10 - 14 | 1 | 0 | 1 | 29 | 6 | 35 | 152 | 50 | 203 | 84 | 33 | 121 | 266 | 89 | 360 |
| 15 | 0 | 0 | 0 | 12 | 1 | 13 | 24 | 6 | 30 | 23 | 2 | 25 | 59 | 9 | 68 |
| 16 | 0 | 0 | 0 | 2 | 1 | 3 | 18 | 2 | 20 | 10 | 2 | 13 | 30 | 5 | 36 |
| 17 | 0 | 0 | 0 | 2 | 0 | 2 | 8 | 0 | 8 | 6 | 3 | 9 | 16 | 3 | 19 |
| 18 | 0 | 0 | 0 | 2 | 0 | 2 | 12 | 1 | 13 | 12 | 2 | 14 | 26 | 3 | 29 |
| 19 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 4 | 11 | 2 | 13 | 16 | 3 | 19 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 4 | 2 | 6 | 11 | 5 | 16 |
| 21 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 1 | 4 | 6 | 1 | 7 | 11 | 4 | 15 |
| 22 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 1 | 6 | 8 | 0 | 8 | 14 | 1 | 15 |
| 23 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 5 | 4 | 1 | 5 | 9 | 3 | 12 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 4 |
| 25 - 34 | 1 | 0 | 1 | 10 | 2 | 12 | 36 | 4 | 40 | 27 | 12 | 40 | 74 | 18 | 93 |
| 35 - 44 | 1 | 0 | 1 | 9 | 2 | 11 | 18 | 5 | 23 | 23 | 3 | 26 | 51 | 10 | 61 |
| 45 - 54 | 0 | 0 | 0 | 4 | 1 | 5 | 4 | 4 | 9 | 7 | 2 | 9 | 15 | 7 | 23 |
| 55 - 64 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 3 | 6 | 5 | 2 | 7 | 9 | 5 | 14 |
| 65 - 74 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 5 | 2 | 0 | 2 | 7 | 2 | 9 |
| 75 - 84 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 1 | 5 | 0 | 5 |
| 85+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 2 | 0 | 10 | 14 | 7 | 59 | 16 | 3 | 61 | 32 | 10 | 130 |
| Total* | 6 | 0 | 6 | 96 | 28 | 132 | 404 | 121 | 565 | 302 | 89 | 439 | 808 | 238 | 1,142 |

*Total Includes persons whose gender is unknown.
 Legend: M=Male; F=Female; Tot=Total
 See Definitions for the definition of a bicycle crash.

Table 87. Crashes Involving Trailers by Month and Severity with Fatalities, Injuries by Locale - 1996

| Month | Fatal | | | Personal Injury | | | Property Damage | | | Total Crashes | | | Fatalities | | | Injuries | | |
|--------------|------------|-----------|------------|-----------------|------------|--------------|-----------------|--------------|--------------|---------------|--------------|--------------|------------|-----------|------------|--------------|--------------|--------------|
| | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot | R | U | Tot |
| January | 17 | 4 | 21 | 134 | 84 | 218 | 429 | 349 | 778 | 580 | 437 | 1,017 | 19 | 5 | 24 | 199 | 128 | 327 |
| February | 5 | 1 | 6 | 89 | 52 | 141 | 224 | 219 | 443 | 318 | 272 | 590 | 5 | 1 | 6 | 115 | 64 | 179 |
| March | 6 | 3 | 9 | 87 | 58 | 145 | 334 | 309 | 643 | 427 | 370 | 797 | 6 | 4 | 10 | 135 | 84 | 219 |
| April | 8 | 1 | 9 | 68 | 67 | 135 | 251 | 278 | 529 | 327 | 346 | 673 | 8 | 2 | 10 | 102 | 88 | 190 |
| May | 6 | 1 | 7 | 74 | 66 | 140 | 314 | 312 | 626 | 394 | 379 | 773 | 6 | 1 | 7 | 119 | 90 | 209 |
| June | 12 | 0 | 12 | 105 | 75 | 180 | 318 | 327 | 645 | 435 | 402 | 837 | 12 | 0 | 12 | 164 | 108 | 272 |
| July | 6 | 1 | 7 | 89 | 65 | 154 | 297 | 301 | 598 | 392 | 367 | 759 | 9 | 1 | 10 | 139 | 84 | 223 |
| August | 6 | 2 | 8 | 104 | 80 | 184 | 272 | 311 | 583 | 382 | 393 | 775 | 6 | 2 | 8 | 161 | 131 | 292 |
| September | 8 | 3 | 11 | 96 | 79 | 175 | 273 | 287 | 560 | 377 | 369 | 746 | 9 | 3 | 12 | 148 | 104 | 252 |
| October | 15 | 0 | 15 | 98 | 87 | 185 | 323 | 335 | 658 | 436 | 422 | 858 | 18 | 0 | 18 | 151 | 121 | 272 |
| November | 6 | 1 | 7 | 99 | 55 | 154 | 275 | 265 | 540 | 380 | 321 | 701 | 8 | 1 | 9 | 142 | 75 | 217 |
| December | 8 | 1 | 9 | 91 | 63 | 154 | 331 | 301 | 632 | 430 | 365 | 795 | 8 | 2 | 10 | 136 | 80 | 216 |
| Total | 103 | 18 | 121 | 1,134 | 831 | 1,965 | 3,641 | 3,594 | 7,235 | 4,878 | 4,443 | 9,321 | 114 | 22 | 136 | 1,711 | 1,157 | 2,868 |

Legend: R=Rural; U=Urban; Tot=Total

Table 88. Crashes Involving Railroad Trains by County and Severity - 1996

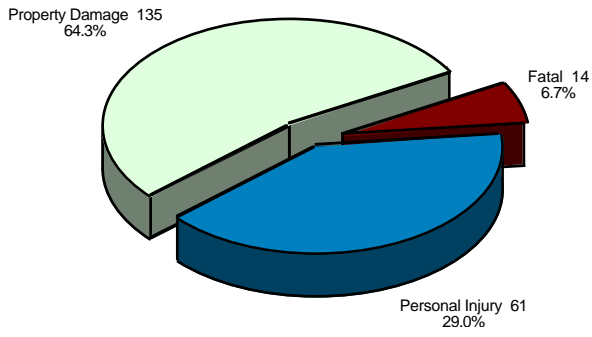
| County | Rural | | | | | | Urban | | | | | | Total | | | | | |
|-------------|-------|----|----|-----|---------|-----|-------|----|----|-----|---------|-----|-------|----|----|-----|---------|-----|
| | Ftl | PI | PD | Tot | Inj Fat | | Ftl | PI | PD | Tot | Inj Fat | | Ftl | PI | PD | Tot | Inj Fat | |
| | | | | | Tot | Tot | | | | | Tot | Tot | | | | | Tot | Tot |
| ADAMS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ALLEN | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 7 | 10 | 5 | 0 | 0 | 3 | 10 | 13 | 5 | 0 |
| BARTHOLOMEW | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| BENTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BLACKFORD | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 2 | 3 | 2 | 1 | 2 | 1 | 4 | 5 | 2 |
| BOONE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BROWN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CARROLL | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| CASS | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 2 | 3 | 5 | 3 | 0 |
| CLARK | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 3 | 2 | 5 | 3 | 0 |
| CLAY | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| CLINTON | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 3 | 2 | 0 |
| CRAWFORD | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| DAVISS | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 4 | 3 | 0 | 0 | 3 | 2 | 5 | 3 | 0 |
| DEARBORN | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| DECATUR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DEKALB | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 |
| DELAWARE | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 5 | 8 | 3 | 0 | 1 | 3 | 5 | 9 | 4 | 1 |
| DUBOIS | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| ELKHART | 1 | 1 | 3 | 5 | 1 | 3 | 1 | 0 | 5 | 6 | 0 | 2 | 2 | 1 | 8 | 11 | 1 | 5 |
| FAYETTE | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| FLOYD | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 7 | 9 | 2 | 0 | 0 | 2 | 8 | 10 | 2 | 0 |
| FOUNTAIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FRANKLIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FULTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GIBSON | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 4 | 3 | 2 | 1 | 3 | 1 | 5 | 5 | 2 |
| GRANT | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 2 | 4 | 6 | 2 | 0 |
| GREENE | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 |
| HAMILTON | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| HANCOCK | | | | | | | | | | | | | | | | | | |
| HARRISON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HENDRICKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HENRY | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 |
| HOWARD | 0 | 2 | 2 | 4 | 2 | 0 | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 3 | 6 | 9 | 3 | 0 |
| HUNTINGTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 0 |
| JACKSON | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 2 | 4 | 1 | 1 |
| JASPER | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| JAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| JEFFERSON | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| JENNINGS | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| JOHNSON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 2 | 3 | 1 | 0 |
| KNOX | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 2 | 1 | 3 | 3 | 0 |
| KOSCIUSKO | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 4 | 1 | 1 | 1 | 2 | 4 | 4 | 1 |
| LAGRANGE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LAKE | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 9 | 19 | 30 | 15 | 2 | 2 | 10 | 20 | 32 | 16 | 2 |
| LAPORTE | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 7 | 9 | 0 | 2 | 2 | 0 | 9 | 11 | 0 | 2 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total; Inj Tot=Total Injured; Fat Tot=Total Fatalities

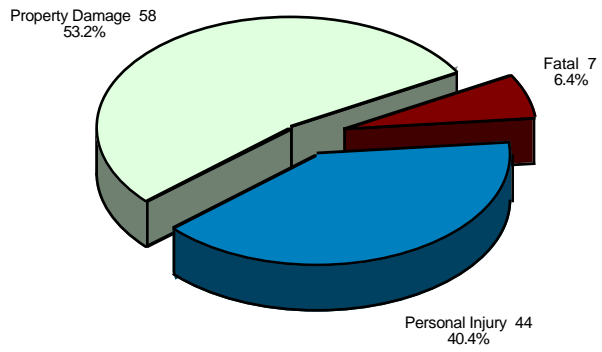
Table 88. Crashes Involving Railroad Trains by County and Severity - 1996 (Cont.)

| County | Rural | | | | | | Urban | | | | | | Total | | | | | |
|----------------|----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|------------|------------|-----------|-----------|-----------|------------|------------|------------|------------|-----------|
| | Ftl | PI | PD | Tot | Inj Tot | Fat Tot | Ftl | PI | PD | Tot | Inj Tot | Fat Tot | Ftl | PI | PD | Tot | Inj Tot | Fat Tot |
| LAWRENCE | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| MADISON | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 4 | 6 | 12 | 6 | 3 | 2 | 4 | 8 | 14 | 6 | 3 |
| MARION | 0 | 4 | 4 | 8 | 6 | 0 | 0 | 9 | 11 | 20 | 14 | 0 | 0 | 13 | 15 | 28 | 20 | 0 |
| MARSHALL | 0 | 2 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 2 | 0 |
| MARTIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIAMI | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 |
| MONROE | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| MONTGOMERY | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| MORGAN | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| NEWTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| NOBLE | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| OHIO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ORANGE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OWEN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PARKE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PIKE | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| PORTER | 0 | 2 | 2 | 4 | 2 | 0 | 1 | 1 | 3 | 5 | 2 | 1 | 1 | 3 | 5 | 9 | 4 | 1 |
| POSEY | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| PULASKI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PUTNAM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RANDOLPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RIPLEY | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| RUSH | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 3 | 4 | 0 |
| SAINT JOSEPH | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 5 | 9 | 14 | 7 | 0 | 0 | 6 | 11 | 17 | 8 | 0 |
| SCOTT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SHELBY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SPENCER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STARKE | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 2 | 3 | 1 | 0 |
| STEBEN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SULLIVAN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SWITZERLAND | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TIPPECANOE | 0 | 1 | 4 | 5 | 1 | 0 | 1 | 2 | 6 | 9 | 2 | 1 | 1 | 3 | 10 | 14 | 3 | 1 |
| TIPTON | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| UNION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANDEBURGH | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 3 | 4 | 1 | 0 | 1 | 1 | 4 | 6 | 1 | 1 |
| VERMILLION | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| VIGO | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 3 | 9 | 13 | 3 | 1 | 1 | 3 | 12 | 16 | 3 | 1 |
| WABASH | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 3 | 1 | 4 | 3 | 0 |
| WARREN | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 |
| WARRICK | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| WASHINGTON | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 |
| WAYNE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 |
| WELLS | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| WHITE | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 |
| WHITLEY | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| INDIANA | 7 | 44 | 58 | 109 | 57 | 10 | 14 | 61 | 135 | 210 | 85 | 18 | 21 | 105 | 193 | 319 | 142 | 28 |

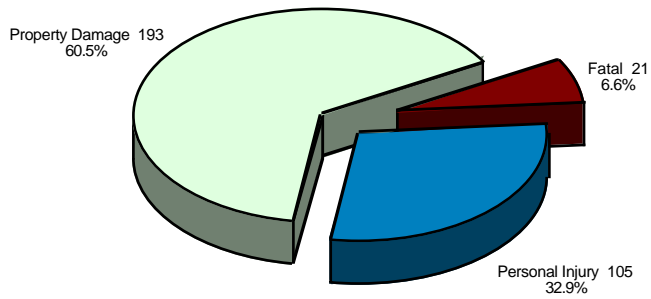
Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total; Inj Tot=Total Injured; Fat Tot=Total Fatalities



Urban Crashes



Rural Crashes



Total Crashes

Figure 49. Crashes Involving Railroad Trains by Severity - 1996

Table 89. Railroad Train Crashes by Contributing Circumstances and Severity - 1996

| Contributing Circumstances | Fatal | | Personal Injury | | Property Damage | | Total | |
|------------------------------|-------|-------|-----------------|-------|-----------------|-------|-------|-------|
| | | % | | % | | % | | % |
| Speed Too Fast | 0 | 0.0% | 6 | 5.7% | 8 | 4.1% | 14 | 4.4% |
| Failed to Yield | 4 | 19.0% | 38 | 36.2% | 36 | 18.7% | 78 | 24.5% |
| Disregarded Signal/sign | 8 | 38.1% | 22 | 21.0% | 25 | 13.0% | 55 | 17.2% |
| Drove Left of Center | 0 | 0.0% | 2 | 1.9% | 2 | 1.0% | 4 | 1.3% |
| Improper Passing | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Followed Too Closely | 0 | 0.0% | 0 | 0.0% | 4 | 2.1% | 4 | 1.3% |
| Made Improper Turn | 0 | 0.0% | 1 | 1.0% | 6 | 3.1% | 7 | 2.2% |
| Had Been Drinking | 3 | 14.3% | 14 | 13.3% | 13 | 6.7% | 30 | 9.4% |
| Driver Inattention/Asleep | 12 | 57.1% | 48 | 45.7% | 77 | 39.9% | 137 | 42.9% |
| Other Improper Driving | 1 | 4.8% | 2 | 1.9% | 6 | 3.1% | 9 | 2.8% |
| Mechanical Failure | 0 | 0.0% | 1 | 1.0% | 6 | 3.1% | 7 | 2.2% |
| Animals on Roadway | 0 | 0.0% | 0 | 0.0% | 4 | 2.1% | 4 | 1.3% |
| Roadway Factors | 0 | 0.0% | 1 | 1.0% | 2 | 1.0% | 3 | 0.9% |
| Materials on Roadway/Weather | 0 | 0.0% | 8 | 7.6% | 27 | 14.0% | 35 | 11.0% |
| Other | 1 | 4.8% | 15 | 14.3% | 37 | 19.2% | 53 | 16.6% |

Note: See definitions for groupings of Contributing Circumstance.

Example: Speed to Fast was a Contributing Circumstance for 14 of the 319 or 4.4% of Railroad train crashes in 1996.

Table 90. Railroad Train Crashes by Road Surface Condition and Severity - 1996

| Road Condition | Fatal | | Personal Injury | | Property Damage | | Total | |
|----------------|-----------|-------|-----------------|-------|-----------------|-------|------------|-------|
| | | % | | % | | % | | % |
| Dry | 16 | 76.2% | 73 | 69.5% | 117 | 60.6% | 206 | 64.6% |
| Wet | 3 | 14.3% | 21 | 20.0% | 45 | 23.3% | 69 | 21.6% |
| Muddy | 0 | 0.0% | 1 | 1.0% | 0 | 0.0% | 1 | 0.3% |
| Slush | 0 | 0.0% | 0 | 0.0% | 3 | 1.6% | 3 | 0.9% |
| Snowy or Icy | 2 | 9.5% | 10 | 9.5% | 28 | 14.5% | 40 | 12.5% |
| Other | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Not stated | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 21 | | 105 | | 193 | | 319 | |

Table 91. Railroad Train Crashes by Light Condition and Severity-1996

| Light Condition | Fatal | | Personal Injury | | Property Damage | | Total | |
|-------------------------|-----------|-------|-----------------|-------|-----------------|-------|------------|-------|
| | | % | | % | | % | | % |
| Daylight | 10 | 47.6% | 64 | 61.0% | 106 | 54.9% | 180 | 56.4% |
| Dawn or Dusk | 0 | 0.0% | 1 | 1.0% | 3 | 1.6% | 4 | 1.3% |
| Dark, Street Lights On | 9 | 42.9% | 26 | 24.8% | 54 | 28.0% | 89 | 27.9% |
| Dark, Street Lights Off | 0 | 0.0% | 0 | 0.0% | 2 | 1.0% | 2 | 0.6% |
| Dark, No Street Lights | 1 | 4.8% | 14 | 13.3% | 28 | 14.5% | 43 | 13.5% |
| Unknown | 1 | 4.8% | 0 | 0.0% | 0 | 0.0% | 1 | 0.3% |
| Total | 21 | | 105 | | 193 | | 319 | |

Table 92. Truck Crashes by Contributing Circumstances and Severity - 1996

| Contributing Circumstances | Fatal | | Personal Injury | | Property Damage | | Total | |
|------------------------------|-------|-------|-----------------|-------|-----------------|-------|-------|-------|
| | | % | | % | | % | | % |
| Speed Too Fast | 20 | 13.1% | 492 | 12.1% | 832 | 6.0% | 1,344 | 7.4% |
| Failed to Yield | 37 | 24.2% | 770 | 19.0% | 1,555 | 11.1% | 2,362 | 13.0% |
| Disregarded Signal/sign | 16 | 10.5% | 310 | 7.6% | 376 | 2.7% | 702 | 3.9% |
| Drove Left of Center | 27 | 17.6% | 192 | 4.7% | 314 | 2.2% | 533 | 2.9% |
| Improper Passing | 1 | 0.7% | 69 | 1.7% | 370 | 2.6% | 440 | 2.4% |
| Followed Too Closely | 1 | 0.7% | 435 | 10.7% | 1169 | 8.4% | 1,605 | 8.8% |
| Made Improper Turn | 3 | 2.0% | 105 | 2.6% | 740 | 5.3% | 848 | 4.7% |
| Had Been Drinking | 15 | 9.8% | 236 | 5.8% | 297 | 2.1% | 548 | 3.0% |
| Driver Inattention/Asleep | 56 | 36.6% | 1,762 | 43.4% | 6,195 | 44.3% | 8,013 | 44.0% |
| Other Improper Driving | 9 | 5.9% | 287 | 7.1% | 1,794 | 12.8% | 2,090 | 11.5% |
| Mechanical Failure | 6 | 3.9% | 217 | 5.3% | 737 | 5.3% | 960 | 5.3% |
| Animals on Roadway | 0 | 0.0% | 51 | 1.3% | 603 | 4.3% | 654 | 3.6% |
| Roadway Factors | 1 | 0.7% | 23 | 0.6% | 127 | 0.9% | 151 | 0.8% |
| Materials on Roadway/Weather | 13 | 8.5% | 485 | 11.9% | 1,694 | 12.1% | 2,192 | 12.0% |
| Other | 30 | 19.6% | 504 | 12.4% | 2,024 | 14.5% | 2,558 | 14.1% |

Note: Truck by definition includes straight trucks, semi-truck with and without trailers and combination vehicles. Pick-Up Trucks excluded. See definitions for groupings of Contributing Circumstance. Example: Speed to Fast was a Contributing Circumstance for 1,344 of 18,192 or 7.4% of Truck crashes in 1996.

Table 93. Truck Crashes by Road Surface Condition and Severity - 1996

| Road Condition | Fatal | | Personal Injury | | Property Damage | | Total | |
|----------------|------------|-------|-----------------|-------|-----------------|-------|---------------|-------|
| | | % | | % | | % | | % |
| Dry | 109 | 71.2% | 2,770 | 68.2% | 9,320 | 66.7% | 12,199 | 67.1% |
| Wet | 27 | 17.6% | 841 | 20.7% | 2,632 | 18.8% | 3,500 | 19.2% |
| Muddy | 0 | 0.0% | 5 | 0.1% | 23 | 0.2% | 28 | 0.2% |
| Slush | 0 | 0.0% | 29 | 0.7% | 113 | 0.8% | 142 | 0.8% |
| Snowy or Icy | 16 | 10.5% | 399 | 9.8% | 1,833 | 13.1% | 2,248 | 12.4% |
| Other | 1 | 0.7% | 4 | 0.1% | 13 | 0.1% | 18 | 0.1% |
| Not stated | 0 | 0.0% | 12 | 0.3% | 45 | 0.3% | 57 | 0.3% |
| Total | 153 | | 4,060 | | 13,979 | | 18,192 | |

Table 94. Truck Crashes by Light Condition and Severity - 1996

| Light Condition | Fatal | | Personal Injury | | Property Damage | | Total | |
|-------------------------|------------|-------|-----------------|-------|-----------------|-------|---------------|-------|
| | | % | | % | | % | | % |
| Daylight | 98 | 64.1% | 2,962 | 73.0% | 10,273 | 73.5% | 13,333 | 73.3% |
| Dawn or Dusk | 5 | 3.3% | 170 | 4.2% | 607 | 4.3% | 782 | 4.3% |
| Dark, Street Lights On | 18 | 11.8% | 453 | 11.2% | 1,571 | 11.2% | 2,042 | 11.2% |
| Dark, Street Lights Off | 0 | 0.0% | 32 | 0.8% | 132 | 0.9% | 164 | 0.9% |
| Dark, No Street Lights | 32 | 20.9% | 431 | 10.6% | 1,347 | 9.6% | 1,810 | 9.9% |
| Unknown | 0 | 0.0% | 12 | 0.3% | 49 | 0.4% | 61 | 0.3% |
| Total | 153 | | 4,060 | | 13,979 | | 18,192 | |

Table 95. Semi-Truck Crashes by Contributing Circumstances and Severity - 1996

| Contributing Circumstances | Fatal | | Personal Injury | | Property Damage | | Total | |
|------------------------------|-------|-------|-----------------|-------|-----------------|-------|-------|-------|
| | Fatal | % | Injury | % | Damage | % | Total | % |
| Speed Too Fast | 7 | 6.3% | 304 | 17.3% | 487 | 7.5% | 798 | 9.6% |
| Failed to Yield | 30 | 27.0% | 234 | 13.3% | 569 | 8.8% | 833 | 10.0% |
| Disregarded Signal/sign | 10 | 9.0% | 110 | 6.3% | 123 | 1.9% | 243 | 2.9% |
| Drove Left of Center | 18 | 16.2% | 79 | 4.5% | 140 | 2.2% | 237 | 2.8% |
| Improper Passing | 0 | 0.0% | 35 | 2.0% | 196 | 3.0% | 231 | 2.8% |
| Followed Too Closely | 1 | 0.9% | 190 | 10.8% | 473 | 7.3% | 664 | 7.9% |
| Made Improper Turn | 2 | 1.8% | 48 | 2.7% | 432 | 6.7% | 482 | 5.8% |
| Had Been Drinking | 10 | 9.0% | 94 | 5.4% | 97 | 1.5% | 201 | 2.4% |
| Driver Inattention/Asleep | 45 | 40.5% | 713 | 40.6% | 2,719 | 41.9% | 3,477 | 41.6% |
| Other Improper Driving | 9 | 8.1% | 158 | 9.0% | 1001 | 15.4% | 1,168 | 14.0% |
| Mechanical Failure | 5 | 4.5% | 104 | 5.9% | 365 | 5.6% | 474 | 5.7% |
| Animals on Roadway | 0 | 0.0% | 25 | 1.4% | 323 | 5.0% | 348 | 4.2% |
| Roadway Factors | 1 | 0.9% | 8 | 0.5% | 71 | 1.1% | 80 | 1.0% |
| Materials on Roadway/Weather | 10 | 9.0% | 251 | 14.3% | 718 | 11.1% | 979 | 11.7% |
| Other | 21 | 18.9% | 235 | 13.4% | 1,044 | 16.1% | 1,300 | 15.6% |

Note: Semi-Trucks include Tractor only and Tractor with one or more trailers. See definitions for groupings of Contributing Circumstance.

Example: Speed to Fast was a Contributing Circumstance for 798 of 8,354 or 9.6% of Semi-Truck crashes in 1996.

Table 96. Semi-Truck Crashes by Road Surface Condition and Severity - 1996

| Road Condition | Fatal | | Personal Injury | | Property Damage | | Total | |
|----------------|------------|-------|-----------------|-------|-----------------|-------|--------------|-------|
| | Fatal | % | Injury | % | Damage | % | Total | % |
| Dry | 77 | 69.4% | 1,170 | 66.6% | 4,466 | 68.9% | 5,713 | 68.4% |
| Wet | 23 | 20.7% | 358 | 20.4% | 1,140 | 17.6% | 1,521 | 18.2% |
| Muddy | 0 | 0.0% | 3 | 0.2% | 9 | 0.1% | 12 | 0.1% |
| Slush | 0 | 0.0% | 11 | 0.6% | 59 | 0.9% | 70 | 0.8% |
| Snowy or Icy | 10 | 9.0% | 211 | 12.0% | 791 | 12.2% | 1,012 | 12.1% |
| Other | 1 | 0.9% | 0 | 0.0% | 6 | 0.1% | 7 | 0.1% |
| Not stated | 0 | 0.0% | 4 | 0.2% | 15 | 0.2% | 19 | 0.2% |
| Total | 111 | | 1,757 | | 6,486 | | 8,354 | |

Table 97. Semi-Truck Crashes by Light Condition and Severity - 1996

| Light Condition | Fatal | | Personal Injury | | Property Damage | | Total | |
|-------------------------|------------|-------|-----------------|-------|-----------------|-------|--------------|-------|
| | Fatal | % | Injury | % | Damage | % | Total | % |
| Daylight | 68 | 61.3% | 1,195 | 68.0% | 4,476 | 69.0% | 5,739 | 68.7% |
| Dawn or Dusk | 3 | 2.7% | 73 | 4.2% | 275 | 4.2% | 351 | 4.2% |
| Dark, Street Lights On | 16 | 14.4% | 203 | 11.6% | 790 | 12.2% | 1,009 | 12.1% |
| Dark, Street Lights Off | 0 | 0.0% | 21 | 1.2% | 64 | 1.0% | 85 | 1.0% |
| Dark, No Street Lights | 24 | 21.6% | 260 | 14.8% | 861 | 13.3% | 1,145 | 13.7% |
| Unknown | 0 | 0.0% | 5 | 0.3% | 20 | 0.3% | 25 | 0.3% |
| Total | 111 | | 1,757 | | 6,486 | | 8,354 | |

Table 98. Crashes Involving Deer by County with Fatalities, Injuries by Locale - 1996

| County | Rural | | | | | | Urban | | | | | | Total | | | | | |
|-------------|-------|----|-----|-----|-----|---------|-------|----|-----|-----|-----|---------|-------|----|-----|-----|---|---------|
| | Ftl | PI | PD | Fat | | Inj Tot | Ftl | PI | PD | Fat | | Inj Tot | Ftl | PI | PD | Fat | | Inj Tot |
| | | | | Tot | Tot | | | | | Tot | Tot | | | | | | | |
| ADAMS | 0 | 2 | 78 | 80 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 80 | 82 | 0 | 2 |
| ALLEN | 0 | 9 | 294 | 303 | 0 | 9 | 0 | 1 | 28 | 29 | 0 | 1 | 0 | 10 | 322 | 332 | 0 | 10 |
| BARTHOLOMEW | 0 | 2 | 79 | 81 | 0 | 2 | 0 | 1 | 9 | 10 | 0 | 1 | 0 | 3 | 88 | 91 | 0 | 3 |
| BENTON | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 |
| BLACKFORD | 0 | 0 | 62 | 62 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 65 | 65 | 0 | 0 |
| BOONE | 0 | 3 | 54 | 57 | 0 | 3 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 3 | 58 | 61 | 0 | 3 |
| BROWN | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 |
| CARROLL | 0 | 1 | 88 | 89 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 89 | 0 | 1 |
| CASS | 0 | 7 | 163 | 170 | 0 | 7 | 0 | 1 | 7 | 8 | 0 | 2 | 0 | 8 | 170 | 178 | 0 | 9 |
| CLARK | 0 | 8 | 169 | 177 | 0 | 8 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 8 | 181 | 189 | 0 | 8 |
| CLAY | 0 | 4 | 106 | 110 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 107 | 111 | 0 | 4 |
| CLINTON | 0 | 3 | 50 | 53 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 51 | 54 | 0 | 3 |
| CRAWFORD | 0 | 2 | 28 | 30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 | 30 | 0 | 2 |
| DAVISS | 0 | 1 | 88 | 89 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 89 | 0 | 1 |
| DEARBORN | 0 | 2 | 111 | 113 | 0 | 2 | 0 | 3 | 10 | 13 | 0 | 3 | 0 | 5 | 121 | 126 | 0 | 5 |
| DECATUR | 0 | 1 | 37 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 38 | 0 | 1 |
| DEKALB | 0 | 7 | 113 | 120 | 0 | 9 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 7 | 115 | 122 | 0 | 9 |
| DELAWARE | 0 | 7 | 180 | 187 | 0 | 9 | 0 | 0 | 19 | 19 | 0 | 0 | 0 | 7 | 199 | 206 | 0 | 9 |
| DUBOIS | 0 | 8 | 159 | 167 | 0 | 9 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 8 | 172 | 180 | 0 | 9 |
| ELKHART | 0 | 15 | 412 | 427 | 0 | 23 | 0 | 1 | 31 | 32 | 0 | 1 | 0 | 16 | 443 | 459 | 0 | 24 |
| FAYETTE | 0 | 3 | 58 | 61 | 0 | 3 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 4 | 63 | 67 | 0 | 4 |
| FLOYD | 0 | 5 | 80 | 85 | 0 | 6 | 0 | 1 | 38 | 39 | 0 | 1 | 0 | 6 | 118 | 124 | 0 | 7 |
| FOUNTAIN | 0 | 4 | 48 | 52 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 48 | 52 | 0 | 4 |
| FRANKLIN | 1 | 5 | 58 | 64 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 58 | 64 | 1 | 8 |
| FULTON | 0 | 7 | 76 | 83 | 0 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | 77 | 84 | 0 | 8 |
| GIBSON | 0 | 3 | 98 | 101 | 0 | 4 | 0 | 2 | 4 | 6 | 0 | 2 | 0 | 5 | 102 | 107 | 0 | 6 |
| GRANT | 0 | 8 | 173 | 181 | 0 | 9 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 8 | 183 | 191 | 0 | 9 |
| GREENE | 0 | 4 | 49 | 53 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 49 | 53 | 0 | 4 |
| HAMILTON | 0 | 5 | 91 | 96 | 0 | 5 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 5 | 147 | 152 | 0 | 5 |
| HANCOCK | 0 | 1 | 67 | 68 | 0 | 1 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 1 | 78 | 79 | 0 | 1 |
| HARRISON | 0 | 5 | 206 | 211 | 0 | 5 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 208 | 213 | 0 | 5 |
| HENDRICKS | 0 | 1 | 151 | 152 | 0 | 1 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 1 | 159 | 160 | 0 | 1 |
| HENRY | 0 | 4 | 87 | 91 | 0 | 4 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 4 | 90 | 94 | 0 | 4 |
| HOWARD | 0 | 4 | 71 | 75 | 0 | 4 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 5 | 75 | 80 | 0 | 5 |
| HUNTINGTON | 0 | 3 | 97 | 100 | 0 | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 4 | 100 | 104 | 0 | 5 |
| JACKSON | 0 | 6 | 195 | 201 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 195 | 201 | 0 | 7 |
| JASPER | 0 | 10 | 209 | 219 | 0 | 12 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 10 | 213 | 223 | 0 | 12 |
| JAY | 0 | 3 | 159 | 162 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 160 | 163 | 0 | 3 |
| JEFFERSON | 0 | 2 | 90 | 92 | 0 | 2 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 2 | 108 | 110 | 0 | 2 |
| JENNINGS | 0 | 3 | 42 | 45 | 0 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 3 | 46 | 49 | 0 | 4 |
| JOHNSON | 0 | 3 | 55 | 58 | 0 | 3 | 0 | 3 | 2 | 5 | 0 | 4 | 0 | 6 | 57 | 63 | 0 | 7 |
| KNOX | 0 | 0 | 38 | 38 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 40 | 40 | 0 | 0 |
| KOSCIUSKO | 0 | 8 | 177 | 185 | 0 | 10 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 8 | 190 | 198 | 0 | 10 |
| LAGRANGE | 0 | 5 | 175 | 180 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 176 | 181 | 0 | 6 |
| LAKE | 0 | 2 | 125 | 127 | 0 | 2 | 0 | 5 | 160 | 165 | 0 | 6 | 0 | 7 | 285 | 292 | 0 | 8 |
| LAPORTE | 0 | 11 | 191 | 202 | 0 | 13 | 0 | 2 | 41 | 43 | 0 | 3 | 0 | 13 | 232 | 245 | 0 | 16 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Personal Injury; Tot=Total; Fat Tot=Total Fatalities; Inj Tot=Total Injured.

Table 98. Crashes Involving Deer by County with Fatalities, Injuries by Locale - 1996 (Cont.)

| County | Rural | | | | | Urban | | | | | Total | | | | |
|----------------|----------|------------|---------------|---------------|-----------------|----------|-----------|------------|------------|-----------------|----------|------------|---------------|---------------|-----------------|
| | Ftl | PI | PD | Tot | Fat Inj Tot Tot | Ftl | PI | PD | Tot | Fat Inj Tot Tot | Ftl | PI | PD | Tot | Fat Inj Tot Tot |
| LAWRENCE | 1 | 4 | 70 | 75 | 1 4 | 0 | 1 | 9 | 10 | 0 1 | 1 | 5 | 79 | 85 | 1 5 |
| MADISON | 0 | 5 | 111 | 116 | 0 8 | 0 | 1 | 31 | 32 | 0 1 | 0 | 6 | 142 | 148 | 0 9 |
| MARION | 0 | 3 | 84 | 87 | 0 3 | 0 | 3 | 12 | 15 | 0 3 | 0 | 6 | 96 | 102 | 0 6 |
| MARSHALL | 0 | 12 | 357 | 369 | 0 15 | 0 | 0 | 9 | 9 | 0 0 | 0 | 12 | 366 | 378 | 0 15 |
| MARTIN | 0 | 1 | 27 | 28 | 0 1 | 0 | 0 | 0 | 0 | 0 0 | 0 | 1 | 27 | 28 | 0 1 |
| MIAMI | 0 | 5 | 107 | 112 | 0 6 | 0 | 0 | 0 | 0 | 0 0 | 0 | 5 | 107 | 112 | 0 6 |
| MONROE | 0 | 4 | 36 | 40 | 0 5 | 0 | 2 | 13 | 15 | 0 2 | 0 | 6 | 49 | 55 | 0 7 |
| MONTGOMERY | 0 | 7 | 157 | 164 | 0 8 | 0 | 0 | 1 | 1 | 0 0 | 0 | 7 | 158 | 165 | 0 8 |
| MORGAN | 0 | 7 | 69 | 76 | 0 10 | 0 | 0 | 2 | 2 | 0 0 | 0 | 7 | 71 | 78 | 0 10 |
| NEWTON | 0 | 0 | 62 | 62 | 0 0 | 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 62 | 62 | 0 0 |
| NOBLE | 0 | 7 | 270 | 277 | 0 9 | 0 | 0 | 15 | 15 | 0 0 | 0 | 7 | 285 | 292 | 0 9 |
| OHIO | 0 | 0 | 42 | 42 | 0 0 | 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 42 | 42 | 0 0 |
| ORANGE | 0 | 0 | 12 | 12 | 0 0 | 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 12 | 12 | 0 0 |
| OWEN | 0 | 2 | 23 | 25 | 0 3 | 0 | 0 | 2 | 2 | 0 0 | 0 | 2 | 25 | 27 | 0 3 |
| PARKE | 0 | 2 | 45 | 47 | 0 2 | 0 | 0 | 0 | 0 | 0 0 | 0 | 2 | 45 | 47 | 0 2 |
| PERRY | 0 | 0 | 35 | 35 | 0 0 | 0 | 0 | 5 | 5 | 0 0 | 0 | 0 | 40 | 40 | 0 0 |
| PIKE | 1 | 0 | 33 | 34 | 1 0 | 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 33 | 34 | 1 0 |
| PORTER | 0 | 7 | 207 | 214 | 0 8 | 0 | 1 | 73 | 74 | 0 2 | 0 | 8 | 280 | 288 | 0 10 |
| POSEY | 0 | 4 | 23 | 27 | 0 4 | 0 | 0 | 0 | 0 | 0 0 | 0 | 4 | 23 | 27 | 0 4 |
| PULASKI | 0 | 4 | 176 | 180 | 0 4 | 0 | 0 | 0 | 0 | 0 0 | 0 | 4 | 176 | 180 | 0 4 |
| PUTNAM | 0 | 2 | 103 | 105 | 0 4 | 0 | 0 | 9 | 9 | 0 0 | 0 | 2 | 112 | 114 | 0 4 |
| RANDOLPH | 0 | 2 | 84 | 86 | 0 3 | 0 | 0 | 2 | 2 | 0 0 | 0 | 2 | 86 | 88 | 0 3 |
| RIPLEY | 0 | 4 | 68 | 72 | 0 5 | 0 | 0 | 6 | 6 | 0 0 | 0 | 4 | 74 | 78 | 0 5 |
| RUSH | 0 | 1 | 47 | 48 | 0 1 | 0 | 0 | 0 | 0 | 0 0 | 0 | 1 | 47 | 48 | 0 1 |
| SAINT JOSEPH | 0 | 5 | 294 | 299 | 0 6 | 0 | 2 | 16 | 18 | 0 3 | 0 | 7 | 310 | 317 | 0 9 |
| SCOTT | 0 | 4 | 36 | 40 | 0 4 | 0 | 0 | 7 | 7 | 0 0 | 0 | 4 | 43 | 47 | 0 4 |
| SHELBY | 0 | 2 | 62 | 64 | 0 2 | 0 | 0 | 0 | 0 | 0 0 | 0 | 2 | 62 | 64 | 0 2 |
| SPENCER | 0 | 1 | 76 | 77 | 0 1 | 0 | 0 | 5 | 5 | 0 0 | 0 | 1 | 81 | 82 | 0 1 |
| STARKE | 0 | 7 | 163 | 170 | 0 11 | 0 | 0 | 2 | 2 | 0 0 | 0 | 7 | 165 | 172 | 0 11 |
| STEUBEN | 0 | 16 | 337 | 353 | 0 17 | 0 | 1 | 10 | 11 | 0 1 | 0 | 17 | 347 | 364 | 0 18 |
| SULLIVAN | 0 | 0 | 14 | 14 | 0 0 | 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 14 | 14 | 0 0 |
| SWITZERLAND | 0 | 1 | 15 | 16 | 0 1 | 0 | 0 | 0 | 0 | 0 0 | 0 | 1 | 15 | 16 | 0 1 |
| TIPPECANOE | 0 | 8 | 311 | 319 | 0 8 | 0 | 0 | 12 | 12 | 0 0 | 0 | 8 | 323 | 331 | 0 8 |
| TIPTON | 0 | 0 | 5 | 5 | 0 0 | 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 5 | 5 | 0 0 |
| UNION | 0 | 0 | 60 | 60 | 0 0 | 0 | 0 | 2 | 2 | 0 0 | 0 | 0 | 62 | 62 | 0 0 |
| VANDERBURGH | 0 | 3 | 72 | 75 | 0 3 | 0 | 2 | 5 | 7 | 0 3 | 0 | 5 | 77 | 82 | 0 6 |
| VERMILLION | 0 | 0 | 36 | 36 | 0 0 | 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 36 | 36 | 0 0 |
| VIGO | 0 | 4 | 218 | 222 | 0 4 | 0 | 0 | 11 | 11 | 0 0 | 0 | 4 | 229 | 233 | 0 4 |
| WABASH | 0 | 7 | 175 | 182 | 0 7 | 0 | 0 | 11 | 11 | 0 0 | 0 | 7 | 186 | 193 | 0 7 |
| WARREN | 0 | 1 | 36 | 37 | 0 1 | 0 | 0 | 0 | 0 | 0 0 | 0 | 1 | 36 | 37 | 0 1 |
| WARRICK | 0 | 3 | 173 | 176 | 0 3 | 0 | 0 | 2 | 2 | 0 0 | 0 | 3 | 175 | 178 | 0 3 |
| WASHINGTON | 0 | 1 | 117 | 118 | 0 1 | 0 | 0 | 1 | 1 | 0 0 | 0 | 1 | 118 | 119 | 0 1 |
| WAYNE | 0 | 14 | 231 | 245 | 0 14 | 0 | 0 | 9 | 9 | 0 0 | 0 | 14 | 240 | 254 | 0 14 |
| WELLS | 0 | 4 | 108 | 112 | 0 4 | 0 | 0 | 6 | 6 | 0 0 | 0 | 4 | 114 | 118 | 0 4 |
| WHITE | 0 | 5 | 170 | 175 | 0 8 | 0 | 0 | 5 | 5 | 0 0 | 0 | 5 | 175 | 180 | 0 8 |
| WHITLEY | 0 | 3 | 104 | 107 | 0 4 | 0 | 0 | 2 | 2 | 0 0 | 0 | 3 | 106 | 109 | 0 4 |
| INDIANA | 3 | 369 | 10,222 | 10,594 | 3 429 | 0 | 36 | 828 | 864 | 0 43 | 3 | 405 | 11,050 | 11,458 | 3 472 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total; Fat Tot=Total Fatalities; Inj Tot=Total Injured.

Alcohol

This section contains information about alcohol-related crashes, including:

- Crashes by Severity
- Fatalities and Injuries
- Blood Alcohol Concentration
- Time of Day and Day of Week
- Roadway Type
- Motorcycle and Pedestrian Crashes

An Alcohol-Related Crash is a crash in which the investigating officer reported one or more of the following:

- Primary Contributing Circumstance for the crash as *Alcoholic Beverages*; or
- Vehicular Contributing Circumstance for one or more of the involved vehicles as *Alcoholic Beverages*; or
- A Blood Alcohol Concentration of greater than 0.05 percent for one or more of the drivers involved in the crash.

BAC (Blood Alcohol Concentration) measures grams of ethanol per 100 ml. of blood, or 210 liters of breath. It is reported as a percentage. For example, 0.10, Indiana's current legal level for per se intoxication, would denote 0.10 percent alcohol within a person's blood.

In 1996, although only 4.4 percent of all crashes were alcohol-related, 24.0 percent of the fatal crashes were alcohol-related (Table 99). This percentage has increased from 23.2 in 1995. As seen in Table 100, 8.4 percent of all injuries and 24.3 percent of all fatalities were in alcohol-related crashes. In 1995, 23.6 percent of fatalities were alcohol-related. City streets were the most frequent sites, with 46 percent, of alcohol-related crashes (Table 102). But, 37.8 percent of alcohol-related fatal crashes occurred on county roads (Figure 50).

Friday and Saturday evenings had the highest frequency of alcohol-related crashes (Table 103).

The Fatality Analysis Reporting System (FARS) is used for data on the BAC levels of killed drivers because this database has more complete information for fatal crashes. 1996 Indiana FARS data indicated that over 24 percent of the driver (excluding motorcyclists) fatalities in crashes had BAC levels greater than zero (BAC levels between zero and 0.009 are coded as zero in the FARS database), while over 22 percent had BAC levels over 0.05 percent (Table 104). Of those tested and whose

Alcohol Cont.

tests results are known, 37.1 percent (143/385) had BAC levels greater than zero and 34.0 percent (131/385) had BAC levels greater than 0.05. Drivers between ages 25 and 34 had the highest percentage (46.3 percent) of alcohol-related fatalities. Of younger drivers (those 24-years-old or less), 23.0 percent (34/148) of fatalities in crashes tested above zero, down from 31.4 percent in 1995. This age group accounted for 23.8 percent (34/143) of the alcohol-related fatalities among driver fatalities during crashes. This is true despite the fact that this age group accounts for only 15.2 percent of licensed drivers. Most encouraging is that, for these young drivers, the number of killed drivers with higher BACs (0.10 or greater), declined from 40 in 1995 to 23 in 1996.

Drivers below the legal drinking age of 21 are still at greater risk of being involved in alcohol-related crashes. Analysis of the 1996 FARS data indicates that, of the drivers, excluding motorcyclists, under the age of 21 who were killed in a traffic crash and whose BAC test results are known, 26.9 percent (18/67) had BAC levels above zero (Table 104). Only 22 percent (4/18) of these under-age-21 killed drivers were female, an indication that underage drinking and driving is primarily a male problem. Overall, 29 (27.1 percent) of the under-age-21 driver fatalities were female.

As seen in Table 105, the numbers of all drivers in crashes with BAC levels greater than 0.05 increased from 6,428 in 1988 to 7,062 in 1990. Between 1990 and 1996 this statistic has decreased by 26.7 percent to 5,178. Only the 35-44 age group has shown significant increases since 1990.

Drinking and driving is also a problem for motorcyclists. In 1996, 20 of 36 (55.6 percent) of motorcycle drivers who were fatalities in a traffic crash, and whose BAC test results are known, had BAC levels above zero. However, the number of motorcycle driver fatalities where the driver's BAC exceeded 0.10 has declined from 28 in 1990 to 15 in each year from 1994 through 1996 (Table 107).

For pedestrian fatalities, whose BAC test results are known, 17 of 35 or 48.6 percent had BAC levels above zero. The number of pedestrian fatalities with high BAC levels (above 0.10) has declined from 27 in 1990 to 12 in 1995 and 13 in 1996 (Table 109).

Table 99. Alcohol-Related Crashes by County with Percent of All Crashes - 1996

| County | Fatal | % of All Fatal | Personal Injury | % of All Injury | Property Damage | % of All Damage | Total | % of All Crashes |
|-------------|-------|----------------|-----------------|-----------------|-----------------|-----------------|-------|------------------|
| ADAMS | 0 | 0.0% | 12 | 6.8% | 18 | 2.4% | 30 | 3.2% |
| ALLEN | 11 | 32.4% | 271 | 9.3% | 280 | 2.7% | 562 | 4.2% |
| BARTHOLOMEW | 2 | 13.3% | 51 | 7.2% | 46 | 2.6% | 99 | 4.0% |
| BENTON | 0 | 0.0% | 1 | 2.1% | 2 | 1.4% | 3 | 1.6% |
| BLACKFORD | 0 | 0.0% | 7 | 8.4% | 7 | 1.9% | 14 | 3.1% |
| BOONE | 3 | 37.5% | 18 | 6.8% | 36 | 3.1% | 57 | 4.0% |
| BROWN | 1 | 25.0% | 12 | 11.9% | 15 | 4.0% | 28 | 5.8% |
| CARROLL | 0 | 0.0% | 14 | 10.6% | 10 | 2.0% | 24 | 3.7% |
| CASS | 1 | 33.3% | 27 | 6.7% | 32 | 2.3% | 60 | 3.3% |
| CLARK | 0 | 0.0% | 92 | 9.1% | 99 | 3.8% | 191 | 5.3% |
| CLAY | 1 | 16.7% | 13 | 7.0% | 22 | 2.8% | 36 | 3.7% |
| CLINTON | 1 | 16.7% | 22 | 8.5% | 29 | 3.6% | 52 | 4.9% |
| CRAWFORD | 1 | 100.0% | 6 | 12.2% | 1 | 0.5% | 8 | 3.0% |
| DAVISS | 1 | 16.7% | 36 | 16.3% | 27 | 4.3% | 64 | 7.5% |
| DEARBORN | 1 | 11.1% | 46 | 11.9% | 44 | 3.7% | 91 | 5.7% |
| DECATUR | 1 | 12.5% | 16 | 8.7% | 18 | 2.9% | 35 | 4.3% |
| DEKALB | 4 | 36.4% | 28 | 10.0% | 24 | 2.0% | 56 | 3.8% |
| DELAWARE | 4 | 22.2% | 89 | 8.3% | 96 | 2.7% | 189 | 4.1% |
| DUBOIS | 0 | 0.0% | 42 | 12.2% | 33 | 3.2% | 75 | 5.4% |
| ELKHART | 11 | 34.4% | 172 | 9.5% | 138 | 2.4% | 321 | 4.3% |
| FAYETTE | 0 | 0.0% | 26 | 11.7% | 34 | 4.4% | 60 | 6.0% |
| FLOYD | 4 | 50.0% | 66 | 9.9% | 75 | 3.9% | 145 | 5.6% |
| FOUNTAIN | 1 | 25.0% | 14 | 11.1% | 14 | 2.7% | 29 | 4.5% |
| FRANKLIN | 0 | 0.0% | 16 | 12.1% | 25 | 4.9% | 41 | 6.3% |
| FULTON | 4 | 50.0% | 17 | 11.8% | 17 | 3.2% | 38 | 5.6% |
| GIBSON | 2 | 33.3% | 22 | 9.4% | 24 | 2.9% | 48 | 4.5% |
| GRANT | 4 | 36.4% | 41 | 6.6% | 68 | 3.0% | 113 | 3.9% |
| GREENE | 1 | 33.3% | 22 | 9.8% | 21 | 2.8% | 44 | 4.6% |
| HAMILTON | 3 | 27.3% | 55 | 5.0% | 61 | 1.7% | 119 | 2.5% |
| HANCOCK | 0 | 0.0% | 31 | 7.5% | 29 | 2.6% | 60 | 3.9% |
| HARRISON | 0 | 0.0% | 26 | 9.9% | 21 | 2.2% | 47 | 3.9% |
| HENDRICKS | 2 | 11.8% | 35 | 6.2% | 55 | 2.6% | 92 | 3.4% |
| HENRY | 3 | 42.9% | 35 | 9.1% | 30 | 2.6% | 68 | 4.4% |
| HOWARD | 2 | 40.0% | 66 | 8.3% | 58 | 2.9% | 126 | 4.5% |
| HUNTINGTON | 2 | 22.2% | 25 | 7.9% | 18 | 1.8% | 45 | 3.4% |
| JACKSON | 2 | 33.3% | 27 | 6.7% | 33 | 2.5% | 62 | 3.5% |
| JASPER | 3 | 42.9% | 27 | 12.1% | 15 | 1.9% | 45 | 4.4% |
| JAY | 1 | 25.0% | 7 | 5.0% | 11 | 1.8% | 19 | 2.5% |
| JEFFERSON | 0 | 0.0% | 31 | 13.3% | 30 | 3.8% | 61 | 6.0% |
| JENNINGS | 1 | 25.0% | 32 | 14.7% | 15 | 2.3% | 48 | 5.4% |
| JOHNSON | 0 | 0.0% | 60 | 7.7% | 79 | 3.3% | 139 | 4.4% |
| KNOX | 3 | 60.0% | 35 | 10.1% | 34 | 3.2% | 72 | 5.1% |
| KOSCIUSKO | 6 | 30.0% | 75 | 13.4% | 72 | 3.3% | 153 | 5.5% |
| LAGRANGE | 4 | 26.7% | 23 | 14.6% | 18 | 2.0% | 45 | 4.1% |
| LAKE | 20 | 35.7% | 442 | 9.1% | 473 | 3.2% | 935 | 4.8% |
| LAPORTE | 7 | 30.4% | 126 | 11.5% | 120 | 4.0% | 253 | 6.2% |

Table 99. Alcohol-Related Crashes by County with Percent of All Crashes - 1996 (Cont.)

| County | Fatal | % of All Fatal | Personal Injury | % of All Injury | Property Damage | % of All Damage | Total | % of All Crashes |
|----------------|------------|----------------|-----------------|-----------------|-----------------|-----------------|--------------|------------------|
| LAWRENCE | 2 | 28.6% | 35 | 10.1% | 42 | 3.7% | 79 | 5.3% |
| MADISON | 1 | 8.3% | 105 | 8.1% | 133 | 3.5% | 239 | 4.7% |
| MARION | 16 | 16.5% | 584 | 6.7% | 679 | 2.7% | 1,279 | 3.8% |
| MARSHALL | 2 | 16.7% | 40 | 9.9% | 33 | 2.5% | 75 | 4.3% |
| MARTIN | 2 | 66.7% | 11 | 12.2% | 12 | 4.9% | 25 | 7.4% |
| MIAMI | 1 | 16.7% | 29 | 11.5% | 21 | 2.4% | 51 | 4.5% |
| MONROE | 4 | 44.4% | 56 | 6.2% | 65 | 1.8% | 125 | 2.7% |
| MONTGOMERY | 1 | 11.1% | 23 | 8.3% | 24 | 2.3% | 48 | 3.6% |
| MORGAN | 2 | 28.6% | 38 | 9.2% | 42 | 3.3% | 82 | 4.9% |
| NEWTON | 2 | 66.7% | 12 | 15.6% | 16 | 5.4% | 30 | 8.0% |
| NOBLE | 2 | 20.0% | 34 | 11.6% | 54 | 3.8% | 90 | 5.3% |
| OHIO | 0 | 0.0% | 7 | 17.1% | 8 | 4.5% | 15 | 6.9% |
| ORANGE | 1 | 20.0% | 6 | 7.2% | 11 | 2.1% | 18 | 2.9% |
| OWEN | 0 | 0.0% | 12 | 7.4% | 19 | 4.0% | 31 | 4.8% |
| PARKE | 0 | 0.0% | 13 | 12.9% | 19 | 4.0% | 32 | 5.6% |
| PERRY | 2 | 66.7% | 14 | 10.3% | 19 | 3.5% | 35 | 5.1% |
| PIKE | 0 | 0.0% | 11 | 11.8% | 13 | 4.2% | 24 | 5.9% |
| PORTER | 4 | 16.7% | 105 | 8.7% | 112 | 3.3% | 221 | 4.8% |
| POSEY | 0 | 0.0% | 16 | 13.3% | 10 | 2.2% | 26 | 4.5% |
| PULASKI | 0 | 0.0% | 16 | 16.7% | 6 | 1.2% | 22 | 3.6% |
| PUTNAM | 1 | 20.0% | 18 | 7.6% | 22 | 2.3% | 41 | 3.5% |
| RANDOLPH | 2 | 22.2% | 13 | 8.7% | 17 | 2.9% | 32 | 4.3% |
| RIPLEY | 0 | 0.0% | 17 | 10.6% | 27 | 3.8% | 44 | 5.0% |
| RUSH | 0 | 0.0% | 8 | 6.7% | 11 | 2.7% | 19 | 3.6% |
| SAINT JOSEPH | 9 | 24.3% | 256 | 9.7% | 328 | 4.3% | 593 | 5.7% |
| SCOTT | 2 | 50.0% | 21 | 8.2% | 20 | 3.5% | 43 | 5.2% |
| SHELBY | 2 | 33.3% | 36 | 10.5% | 41 | 4.0% | 79 | 5.7% |
| SPENCER | 2 | 40.0% | 14 | 10.2% | 36 | 7.2% | 52 | 8.1% |
| STARKE | 2 | 40.0% | 26 | 13.5% | 27 | 4.3% | 55 | 6.7% |
| STEUBEN | 2 | 25.0% | 16 | 5.4% | 36 | 2.5% | 54 | 3.1% |
| SULLIVAN | 2 | 40.0% | 2 | 2.4% | 6 | 1.4% | 10 | 1.9% |
| SWITZERLAND | 2 | 66.7% | 7 | 11.1% | 5 | 1.7% | 14 | 3.8% |
| TIPPECANOE | 2 | 11.8% | 121 | 9.8% | 156 | 3.0% | 279 | 4.3% |
| TIPTON | 2 | 50.0% | 6 | 5.6% | 4 | 1.3% | 12 | 2.8% |
| UNION | 0 | 0.0% | 1 | 2.3% | 3 | 1.5% | 4 | 1.6% |
| VANDEBURGH | 3 | 25.0% | 132 | 8.7% | 170 | 3.2% | 305 | 4.5% |
| VERMILLION | 3 | 33.3% | 11 | 7.7% | 18 | 4.0% | 32 | 5.3% |
| VIGO | 4 | 23.5% | 101 | 8.3% | 127 | 3.2% | 232 | 4.4% |
| WABASH | 2 | 20.0% | 29 | 9.4% | 21 | 2.2% | 52 | 4.0% |
| WARREN | 0 | 0.0% | 3 | 6.3% | 7 | 3.0% | 10 | 3.5% |
| WARRICK | 0 | 0.0% | 24 | 8.3% | 41 | 3.4% | 65 | 4.4% |
| WASHINGTON | 3 | 60.0% | 24 | 12.1% | 28 | 4.1% | 55 | 6.3% |
| WAYNE | 2 | 14.3% | 59 | 8.0% | 69 | 3.2% | 130 | 4.4% |
| WELLS | 1 | 16.7% | 13 | 7.1% | 18 | 2.8% | 32 | 3.9% |
| WHITE | 0 | 0.0% | 21 | 10.7% | 17 | 1.9% | 38 | 3.5% |
| WHITLEY | 1 | 25.0% | 23 | 10.5% | 22 | 2.6% | 46 | 4.3% |
| INDIANA | 209 | 24.0% | 4,526 | 8.7% | 5,042 | 3.0% | 9,777 | 4.4% |

Table 100. Alcohol-Related Fatalities and Injuries by County - 1996

| County | All Crashes | | Alcohol-Related Crashes | | | |
|-------------|-------------|------------|-------------------------|-------------------------|------------|---------------------------|
| | Injuries | Fatalities | Injuries | Percent of All Injuries | Fatalities | Percent of All Fatalities |
| ADAMS | 267 | 4 | 17 | 6.4% | 0 | 0.0% |
| ALLEN | 4,214 | 36 | 402 | 9.5% | 12 | 33.3% |
| BARTHOLOMEW | 1,092 | 18 | 72 | 6.6% | 2 | 11.1% |
| BENTON | 85 | 2 | 1 | 1.2% | 0 | 0.0% |
| BLACKFORD | 109 | 3 | 7 | 6.4% | 0 | 0.0% |
| BOONE | 385 | 10 | 30 | 7.8% | 5 | 50.0% |
| BROWN | 163 | 6 | 19 | 11.7% | 2 | 33.3% |
| CARROLL | 195 | 5 | 26 | 13.3% | 0 | 0.0% |
| CASS | 609 | 3 | 33 | 5.4% | 1 | 33.3% |
| CLARK | 1,507 | 6 | 130 | 8.6% | 0 | 0.0% |
| CLAY | 284 | 7 | 18 | 6.3% | 1 | 14.3% |
| CLINTON | 390 | 6 | 25 | 6.4% | 1 | 16.7% |
| CRAWFORD | 69 | 2 | 7 | 10.1% | 2 | 100.0% |
| DAVISS | 325 | 8 | 54 | 16.6% | 1 | 12.5% |
| DEARBORN | 610 | 9 | 66 | 10.8% | 1 | 11.1% |
| DECATUR | 302 | 9 | 28 | 9.3% | 1 | 11.1% |
| DEKALB | 386 | 12 | 40 | 10.4% | 4 | 33.3% |
| DELAWARE | 1,507 | 19 | 128 | 8.5% | 4 | 21.1% |
| DUBOIS | 483 | 3 | 60 | 12.4% | 0 | 0.0% |
| ELKHART | 2,682 | 41 | 266 | 9.9% | 13 | 31.7% |
| FAYETTE | 333 | 3 | 34 | 10.2% | 0 | 0.0% |
| FLOYD | 951 | 9 | 104 | 10.9% | 5 | 55.6% |
| FOUNTAIN | 195 | 6 | 23 | 11.8% | 1 | 16.7% |
| FRANKLIN | 232 | 7 | 25 | 10.8% | 0 | 0.0% |
| FULTON | 206 | 9 | 20 | 9.7% | 5 | 55.6% |
| GIBSON | 344 | 7 | 29 | 8.4% | 2 | 28.6% |
| GRANT | 908 | 15 | 61 | 6.7% | 6 | 40.0% |
| GREENE | 319 | 3 | 30 | 9.4% | 1 | 33.3% |
| HAMILTON | 1,678 | 11 | 76 | 4.5% | 3 | 27.3% |
| HANCOCK | 617 | 5 | 37 | 6.0% | 0 | 0.0% |
| HARRISON | 397 | 8 | 37 | 9.3% | 0 | 0.0% |
| HENDRICKS | 856 | 19 | 50 | 5.8% | 2 | 10.5% |
| HENRY | 544 | 10 | 48 | 8.8% | 6 | 60.0% |
| HOWARD | 1,217 | 5 | 88 | 7.2% | 2 | 40.0% |
| HUNTINGTON | 515 | 10 | 37 | 7.2% | 2 | 20.0% |
| JACKSON | 590 | 9 | 38 | 6.4% | 2 | 22.2% |
| JASPER | 346 | 7 | 42 | 12.1% | 3 | 42.9% |
| JAY | 196 | 5 | 8 | 4.1% | 1 | 20.0% |
| JEFFERSON | 356 | 7 | 37 | 10.4% | 0 | 0.0% |
| JENNINGS | 318 | 5 | 43 | 13.5% | 1 | 20.0% |
| JOHNSON | 1,154 | 10 | 82 | 7.1% | 0 | 0.0% |
| KNOX | 510 | 5 | 54 | 10.6% | 3 | 60.0% |
| KOSCIUSKO | 867 | 21 | 99 | 11.4% | 6 | 28.6% |
| LAGRANGE | 243 | 19 | 29 | 11.9% | 5 | 26.3% |
| LAKE | 7,363 | 64 | 680 | 9.2% | 23 | 35.9% |
| LAPORTE | 1,673 | 26 | 196 | 11.7% | 8 | 30.8% |

Table 100. Alcohol-Related Fatalities and Injuries by County - 1996 (Cont.)

| County | All Crashes | | Alcohol-Related Crashes | | | |
|----------------|---------------|------------|-------------------------|-------------------------|------------|---------------------------|
| | Injuries | Fatalities | Injuries | Percent of All Injuries | Fatalities | Percent of All Fatalities |
| LAWRENCE | 537 | 9 | 53 | 9.9% | 4 | 44.4% |
| MADISON | 1,987 | 13 | 146 | 7.3% | 1 | 7.7% |
| MARION | 12,775 | 106 | 913 | 7.1% | 17 | 16.0% |
| MARSHALL | 672 | 13 | 55 | 8.2% | 2 | 15.4% |
| MARTIN | 130 | 3 | 16 | 12.3% | 2 | 66.7% |
| MIAMI | 356 | 8 | 38 | 10.7% | 1 | 12.5% |
| MONROE | 1,264 | 9 | 80 | 6.3% | 4 | 44.4% |
| MONTGOMERY | 375 | 11 | 28 | 7.5% | 2 | 18.2% |
| MORGAN | 624 | 8 | 54 | 8.7% | 3 | 37.5% |
| NEWTON | 148 | 3 | 29 | 19.6% | 2 | 66.7% |
| NOBLE | 429 | 11 | 43 | 10.0% | 2 | 18.2% |
| OHIO | 65 | 0 | 10 | 15.4% | 0 | 0.0% |
| ORANGE | 128 | 6 | 8 | 6.3% | 1 | 16.7% |
| OWEN | 257 | 3 | 19 | 7.4% | 0 | 0.0% |
| PARKE | 151 | 2 | 15 | 9.9% | 0 | 0.0% |
| PERRY | 193 | 3 | 22 | 11.4% | 2 | 66.7% |
| PIKE | 141 | 8 | 18 | 12.8% | 0 | 0.0% |
| PORTER | 1,837 | 27 | 159 | 8.7% | 4 | 14.8% |
| POSEY | 165 | 3 | 26 | 15.8% | 0 | 0.0% |
| PULASKI | 133 | 4 | 22 | 16.5% | 0 | 0.0% |
| PUTNAM | 360 | 5 | 26 | 7.2% | 1 | 20.0% |
| RANDOLPH | 227 | 9 | 22 | 9.7% | 2 | 22.2% |
| RIPLEY | 234 | 5 | 21 | 9.0% | 0 | 0.0% |
| RUSH | 169 | 4 | 13 | 7.7% | 0 | 0.0% |
| SAINT JOSEPH | 3,859 | 39 | 419 | 10.9% | 10 | 25.6% |
| SCOTT | 417 | 5 | 29 | 7.0% | 3 | 60.0% |
| SHELBY | 504 | 6 | 49 | 9.7% | 2 | 33.3% |
| SPENCER | 201 | 5 | 22 | 10.9% | 2 | 40.0% |
| STARKE | 294 | 7 | 40 | 13.6% | 2 | 28.6% |
| STUBEN | 446 | 8 | 24 | 5.4% | 2 | 25.0% |
| SULLIVAN | 130 | 6 | 4 | 3.1% | 3 | 50.0% |
| SWITZERLAND | 87 | 3 | 13 | 14.9% | 2 | 66.7% |
| TIPPECANOE | 1,775 | 19 | 156 | 8.8% | 2 | 10.5% |
| TIPTON | 174 | 5 | 8 | 4.6% | 3 | 60.0% |
| UNION | 62 | 2 | 1 | 1.6% | 0 | 0.0% |
| VANDEBURGH | 2,130 | 12 | 201 | 9.4% | 3 | 25.0% |
| VERMILLION | 238 | 10 | 17 | 7.1% | 4 | 40.0% |
| VIGO | 1,804 | 17 | 142 | 7.9% | 4 | 23.5% |
| WABASH | 461 | 12 | 36 | 7.8% | 2 | 16.7% |
| WARREN | 78 | 2 | 3 | 3.8% | 0 | 0.0% |
| WARRICK | 399 | 3 | 27 | 6.8% | 0 | 0.0% |
| WASHINGTON | 299 | 5 | 44 | 14.7% | 3 | 60.0% |
| WAYNE | 1,136 | 15 | 87 | 7.7% | 3 | 20.0% |
| WELLS | 278 | 7 | 17 | 6.1% | 1 | 14.3% |
| WHITE | 298 | 2 | 22 | 7.4% | 0 | 0.0% |
| WHITLEY | 320 | 5 | 31 | 9.7% | 1 | 20.0% |
| INDIANA | 77,339 | 982 | 6,664 | 8.6% | 239 | 24.3% |

Table 101. Alcohol-Related Crashes by County with Rates Per 1000 Licensed Drivers - 1996

| County | Fatal | Fatal Rate | Personal Injury | Injury Rate | Property Damage | Rate | Total | Total Rate |
|-------------|-------|---------------|-----------------|---------------|-----------------|---------------|-------|---------------|
| | | Per 1000 LDVR | | Per 1000 LDVR | | Per 1000 LDVR | | Per 1000 LDVR |
| ADAMS | 0 | 0.000 | 12 | 0.59 | 18 | 0.88 | 30 | 1.47 |
| ALLEN | 11 | 0.052 | 271 | 1.29 | 280 | 1.33 | 562 | 2.67 |
| BARTHOLOMEW | 2 | 0.041 | 51 | 1.04 | 46 | 0.94 | 99 | 2.02 |
| BENTON | 0 | 0.000 | 1 | 0.14 | 2 | 0.28 | 3 | 0.42 |
| BLACKFORD | 0 | 0.000 | 7 | 0.69 | 7 | 0.69 | 14 | 1.38 |
| BOONE | 3 | 0.097 | 18 | 0.58 | 36 | 1.17 | 57 | 1.85 |
| BROWN | 1 | 0.092 | 12 | 1.10 | 15 | 1.37 | 28 | 2.57 |
| CARROLL | 0 | 0.000 | 14 | 0.97 | 10 | 0.69 | 24 | 1.67 |
| CASS | 1 | 0.037 | 27 | 1.00 | 32 | 1.19 | 60 | 2.23 |
| CLARK | 0 | 0.000 | 92 | 1.43 | 99 | 1.54 | 191 | 2.97 |
| CLAY | 1 | 0.053 | 13 | 0.70 | 22 | 1.18 | 36 | 1.93 |
| CLINTON | 1 | 0.045 | 22 | 0.99 | 29 | 1.31 | 52 | 2.34 |
| CRAWFORD | 1 | 0.133 | 6 | 0.80 | 1 | 0.13 | 8 | 1.06 |
| DAVISS | 1 | 0.056 | 36 | 2.03 | 27 | 1.52 | 64 | 3.60 |
| DEARBORN | 1 | 0.032 | 46 | 1.48 | 44 | 1.41 | 91 | 2.92 |
| DECATUR | 1 | 0.058 | 16 | 0.92 | 18 | 1.04 | 35 | 2.01 |
| DEKALB | 4 | 0.148 | 28 | 1.04 | 24 | 0.89 | 56 | 2.08 |
| DELAWARE | 4 | 0.053 | 89 | 1.19 | 96 | 1.28 | 189 | 2.52 |
| DUBOIS | 0 | 0.000 | 42 | 1.53 | 33 | 1.21 | 75 | 2.74 |
| ELKHART | 11 | 0.100 | 172 | 1.57 | 138 | 1.26 | 321 | 2.93 |
| FAYETTE | 0 | 0.000 | 26 | 1.44 | 34 | 1.89 | 60 | 3.33 |
| FLOYD | 4 | 0.083 | 66 | 1.36 | 75 | 1.55 | 145 | 3.00 |
| FOUNTAIN | 1 | 0.075 | 14 | 1.04 | 14 | 1.04 | 29 | 2.16 |
| FRANKLIN | 0 | 0.000 | 16 | 1.17 | 25 | 1.83 | 41 | 3.00 |
| FULTON | 4 | 0.283 | 17 | 1.20 | 17 | 1.20 | 38 | 2.69 |
| GIBSON | 2 | 0.087 | 22 | 0.96 | 24 | 1.05 | 48 | 2.10 |
| GRANT | 4 | 0.081 | 41 | 0.83 | 68 | 1.38 | 113 | 2.29 |
| GREENE | 1 | 0.044 | 22 | 0.97 | 21 | 0.93 | 44 | 1.95 |
| HAMILTON | 3 | 0.028 | 55 | 0.52 | 61 | 0.57 | 119 | 1.12 |
| HANCOCK | 0 | 0.000 | 31 | 0.81 | 29 | 0.76 | 60 | 1.57 |
| HARRISON | 0 | 0.000 | 26 | 1.07 | 21 | 0.86 | 47 | 1.93 |
| HENDRICKS | 2 | 0.032 | 35 | 0.55 | 55 | 0.87 | 92 | 1.45 |
| HENRY | 3 | 0.084 | 35 | 0.98 | 30 | 0.84 | 68 | 1.90 |
| HOWARD | 2 | 0.034 | 66 | 1.11 | 58 | 0.98 | 126 | 2.12 |
| HUNTINGTON | 2 | 0.077 | 25 | 0.96 | 18 | 0.69 | 45 | 1.72 |
| JACKSON | 2 | 0.070 | 27 | 0.94 | 33 | 1.15 | 62 | 2.16 |
| JASPER | 3 | 0.146 | 27 | 1.31 | 15 | 0.73 | 45 | 2.19 |
| JAY | 1 | 0.064 | 7 | 0.45 | 11 | 0.70 | 19 | 1.21 |
| JEFFERSON | 0 | 0.000 | 31 | 1.49 | 30 | 1.44 | 61 | 2.93 |
| JENNINGS | 1 | 0.058 | 32 | 1.85 | 15 | 0.87 | 48 | 2.77 |
| JOHNSON | 0 | 0.000 | 60 | 0.82 | 79 | 1.07 | 139 | 1.89 |
| KNOX | 3 | 0.112 | 35 | 1.31 | 34 | 1.27 | 72 | 2.69 |
| KOSCIUSKO | 6 | 0.124 | 75 | 1.55 | 72 | 1.49 | 153 | 3.16 |
| LAGRANGE | 4 | 0.246 | 23 | 1.41 | 18 | 1.10 | 45 | 2.76 |
| LAKE | 20 | 0.068 | 442 | 1.50 | 473 | 1.60 | 935 | 3.17 |
| LAPORTE | 7 | 0.097 | 126 | 1.75 | 120 | 1.67 | 253 | 3.52 |

Legend: LDVR=Licensed Drivers

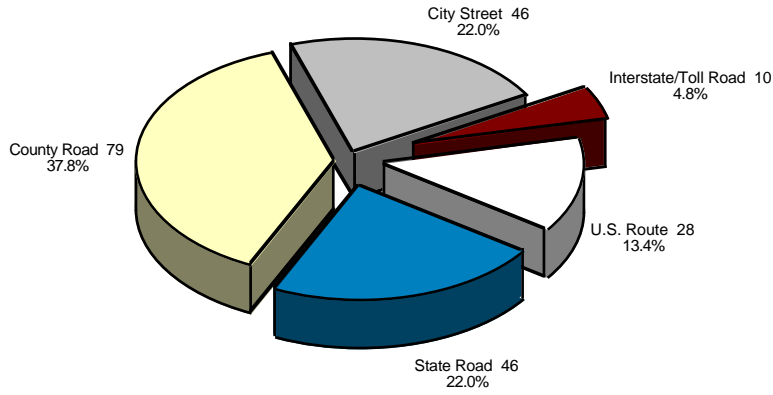
Note: 1996 licensed driver numbers estimated from 1994 and 1997 counts. Actual 1996 licensed driver numbers unavailable.

Table 101. Alcohol-Related Crashes by County with Rates Per 1000 Licensed Drivers - 1996 (Cont.)

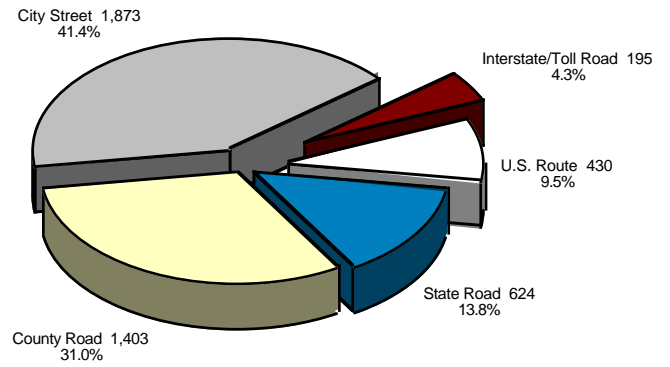
| County | Fatal | Fatal Rate Per 1000 LDVR | Personal Injury | Injury Rate Per 1000 LDVR | Property Damage | Rate Per 1000 LDVR | Total | Total Rate Per 1000 LDVR |
|----------------|------------|--------------------------------|--------------------|---------------------------------|--------------------|--------------------------|--------------|--------------------------------|
| LAWRENCE | 2 | 0.063 | 35 | 1.10 | 42 | 1.32 | 79 | 2.48 |
| MADISON | 1 | 0.011 | 105 | 1.16 | 133 | 1.47 | 239 | 2.65 |
| MARION | 16 | 0.031 | 584 | 1.12 | 679 | 1.31 | 1,279 | 2.46 |
| MARSHALL | 2 | 0.068 | 40 | 1.35 | 33 | 1.11 | 75 | 2.53 |
| MARTIN | 2 | 0.260 | 11 | 1.43 | 12 | 1.56 | 25 | 3.25 |
| MIAMI | 1 | 0.041 | 29 | 1.18 | 21 | 0.85 | 51 | 2.07 |
| MONROE | 4 | 0.059 | 56 | 0.82 | 65 | 0.96 | 125 | 1.84 |
| MONTGOMERY | 1 | 0.039 | 23 | 0.90 | 24 | 0.94 | 48 | 1.87 |
| MORGAN | 2 | 0.046 | 38 | 0.87 | 42 | 0.97 | 82 | 1.89 |
| NEWTON | 2 | 0.201 | 12 | 1.21 | 16 | 1.61 | 30 | 3.02 |
| NOBLE | 2 | 0.069 | 34 | 1.18 | 54 | 1.87 | 90 | 3.12 |
| OHIO | 0 | 0.000 | 7 | 1.75 | 8 | 1.99 | 15 | 3.74 |
| ORANGE | 1 | 0.076 | 6 | 0.46 | 11 | 0.84 | 18 | 1.37 |
| OWEN | 0 | 0.000 | 12 | 0.87 | 19 | 1.39 | 31 | 2.26 |
| PARKE | 0 | 0.000 | 13 | 1.19 | 19 | 1.74 | 32 | 2.92 |
| PERRY | 2 | 0.152 | 14 | 1.06 | 19 | 1.44 | 35 | 2.65 |
| PIKE | 0 | 0.000 | 11 | 1.22 | 13 | 1.44 | 24 | 2.66 |
| PORTER | 4 | 0.041 | 105 | 1.07 | 112 | 1.14 | 221 | 2.25 |
| POSEY | 0 | 0.000 | 16 | 0.86 | 10 | 0.53 | 26 | 1.39 |
| PULASKI | 0 | 0.000 | 16 | 1.67 | 6 | 0.63 | 22 | 2.30 |
| PUTNAM | 1 | 0.045 | 18 | 0.82 | 22 | 1.00 | 41 | 1.86 |
| RANDOLPH | 2 | 0.100 | 13 | 0.65 | 17 | 0.85 | 32 | 1.60 |
| RIPLEY | 0 | 0.000 | 17 | 0.85 | 27 | 1.35 | 44 | 2.20 |
| RUSH | 0 | 0.000 | 8 | 0.63 | 11 | 0.86 | 19 | 1.49 |
| SAINT JOSEPH | 9 | 0.055 | 256 | 1.56 | 328 | 2.00 | 593 | 3.61 |
| SCOTT | 2 | 0.128 | 21 | 1.35 | 20 | 1.28 | 43 | 2.76 |
| SHELBY | 2 | 0.069 | 36 | 1.23 | 41 | 1.41 | 79 | 2.71 |
| SPENCER | 2 | 0.139 | 14 | 0.97 | 36 | 2.50 | 52 | 3.61 |
| STARKE | 2 | 0.128 | 26 | 1.67 | 27 | 1.73 | 55 | 3.53 |
| STEUBEN | 2 | 0.089 | 16 | 0.71 | 36 | 1.61 | 54 | 2.41 |
| SULLIVAN | 2 | 0.140 | 2 | 0.14 | 6 | 0.42 | 10 | 0.70 |
| SWITZERLAND | 2 | 0.363 | 7 | 1.27 | 5 | 0.91 | 14 | 2.54 |
| TIPPECANOE | 2 | 0.024 | 121 | 1.43 | 156 | 1.84 | 279 | 3.30 |
| TIPTON | 2 | 0.167 | 6 | 0.50 | 4 | 0.33 | 12 | 1.00 |
| UNION | 0 | 0.000 | 1 | 0.19 | 3 | 0.56 | 4 | 0.75 |
| VANDERBURGH | 3 | 0.027 | 132 | 1.17 | 170 | 1.51 | 305 | 2.70 |
| VERMILLION | 3 | 0.244 | 11 | 0.89 | 18 | 1.46 | 32 | 2.60 |
| VIGO | 4 | 0.059 | 101 | 1.50 | 127 | 1.88 | 232 | 3.44 |
| WABASH | 2 | 0.081 | 29 | 1.17 | 21 | 0.85 | 52 | 2.11 |
| WARREN | 0 | 0.000 | 3 | 0.54 | 7 | 1.26 | 10 | 1.80 |
| WARRICK | 0 | 0.000 | 24 | 0.66 | 41 | 1.12 | 65 | 1.77 |
| WASHINGTON | 3 | 0.174 | 24 | 1.39 | 28 | 1.62 | 55 | 3.19 |
| WAYNE | 2 | 0.041 | 59 | 1.21 | 69 | 1.41 | 130 | 2.66 |
| WELLS | 1 | 0.052 | 13 | 0.68 | 18 | 0.94 | 32 | 1.68 |
| WHITE | 0 | 0.000 | 21 | 1.15 | 17 | 0.93 | 38 | 2.08 |
| WHITLEY | 1 | 0.046 | 23 | 1.06 | 22 | 1.02 | 46 | 2.12 |
| INDIANA | 209 | 0.054 | 4,526 | 1.16 | 5,042 | 1.29 | 9,777 | 2.51 |

Legend: LDVR=Licensed Drivers

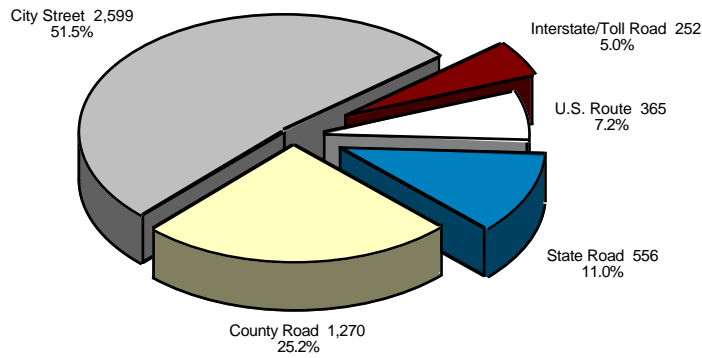
Note: 1996 licensed drivers estimated from 1994 and 1997 counts. Actual 1996 licensed driver numbers unavailable.



Fatal Crashes



Personal Injury Crashes



Property Damage Crashes

Figure 50. Alcohol-Related Crashes by Severity and Roadway Type - 1996

Table 102. Alcohol-Related Crashes by County and Roadway Type by Severity - 1996

| County | Interstate/ Toll Road | | | | U.S. Route | | | | State Road | | | |
|-------------|--------------------------|----|----|-----|------------|----|----|-----|------------|----|----|-----|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| ADAMS | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 10 | 0 | 0 | 1 | 1 |
| ALLEN | 0 | 8 | 8 | 16 | 0 | 10 | 8 | 18 | 1 | 13 | 8 | 22 |
| BARTHOLOMEW | 0 | 0 | 6 | 6 | 0 | 1 | 5 | 6 | 2 | 21 | 9 | 32 |
| BENTON | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| BLACKFORD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| BOONE | 0 | 4 | 8 | 12 | 1 | 2 | 1 | 4 | 1 | 4 | 4 | 9 |
| BROWN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 12 |
| CARROLL | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 4 | 2 | 6 |
| CASS | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 0 | 4 | 2 | 6 |
| CLARK | 0 | 11 | 14 | 25 | 0 | 4 | 8 | 12 | 0 | 21 | 17 | 38 |
| CLAY | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 4 | 1 | 5 | 4 | 10 |
| CLINTON | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 7 |
| CRAWFORD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 |
| DAVISS | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 0 | 3 | 2 | 5 |
| DEARBORN | 0 | 1 | 1 | 2 | 1 | 12 | 10 | 23 | 0 | 8 | 6 | 14 |
| DECATUR | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 1 | 4 | 4 | 9 |
| DEKALB | 0 | 5 | 1 | 6 | 0 | 1 | 0 | 1 | 2 | 7 | 8 | 17 |
| DELAWARE | 0 | 1 | 3 | 4 | 0 | 3 | 2 | 5 | 0 | 14 | 7 | 21 |
| DUBOIS | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 13 | 0 | 14 | 5 | 19 |
| ELKHART | 1 | 1 | 2 | 4 | 2 | 23 | 11 | 36 | 1 | 25 | 15 | 41 |
| FAYETTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 15 |
| FLOYD | 0 | 4 | 3 | 7 | 1 | 4 | 3 | 8 | 1 | 7 | 16 | 24 |
| FOUNTAIN | 0 | 2 | 1 | 3 | 0 | 2 | 3 | 5 | 0 | 0 | 3 | 3 |
| FRANKLIN | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 0 | 3 | 7 | 10 |
| FULTON | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 7 | 1 | 10 |
| GIBSON | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 3 | 1 | 7 | 2 | 10 |
| GRANT | 0 | 0 | 3 | 3 | 0 | 3 | 2 | 5 | 0 | 6 | 12 | 18 |
| GREENE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 12 | 27 |
| HAMILTON | 0 | 6 | 3 | 9 | 0 | 4 | 3 | 7 | 2 | 6 | 11 | 19 |
| HANCOCK | 0 | 3 | 3 | 6 | 0 | 3 | 4 | 7 | 0 | 6 | 4 | 10 |
| HARRISON | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 10 | 6 | 16 |
| HENDRICKS | 1 | 1 | 4 | 6 | 0 | 10 | 6 | 16 | 1 | 4 | 9 | 14 |
| HENRY | 2 | 3 | 3 | 8 | 0 | 3 | 2 | 5 | 0 | 7 | 5 | 12 |
| HOWARD | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 18 | 0 | 3 | 2 | 5 |
| HUNTINGTON | 0 | 0 | 3 | 3 | 0 | 4 | 4 | 8 | 0 | 6 | 2 | 8 |
| JACKSON | 0 | 2 | 1 | 3 | 0 | 1 | 5 | 6 | 2 | 7 | 6 | 15 |
| JASPER | 0 | 1 | 4 | 5 | 0 | 5 | 0 | 5 | 2 | 3 | 3 | 8 |
| JAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| JEFFERSON | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 16 | 8 | 24 |
| JENNINGS | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 1 | 11 | 1 | 13 |
| JOHNSON | 0 | 4 | 4 | 8 | 0 | 2 | 9 | 11 | 0 | 12 | 8 | 20 |
| KNOX | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 1 | 8 | 6 | 15 |
| KOSCIUSKO | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 2 | 18 | 9 | 29 |
| LAGRANGE | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 4 | 1 | 1 | 5 | 7 |
| LAKE | 4 | 28 | 50 | 82 | 3 | 44 | 38 | 85 | 0 | 16 | 10 | 26 |
| LAPORTE | 0 | 7 | 10 | 17 | 0 | 31 | 15 | 46 | 2 | 7 | 11 | 20 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 102. Alcohol-Related Crashes by County and Roadway Type by Severity - 1996 (Cont.)

| County | County Road | | | | City Street | | | | Total | | | |
|-------------|-------------|----|----|-----|-------------|-----|-----|-----|-------|-----|-----|-----|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| ADAMS | 0 | 5 | 9 | 14 | 0 | 1 | 4 | 5 | 0 | 12 | 18 | 30 |
| ALLEN | 7 | 60 | 40 | 107 | 3 | 180 | 216 | 399 | 11 | 271 | 280 | 562 |
| BARTHOLOMEW | 0 | 17 | 11 | 28 | 0 | 12 | 15 | 27 | 2 | 51 | 46 | 99 |
| BENTON | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 |
| BLACKFORD | 0 | 5 | 2 | 7 | 0 | 1 | 3 | 4 | 0 | 7 | 7 | 14 |
| BOONE | 1 | 4 | 10 | 15 | 0 | 4 | 13 | 17 | 3 | 18 | 36 | 57 |
| BROWN | 0 | 7 | 7 | 14 | 0 | 1 | 1 | 2 | 1 | 12 | 15 | 28 |
| CARROLL | 0 | 8 | 6 | 14 | 0 | 0 | 1 | 1 | 0 | 14 | 10 | 24 |
| CASS | 0 | 12 | 12 | 24 | 0 | 9 | 14 | 23 | 1 | 27 | 32 | 60 |
| CLARK | 0 | 26 | 19 | 45 | 0 | 30 | 41 | 71 | 0 | 92 | 99 | 191 |
| CLAY | 0 | 4 | 8 | 12 | 0 | 2 | 5 | 7 | 1 | 13 | 22 | 36 |
| CLINTON | 0 | 6 | 8 | 14 | 1 | 8 | 20 | 29 | 1 | 22 | 29 | 52 |
| CRAWFORD | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 6 | 1 | 8 |
| DAVIESS | 1 | 12 | 7 | 20 | 0 | 13 | 17 | 30 | 1 | 36 | 27 | 64 |
| DEARBORN | 0 | 21 | 10 | 31 | 0 | 4 | 17 | 21 | 1 | 46 | 44 | 91 |
| DECATUR | 0 | 7 | 6 | 13 | 0 | 5 | 4 | 9 | 1 | 16 | 18 | 35 |
| DEKALB | 2 | 11 | 8 | 21 | 0 | 4 | 7 | 11 | 4 | 28 | 24 | 56 |
| DELAWARE | 3 | 23 | 20 | 46 | 1 | 48 | 64 | 113 | 4 | 89 | 96 | 189 |
| DUBOIS | 0 | 19 | 13 | 32 | 0 | 2 | 9 | 11 | 0 | 42 | 33 | 75 |
| ELKHART | 5 | 57 | 37 | 99 | 2 | 66 | 73 | 141 | 11 | 172 | 138 | 321 |
| FAYETTE | 0 | 11 | 13 | 24 | 0 | 7 | 14 | 21 | 0 | 26 | 34 | 60 |
| FLOYD | 1 | 19 | 16 | 36 | 1 | 32 | 37 | 70 | 4 | 66 | 75 | 145 |
| FOUNTAIN | 1 | 9 | 2 | 12 | 0 | 1 | 5 | 6 | 1 | 14 | 14 | 29 |
| FRANKLIN | 0 | 8 | 14 | 22 | 0 | 0 | 0 | 0 | 0 | 16 | 25 | 41 |
| FULTON | 1 | 7 | 8 | 16 | 1 | 1 | 6 | 8 | 4 | 17 | 17 | 38 |
| GIBSON | 0 | 9 | 3 | 12 | 0 | 5 | 16 | 21 | 2 | 22 | 24 | 48 |
| GRANT | 3 | 16 | 9 | 28 | 1 | 16 | 42 | 59 | 4 | 41 | 68 | 113 |
| GREENE | 0 | 8 | 7 | 15 | 0 | 0 | 2 | 2 | 1 | 22 | 21 | 44 |
| HAMILTON | 1 | 21 | 14 | 36 | 0 | 18 | 30 | 48 | 3 | 55 | 61 | 119 |
| HANCOCK | 0 | 17 | 14 | 31 | 0 | 2 | 4 | 6 | 0 | 31 | 29 | 60 |
| HARRISON | 0 | 14 | 9 | 23 | 0 | 1 | 4 | 5 | 0 | 26 | 21 | 47 |
| HENDRICKS | 0 | 14 | 23 | 37 | 0 | 6 | 13 | 19 | 2 | 35 | 55 | 92 |
| HENRY | 1 | 8 | 6 | 15 | 0 | 14 | 14 | 28 | 3 | 35 | 30 | 68 |
| HOWARD | 1 | 23 | 10 | 34 | 1 | 34 | 34 | 69 | 2 | 66 | 58 | 126 |
| HUNTINGTON | 2 | 9 | 2 | 13 | 0 | 6 | 7 | 13 | 2 | 25 | 18 | 45 |
| JACKSON | 0 | 7 | 4 | 11 | 0 | 10 | 17 | 27 | 2 | 27 | 33 | 62 |
| JASPER | 1 | 15 | 6 | 22 | 0 | 3 | 2 | 5 | 3 | 27 | 15 | 45 |
| JAY | 1 | 3 | 4 | 8 | 0 | 2 | 6 | 8 | 1 | 7 | 11 | 19 |
| JEFFERSON | 0 | 8 | 10 | 18 | 0 | 6 | 11 | 17 | 0 | 31 | 30 | 61 |
| JENNINGS | 0 | 9 | 5 | 14 | 0 | 9 | 7 | 16 | 1 | 32 | 15 | 48 |
| JOHNSON | 0 | 26 | 25 | 51 | 0 | 16 | 33 | 49 | 0 | 60 | 79 | 139 |
| KNOX | 2 | 10 | 5 | 17 | 0 | 14 | 21 | 35 | 3 | 35 | 34 | 72 |
| KOSCIUSKO | 4 | 41 | 37 | 82 | 0 | 11 | 25 | 36 | 6 | 75 | 72 | 153 |
| LAGRANGE | 3 | 16 | 9 | 28 | 0 | 2 | 1 | 3 | 4 | 23 | 18 | 45 |
| LAKE | 2 | 42 | 43 | 87 | 11 | 312 | 332 | 655 | 20 | 442 | 473 | 935 |
| LAPORTE | 5 | 31 | 22 | 58 | 0 | 50 | 62 | 112 | 7 | 126 | 120 | 253 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 102. Alcohol-Related Crashes by County and Roadway Type by Severity - 1996 (Cont.)

| County | Interstate/ Toll Road | | | | U.S. Route | | | | State Road | | | |
|----------------|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| LAWRENCE | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 1 | 10 | 14 | 25 |
| MADISON | 0 | 4 | 2 | 6 | 0 | 1 | 0 | 1 | 0 | 7 | 16 | 23 |
| MARION | 0 | 69 | 68 | 137 | 2 | 12 | 12 | 26 | 0 | 1 | 4 | 5 |
| MARSHALL | 0 | 0 | 0 | 0 | 2 | 9 | 6 | 17 | 0 | 7 | 4 | 11 |
| MARTIN | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 12 | 1 | 1 | 3 | 5 |
| MIAMI | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 0 | 3 | 1 | 4 |
| MONROE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 21 |
| MONTGOMERY | 0 | 0 | 1 | 1 | 1 | 10 | 2 | 13 | 0 | 3 | 3 | 6 |
| MORGAN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 18 | 34 |
| NEWTON | 0 | 2 | 0 | 2 | 0 | 6 | 2 | 8 | 2 | 2 | 8 | 12 |
| NOBLE | 0 | 0 | 0 | 0 | 1 | 6 | 12 | 19 | 0 | 9 | 11 | 20 |
| OHIO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 |
| ORANGE | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 2 | 4 |
| OWEN | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 6 | 8 | 14 |
| PARKE | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 0 | 1 | 3 | 4 |
| PERRY | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 13 |
| PIKE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 16 |
| PORTER | 0 | 5 | 12 | 17 | 4 | 24 | 22 | 50 | 0 | 21 | 14 | 35 |
| POSEY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 9 |
| PULASKI | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 1 | 1 | 2 |
| PUTNAM | 0 | 1 | 0 | 1 | 1 | 8 | 5 | 14 | 0 | 1 | 0 | 1 |
| RANDOLPH | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 5 | 1 | 6 |
| RIPLEY | 0 | 1 | 0 | 1 | 0 | 7 | 1 | 8 | 0 | 2 | 8 | 10 |
| RUSH | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 3 |
| SAINT JOSEPH | 0 | 2 | 0 | 2 | 3 | 20 | 24 | 47 | 1 | 13 | 11 | 25 |
| SCOTT | 0 | 3 | 1 | 4 | 1 | 3 | 4 | 8 | 0 | 6 | 6 | 12 |
| SHELBY | 1 | 3 | 5 | 9 | 0 | 0 | 2 | 2 | 0 | 3 | 3 | 6 |
| SPENCER | 0 | 0 | 2 | 2 | 0 | 3 | 5 | 8 | 2 | 7 | 12 | 21 |
| STARKE | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 0 | 6 | 4 | 10 |
| STEBEN | 0 | 2 | 3 | 5 | 0 | 1 | 3 | 4 | 0 | 3 | 5 | 8 |
| SULLIVAN | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 2 | 3 |
| SWITZERLAND | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 10 |
| TIPPECANOE | 0 | 3 | 3 | 6 | 0 | 9 | 16 | 25 | 0 | 17 | 24 | 41 |
| TIPTON | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 0 | 1 | 1 | 2 |
| UNION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| VANDERBURGH | 0 | 2 | 2 | 4 | 1 | 6 | 6 | 13 | 0 | 9 | 7 | 16 |
| VERMILLION | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 2 | 4 | 7 | 13 |
| VIGO | 0 | 3 | 1 | 4 | 0 | 16 | 6 | 22 | 0 | 8 | 9 | 17 |
| WABASH | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 5 | 4 | 9 |
| WARREN | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 5 |
| WARRICK | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 14 | 25 |
| WASHINGTON | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 10 | 9 | 19 |
| WAYNE | 0 | 0 | 3 | 3 | 0 | 9 | 3 | 12 | 0 | 5 | 6 | 11 |
| WELLS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 |
| WHITE | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 3 | 0 | 4 | 1 | 5 |
| WHITLEY | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 11 | 1 | 6 | 4 | 11 |
| INDIANA | 10 | 195 | 252 | 457 | 28 | 430 | 365 | 823 | 46 | 624 | 556 | 1,226 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 102. Alcohol-Related Crashes by County and Roadway Type by Severity - 1996 (Cont.)

| County | County Road | | | | City Street | | | | Total | | | |
|----------------|-------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|
| | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot | Ftl | PI | PD | Tot |
| LAWRENCE | 0 | 14 | 14 | 28 | 1 | 8 | 10 | 19 | 2 | 35 | 42 | 79 |
| MADISON | 0 | 33 | 23 | 56 | 1 | 60 | 92 | 153 | 1 | 105 | 133 | 239 |
| MARION | 4 | 194 | 222 | 420 | 10 | 307 | 373 | 690 | 16 | 584 | 679 | 1,279 |
| MARSHALL | 0 | 21 | 12 | 33 | 0 | 3 | 11 | 14 | 2 | 40 | 33 | 75 |
| MARTIN | 0 | 4 | 4 | 8 | 0 | 0 | 0 | 0 | 2 | 11 | 12 | 25 |
| MIAMI | 0 | 13 | 6 | 19 | 1 | 9 | 11 | 21 | 1 | 29 | 21 | 51 |
| MONROE | 4 | 25 | 18 | 47 | 0 | 18 | 39 | 57 | 4 | 56 | 65 | 125 |
| MONTGOMERY | 0 | 5 | 4 | 9 | 0 | 5 | 14 | 19 | 1 | 23 | 24 | 48 |
| MORGAN | 1 | 17 | 12 | 30 | 0 | 6 | 12 | 18 | 2 | 38 | 42 | 82 |
| NEWTON | 0 | 2 | 5 | 7 | 0 | 0 | 1 | 1 | 2 | 12 | 16 | 30 |
| NOBLE | 1 | 16 | 21 | 38 | 0 | 3 | 10 | 13 | 2 | 34 | 54 | 90 |
| OHIO | 0 | 2 | 0 | 2 | 0 | 0 | 5 | 5 | 0 | 7 | 8 | 15 |
| ORANGE | 0 | 1 | 4 | 5 | 0 | 2 | 5 | 7 | 1 | 6 | 11 | 18 |
| OWEN | 0 | 4 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 12 | 19 | 31 |
| PARKE | 0 | 7 | 9 | 16 | 0 | 2 | 3 | 5 | 0 | 13 | 19 | 32 |
| PERRY | 0 | 4 | 3 | 7 | 1 | 4 | 9 | 14 | 2 | 14 | 19 | 35 |
| PIKE | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 11 | 13 | 24 |
| PORTER | 0 | 22 | 20 | 42 | 0 | 33 | 44 | 77 | 4 | 105 | 112 | 221 |
| POSEY | 0 | 10 | 7 | 17 | 0 | 0 | 0 | 0 | 0 | 16 | 10 | 26 |
| PULASKI | 0 | 7 | 4 | 11 | 0 | 0 | 1 | 1 | 0 | 16 | 6 | 22 |
| PUTNAM | 0 | 4 | 10 | 14 | 0 | 4 | 7 | 11 | 1 | 18 | 22 | 41 |
| RANDOLPH | 2 | 5 | 5 | 12 | 0 | 3 | 6 | 9 | 2 | 13 | 17 | 32 |
| RIPLEY | 0 | 4 | 14 | 18 | 0 | 3 | 4 | 7 | 0 | 17 | 27 | 44 |
| RUSH | 0 | 4 | 7 | 11 | 0 | 1 | 2 | 3 | 0 | 8 | 11 | 19 |
| SAINT JOSEPH | 2 | 40 | 45 | 87 | 3 | 181 | 248 | 432 | 9 | 256 | 328 | 593 |
| SCOTT | 1 | 4 | 1 | 6 | 0 | 5 | 8 | 13 | 2 | 21 | 20 | 43 |
| SHELBY | 1 | 25 | 19 | 45 | 0 | 5 | 12 | 17 | 2 | 36 | 41 | 79 |
| SPENCER | 0 | 4 | 11 | 15 | 0 | 0 | 6 | 6 | 2 | 14 | 36 | 52 |
| STARKE | 2 | 11 | 14 | 27 | 0 | 1 | 5 | 6 | 2 | 26 | 27 | 55 |
| STEBEN | 2 | 10 | 18 | 30 | 0 | 0 | 7 | 7 | 2 | 16 | 36 | 54 |
| SULLIVAN | 1 | 1 | 1 | 3 | 0 | 0 | 1 | 1 | 2 | 2 | 6 | 10 |
| SWITZERLAND | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 2 | 7 | 5 | 14 |
| TIPPECANOE | 0 | 23 | 34 | 57 | 2 | 69 | 79 | 150 | 2 | 121 | 156 | 279 |
| TIPTON | 1 | 2 | 1 | 4 | 0 | 1 | 1 | 2 | 2 | 6 | 4 | 12 |
| UNION | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 |
| VANDEBURGH | 0 | 29 | 26 | 55 | 2 | 86 | 129 | 217 | 3 | 132 | 170 | 305 |
| VERMILLION | 0 | 2 | 5 | 7 | 0 | 3 | 5 | 8 | 3 | 11 | 18 | 32 |
| VIGO | 3 | 35 | 24 | 62 | 1 | 39 | 87 | 127 | 4 | 101 | 127 | 232 |
| WABASH | 1 | 12 | 5 | 18 | 1 | 9 | 10 | 20 | 2 | 29 | 21 | 52 |
| WARREN | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 3 | 7 | 10 |
| WARRICK | 0 | 12 | 17 | 29 | 0 | 1 | 9 | 10 | 0 | 24 | 41 | 65 |
| WASHINGTON | 2 | 10 | 11 | 23 | 1 | 4 | 6 | 11 | 3 | 24 | 28 | 55 |
| WAYNE | 2 | 24 | 12 | 38 | 0 | 21 | 45 | 66 | 2 | 59 | 69 | 130 |
| WELLS | 1 | 6 | 8 | 15 | 0 | 4 | 6 | 10 | 1 | 13 | 18 | 32 |
| WHITE | 0 | 12 | 10 | 22 | 0 | 3 | 3 | 6 | 0 | 21 | 17 | 38 |
| WHITLEY | 0 | 11 | 10 | 21 | 0 | 2 | 1 | 3 | 1 | 23 | 22 | 46 |
| INDIANA | 79 | 1,403 | 1,270 | 2,752 | 46 | 1,873 | 2,599 | 4,518 | 209 | 4,526 | 5,042 | 9,777 |

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage; Tot=Total

Table 103. Alcohol-Related Crashes by Time of Day and Day of Week with Fatalities, Injuries - 1996

| Time | Sun | Mon | Tues | Wed | Thurs | Fri | Sat | Total | Injuries | Fatalities |
|------------------------|--------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|
| midnight - 1 am | 160 | 60 | 64 | 66 | 77 | 93 | 172 | 692 | 463 | 21 |
| 1 - 2 am | 144 | 44 | 46 | 51 | 76 | 74 | 180 | 615 | 390 | 24 |
| 2 - 3 am | 193 | 25 | 56 | 40 | 70 | 83 | 195 | 662 | 472 | 25 |
| 3 - 4 am | 224 | 16 | 41 | 48 | 68 | 92 | 208 | 697 | 473 | 19 |
| 4 - 5 am | 101 | 6 | 23 | 22 | 30 | 47 | 93 | 322 | 197 | 4 |
| 5 - 6 am | 61 | 8 | 11 | 6 | 20 | 25 | 57 | 188 | 111 | 6 |
| 6 - 7 am | 37 | 8 | 13 | 17 | 13 | 16 | 40 | 144 | 107 | 3 |
| 7 - 8 am | 17 | 4 | 12 | 18 | 14 | 17 | 24 | 106 | 73 | 3 |
| 8 - 9 am | 10 | 9 | 5 | 9 | 10 | 10 | 24 | 77 | 54 | 4 |
| 9 - 10 am | 21 | 8 | 12 | 13 | 9 | 5 | 18 | 86 | 60 | 5 |
| 10 - 11 am | 8 | 6 | 13 | 10 | 11 | 21 | 18 | 87 | 60 | 0 |
| 11 - noon | 12 | 14 | 17 | 21 | 15 | 23 | 35 | 137 | 65 | 3 |
| noon - 1 pm | 15 | 11 | 20 | 20 | 25 | 32 | 31 | 154 | 82 | 2 |
| 1 - 2 pm | 24 | 17 | 27 | 17 | 19 | 31 | 34 | 169 | 124 | 4 |
| 2 - 3 pm | 29 | 29 | 30 | 17 | 24 | 38 | 55 | 222 | 146 | 6 |
| 3 - 4 pm | 53 | 29 | 38 | 39 | 36 | 65 | 64 | 324 | 247 | 7 |
| 4 - 5 pm | 45 | 46 | 61 | 43 | 50 | 66 | 88 | 399 | 269 | 12 |
| 5 - 6 pm | 62 | 60 | 57 | 61 | 60 | 95 | 106 | 501 | 360 | 10 |
| 6 - 7 pm | 84 | 61 | 73 | 48 | 77 | 93 | 108 | 544 | 372 | 10 |
| 7 - 8 pm | 78 | 87 | 67 | 75 | 72 | 102 | 102 | 583 | 437 | 6 |
| 8 - 9 pm | 81 | 67 | 79 | 92 | 78 | 120 | 123 | 640 | 485 | 12 |
| 9 - 10 pm | 69 | 67 | 81 | 82 | 102 | 127 | 131 | 659 | 447 | 15 |
| 10 - 11 pm | 80 | 70 | 87 | 92 | 117 | 158 | 164 | 768 | 528 | 13 |
| 11 - midnight | 72 | 73 | 76 | 90 | 97 | 201 | 183 | 792 | 540 | 22 |
| Unknown | 48 | 16 | 25 | 20 | 17 | 41 | 42 | 209 | 102 | 3 |
| Total | 1,728 | 841 | 1,034 | 1,017 | 1,187 | 1,675 | 2,295 | 9,777 | 6,664 | 239 |

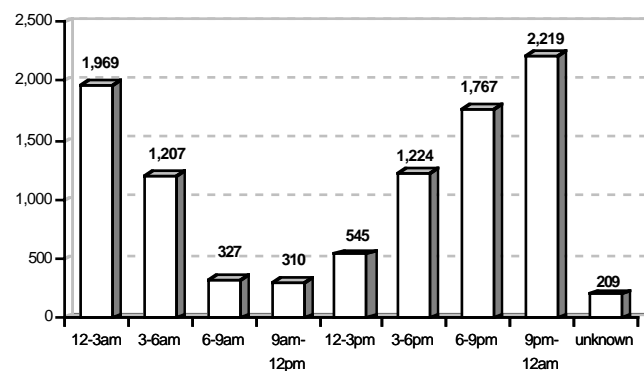
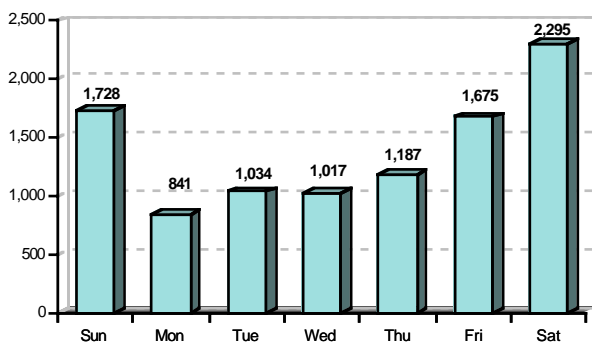


Figure 51. Alcohol-Related Crashes by Day and by Time of Week - 1996

Table 104. BAC Test Results for Killed Drivers by Age and Gender - 1996

| Alcohol Concentration of Killed Drivers | | | | | | | | | | | | | | | | | | |
|---|------------|-----------|------------|---------------|----------|-----------|----------------|----------|-----------|------------------|-----------|------------|------------------|-----------|------------|------------|------------|------------|
| Age | 0 to 0.009 | | | 0.01 to 0.049 | | | 0.050 to 0.099 | | | 0.100 or Greater | | | Unknown or Blank | | | Total | | |
| | M | F | Tot | M | F | Tot | M | F | Tot | M | F | Tot | M | F | Tot | M | F | Tot |
| 10-15 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 1 | 5 |
| 16 | 5 | 8 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 11 | 3 | 14 | 17 | 11 | 28 |
| 17 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 2 | 2 | 10 | 4 | 14 |
| 18 | 8 | 1 | 9 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 10 | 1 | 11 | 20 | 4 | 24 |
| 19 | 5 | 3 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 5 | 1 | 6 | 14 | 4 | 18 |
| 20 | 4 | 4 | 8 | 1 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 3 | 4 | 1 | 5 | 13 | 5 | 18 |
| 21 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 1 | 2 | 6 | 2 | 8 |
| 22 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 2 | 9 | 2 | 11 |
| 23 | 4 | 3 | 7 | 1 | 0 | 1 | 1 | 0 | 1 | 5 | 0 | 5 | 0 | 2 | 2 | 11 | 5 | 16 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 4 | 5 | 1 | 6 |
| 25-34 | 22 | 11 | 33 | 2 | 1 | 3 | 3 | 1 | 4 | 38 | 5 | 43 | 15 | 10 | 25 | 80 | 28 | 108 |
| 35-44 | 16 | 11 | 27 | 1 | 2 | 3 | 0 | 0 | 0 | 22 | 2 | 24 | 17 | 15 | 32 | 56 | 30 | 86 |
| 45-54 | 23 | 17 | 40 | 1 | 0 | 1 | 1 | 0 | 1 | 12 | 2 | 14 | 10 | 12 | 22 | 47 | 31 | 78 |
| 55-64 | 19 | 10 | 29 | 1 | 0 | 1 | 1 | 0 | 1 | 9 | 2 | 11 | 10 | 5 | 15 | 40 | 17 | 57 |
| 65-74 | 13 | 9 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 21 | 7 | 28 | 37 | 16 | 53 |
| 75-84 | 17 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 20 | 28 | 12 | 40 |
| 85+ | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 13 | 14 | 6 | 20 |
| Total | 156 | 86 | 242 | 8 | 4 | 12 | 9 | 4 | 13 | 105 | 13 | 118 | 133 | 72 | 205 | 411 | 179 | 590 |

Legend: M=Male; F=Female; Tot=Total

Source: Fatality Analysis Reporting System, NHTSA.

Note: Drivers of Motorcycles, mopeds, minibikes, motorscooters, motorbikes are excluded.

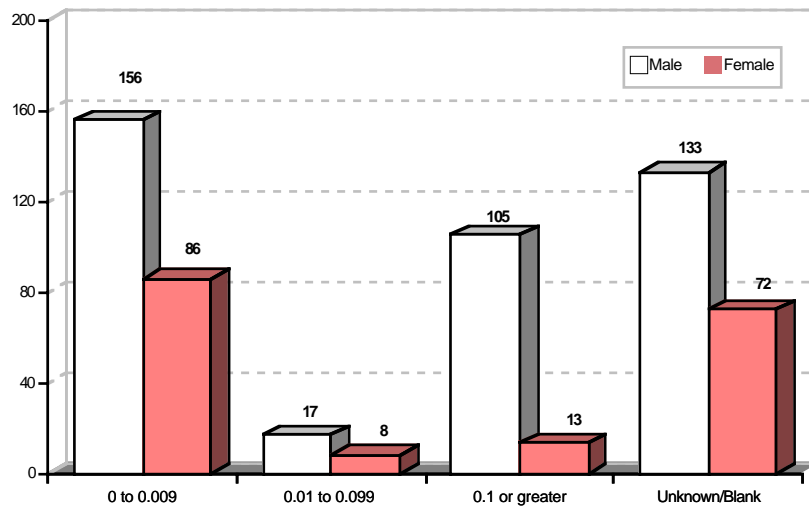


Figure 52. BAC Test Results for Killed Drivers - 1996

Table 105. Drivers with BAC Greater than 0.05 by Age Group: 1988-1996

| Age | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 10 - 14 | 4 | 3 | 3 | 3 | 2 | 6 | 1 | 1 | 0 |
| 15 | 9 | 6 | 10 | 8 | 3 | 5 | 5 | 5 | 4 |
| 16 | 64 | 49 | 52 | 48 | 28 | 28 | 34 | 28 | 27 |
| 17 | 149 | 130 | 121 | 77 | 70 | 65 | 68 | 67 | 78 |
| 18 | 228 | 206 | 220 | 172 | 152 | 128 | 129 | 129 | 114 |
| 19 | 232 | 240 | 246 | 226 | 189 | 161 | 134 | 161 | 147 |
| 20 | 277 | 241 | 273 | 243 | 203 | 190 | 182 | 151 | 138 |
| 21 | 387 | 344 | 396 | 349 | 336 | 282 | 310 | 256 | 213 |
| 22 | 319 | 327 | 324 | 306 | 310 | 301 | 285 | 265 | 234 |
| 23 | 323 | 331 | 288 | 280 | 265 | 257 | 270 | 248 | 177 |
| 24 | 325 | 272 | 298 | 236 | 233 | 258 | 254 | 229 | 176 |
| 25 - 34 | 2,336 | 2,374 | 2,683 | 2,419 | 2,337 | 2,139 | 2,153 | 2,006 | 1,677 |
| 35 - 44 | 1,005 | 1,090 | 1,227 | 1,265 | 1,352 | 1,379 | 1,398 | 1,400 | 1,309 |
| 45 - 54 | 398 | 467 | 458 | 442 | 538 | 526 | 576 | 614 | 531 |
| 55 - 64 | 226 | 263 | 249 | 209 | 237 | 235 | 242 | 236 | 208 |
| 65 - 74 | 90 | 103 | 93 | 110 | 112 | 105 | 123 | 119 | 92 |
| 75 - 84 | 19 | 17 | 20 | 16 | 11 | 26 | 31 | 20 | 24 |
| 85+ | 25 | 21 | 18 | 29 | 16 | 3 | 6 | 12 | 14 |
| Unknown | 12 | 18 | 83 | 42 | 17 | 40 | 31 | 22 | 15 |
| Total | 6,428 | 6,502 | 7,062 | 6,480 | 6,411 | 6,134 | 6,232 | 5,969 | 5,178 |

Note: Drivers of parked vehicles excluded.

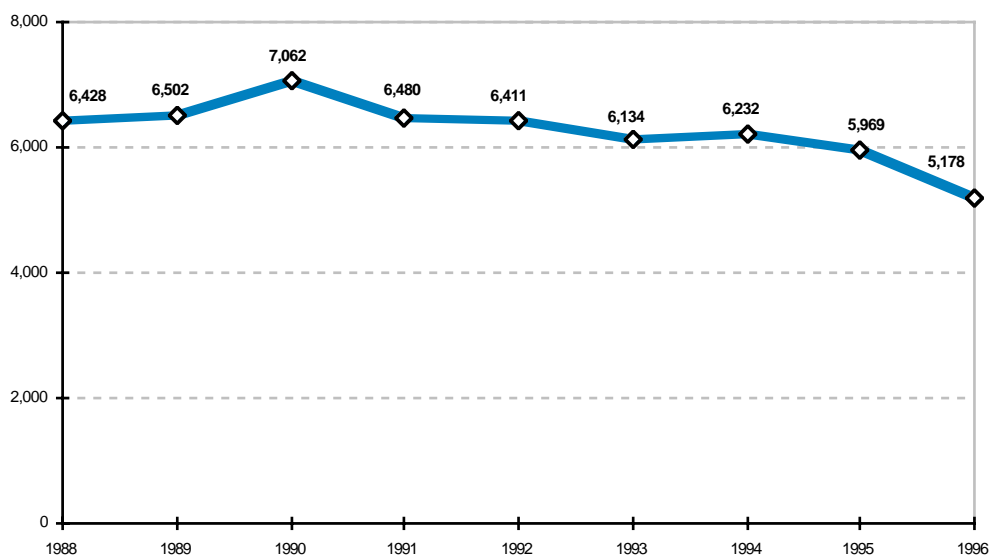


Figure 53. Drivers with BAC Greater than 0.05: 1988-1996

Table 106. Drivers by County and Age Group Involved in Alcohol Crashes - 1996

| County | Age | | | | | | | | | Total |
|-------------|-----|-------|-------|-------|-------|-------|-------|-----|---------|-------|
| | <21 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75+ | Unknown | |
| ADAMS | 4 | 4 | 11 | 11 | 5 | 1 | 0 | 0 | 0 | 36 |
| ALLEN | 90 | 151 | 236 | 203 | 86 | 37 | 12 | 7 | 29 | 851 |
| BARTHOLOMEW | 19 | 18 | 43 | 25 | 11 | 6 | 5 | 0 | 0 | 127 |
| BENTON | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| BLACKFORD | 4 | 1 | 6 | 3 | 0 | 3 | 0 | 0 | 0 | 17 |
| BOONE | 12 | 10 | 24 | 20 | 7 | 4 | 3 | 1 | 1 | 82 |
| BROWN | 7 | 2 | 10 | 9 | 7 | 1 | 1 | 0 | 0 | 37 |
| CARROLL | 4 | 4 | 6 | 6 | 3 | 2 | 3 | 0 | 0 | 28 |
| CASS | 7 | 15 | 20 | 16 | 4 | 6 | 2 | 0 | 2 | 72 |
| CLARK | 29 | 31 | 84 | 62 | 40 | 18 | 5 | 1 | 7 | 277 |
| CLAY | 4 | 2 | 21 | 8 | 13 | 2 | 2 | 0 | 0 | 52 |
| CLINTON | 8 | 10 | 25 | 8 | 8 | 1 | 3 | 0 | 1 | 64 |
| CRAWFORD | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 9 |
| DAVISS | 15 | 9 | 25 | 21 | 4 | 4 | 1 | 3 | 2 | 84 |
| DEARBORN | 21 | 17 | 32 | 29 | 13 | 3 | 1 | 1 | 3 | 120 |
| DECATUR | 3 | 10 | 16 | 9 | 3 | 3 | 1 | 1 | 0 | 46 |
| DEKALB | 13 | 10 | 24 | 17 | 4 | 3 | 3 | 0 | 1 | 75 |
| DELAWARE | 27 | 35 | 79 | 54 | 43 | 11 | 6 | 4 | 11 | 270 |
| DUBOIS | 15 | 16 | 32 | 16 | 5 | 3 | 4 | 1 | 2 | 94 |
| ELKHART | 50 | 62 | 147 | 115 | 49 | 23 | 6 | 4 | 6 | 462 |
| FAYETTE | 16 | 16 | 11 | 19 | 7 | 0 | 1 | 1 | 1 | 72 |
| FLOYD | 39 | 16 | 60 | 51 | 19 | 7 | 5 | 2 | 7 | 206 |
| FOUNTAIN | 3 | 5 | 9 | 10 | 2 | 5 | 0 | 1 | 0 | 35 |
| FRANKLIN | 4 | 10 | 11 | 14 | 7 | 0 | 0 | 0 | 1 | 47 |
| FULTON | 5 | 7 | 21 | 6 | 4 | 4 | 1 | 0 | 0 | 48 |
| GIBSON | 9 | 9 | 20 | 10 | 4 | 1 | 2 | 0 | 0 | 55 |
| GRANT | 20 | 21 | 51 | 33 | 13 | 3 | 4 | 3 | 7 | 155 |
| GREENE | 4 | 5 | 18 | 11 | 8 | 2 | 3 | 2 | 3 | 56 |
| HAMILTON | 16 | 23 | 47 | 54 | 21 | 11 | 1 | 0 | 1 | 174 |
| HANCOCK | 9 | 6 | 26 | 19 | 11 | 6 | 1 | 0 | 1 | 79 |
| HARRISON | 9 | 7 | 14 | 16 | 6 | 1 | 0 | 0 | 0 | 53 |
| HENDRICKS | 16 | 19 | 35 | 33 | 12 | 11 | 3 | 2 | 5 | 136 |
| HENRY | 18 | 14 | 30 | 10 | 10 | 9 | 3 | 1 | 3 | 98 |
| HOWARD | 14 | 22 | 54 | 60 | 24 | 4 | 7 | 1 | 1 | 187 |
| HUNTINGTON | 5 | 11 | 16 | 10 | 6 | 3 | 4 | 0 | 1 | 56 |
| JACKSON | 12 | 14 | 22 | 22 | 7 | 2 | 4 | 0 | 1 | 84 |
| JASPER | 8 | 9 | 15 | 16 | 6 | 1 | 1 | 0 | 0 | 56 |
| JAY | 2 | 3 | 3 | 8 | 2 | 2 | 2 | 0 | 1 | 23 |
| JEFFERSON | 14 | 11 | 16 | 15 | 10 | 4 | 3 | 2 | 1 | 76 |
| JENNINGS | 7 | 7 | 27 | 14 | 5 | 2 | 2 | 3 | 1 | 68 |
| JOHNSON | 31 | 23 | 64 | 45 | 16 | 5 | 8 | 3 | 8 | 203 |
| KNOX | 15 | 11 | 25 | 18 | 5 | 7 | 3 | 2 | 3 | 89 |
| KOSCIUSKO | 24 | 30 | 54 | 51 | 13 | 5 | 6 | 1 | 1 | 185 |
| LAGRANGE | 7 | 7 | 20 | 8 | 3 | 2 | 1 | 2 | 0 | 50 |
| LAKE | 129 | 163 | 375 | 403 | 187 | 89 | 50 | 11 | 37 | 1,444 |
| LAPORTE | 33 | 51 | 109 | 70 | 39 | 16 | 13 | 6 | 7 | 344 |

Table 106. Drivers by County and Age Group Involved in Alcohol Crashes - 1996 (Cont.)

| County | Age | | | | | | | | | Total |
|----------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|------------|---------------|
| | <21 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75+ | Unknown | |
| LAWRENCE | 8 | 10 | 44 | 19 | 15 | 6 | 0 | 1 | 3 | 106 |
| MADISON | 45 | 41 | 102 | 68 | 43 | 19 | 9 | 6 | 14 | 347 |
| MARION | 175 | 252 | 651 | 532 | 234 | 93 | 50 | 16 | 74 | 2,077 |
| MARSHALL | 10 | 14 | 33 | 29 | 7 | 5 | 1 | 0 | 0 | 99 |
| MARTIN | 2 | 5 | 10 | 6 | 2 | 2 | 2 | 0 | 0 | 29 |
| MIAMI | 8 | 10 | 23 | 11 | 6 | 0 | 0 | 0 | 0 | 58 |
| MONROE | 26 | 35 | 46 | 42 | 23 | 4 | 3 | 1 | 3 | 183 |
| MONTGOMERY | 7 | 8 | 17 | 16 | 10 | 2 | 0 | 3 | 0 | 63 |
| MORGAN | 12 | 18 | 27 | 34 | 13 | 6 | 3 | 2 | 0 | 115 |
| NEWTON | 4 | 3 | 11 | 12 | 6 | 1 | 0 | 0 | 0 | 37 |
| NOBLE | 19 | 18 | 35 | 27 | 9 | 2 | 2 | 1 | 2 | 115 |
| OHIO | 4 | 0 | 5 | 2 | 3 | 3 | 0 | 0 | 1 | 18 |
| ORANGE | 5 | 3 | 3 | 8 | 4 | 0 | 0 | 0 | 0 | 23 |
| OWEN | 7 | 5 | 12 | 12 | 3 | 2 | 1 | 0 | 1 | 43 |
| PARKE | 6 | 3 | 13 | 7 | 5 | 1 | 0 | 0 | 2 | 37 |
| PERRY | 10 | 8 | 10 | 13 | 1 | 3 | 1 | 0 | 1 | 47 |
| PIKE | 4 | 2 | 10 | 10 | 1 | 1 | 1 | 0 | 0 | 29 |
| PORTER | 39 | 43 | 94 | 76 | 40 | 17 | 3 | 3 | 7 | 322 |
| POSEY | 9 | 3 | 7 | 7 | 2 | 1 | 0 | 0 | 0 | 29 |
| PULASKI | 3 | 4 | 11 | 7 | 2 | 2 | 0 | 0 | 0 | 29 |
| PUTNAM | 5 | 7 | 24 | 9 | 8 | 4 | 0 | 1 | 0 | 58 |
| RANDOLPH | 5 | 8 | 9 | 7 | 4 | 2 | 1 | 3 | 2 | 41 |
| RIPLEY | 8 | 10 | 16 | 10 | 3 | 1 | 0 | 0 | 1 | 49 |
| RUSH | 1 | 4 | 9 | 8 | 0 | 0 | 1 | 0 | 1 | 24 |
| SAINT JOSEPH | 99 | 134 | 264 | 196 | 92 | 47 | 25 | 7 | 23 | 887 |
| SCOTT | 12 | 4 | 21 | 6 | 12 | 3 | 2 | 0 | 1 | 61 |
| SHELBY | 13 | 12 | 28 | 20 | 6 | 9 | 2 | 0 | 2 | 92 |
| SPENCER | 11 | 5 | 15 | 15 | 5 | 4 | 4 | 1 | 1 | 61 |
| STARKE | 13 | 9 | 14 | 20 | 8 | 4 | 2 | 0 | 3 | 73 |
| STEUBEN | 6 | 9 | 16 | 18 | 7 | 4 | 2 | 0 | 1 | 63 |
| SULLIVAN | 2 | 1 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 13 |
| SWITZERLAND | 1 | 2 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 15 |
| TIPPECANOE | 46 | 73 | 113 | 81 | 35 | 14 | 5 | 2 | 6 | 375 |
| TIPTON | 1 | 0 | 4 | 6 | 3 | 1 | 1 | 0 | 0 | 16 |
| UNION | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| VANDERBURGH | 59 | 67 | 119 | 94 | 58 | 18 | 22 | 6 | 7 | 450 |
| VERMILLION | 5 | 3 | 9 | 14 | 5 | 3 | 0 | 0 | 1 | 40 |
| VIGO | 38 | 55 | 79 | 82 | 25 | 12 | 6 | 5 | 12 | 314 |
| WABASH | 13 | 11 | 22 | 10 | 5 | 3 | 1 | 1 | 0 | 66 |
| WARREN | 0 | 1 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 12 |
| WARRICK | 16 | 11 | 21 | 22 | 4 | 4 | 1 | 2 | 2 | 83 |
| WASHINGTON | 17 | 8 | 18 | 8 | 6 | 4 | 1 | 1 | 1 | 64 |
| WAYNE | 20 | 34 | 52 | 36 | 17 | 13 | 1 | 3 | 2 | 178 |
| WELLS | 4 | 2 | 12 | 14 | 7 | 2 | 1 | 1 | 2 | 45 |
| WHITE | 6 | 7 | 11 | 14 | 5 | 4 | 1 | 0 | 0 | 48 |
| WHITLEY | 9 | 13 | 14 | 10 | 3 | 0 | 2 | 0 | 0 | 51 |
| INDIANA | 1,616 | 1,904 | 4,067 | 3,312 | 1,505 | 661 | 345 | 132 | 332 | 13,874 |

Note: Drivers of parked vehicles are excluded.

Table 107. Motorcycle Driver Fatalities by BAC Test Results: 1988-1996

| Year | Blood Alcohol Content | | | | | Total |
|------|-----------------------|---------------|---------------|------------------|------------------|-------|
| | 0 to 0.009 | 0.01 to 0.049 | 0.05 to 0.099 | 0.100 or Greater | Unknown or Blank | |
| 1988 | 27 | 1 | 6 | 25 | 17 | 76 |
| 1989 | 22 | 1 | 5 | 21 | 10 | 59 |
| 1990 | 22 | 3 | 3 | 28 | 7 | 63 |
| 1991 | 23 | 4 | 7 | 26 | 12 | 72 |
| 1992 | 27 | 4 | 5 | 17 | 11 | 64 |
| 1993 | 17 | 4 | 1 | 17 | 6 | 45 |
| 1994 | 26 | 1 | 2 | 15 | 15 | 59 |
| 1995 | 17 | 3 | 1 | 15 | 23 | 59 |
| 1996 | 16 | 2 | 3 | 15 | 19 | 55 |

*Note: Drivers of mopeds, motorized bicycles, motor scooters and minibikes are excluded.
Source: Fatality Analysis Reporting System, NHTSA.*

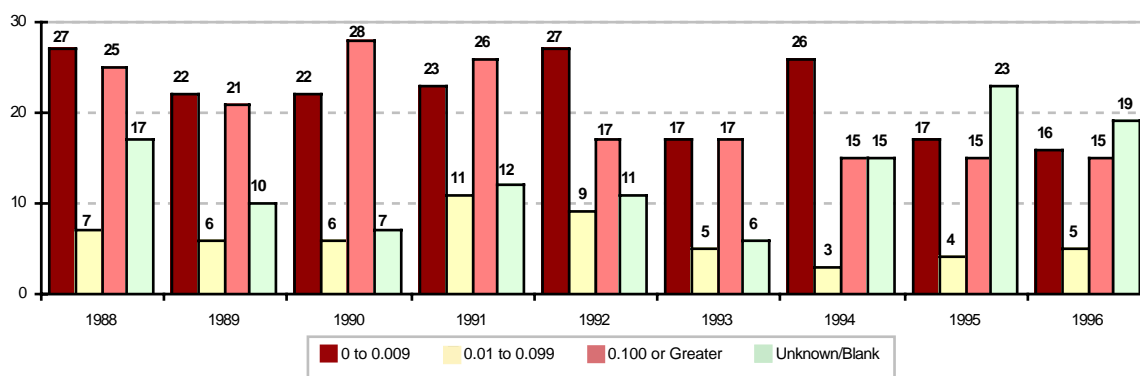


Figure 54. Motorcycle Driver Fatalities by BAC Test Results: 1988-1996
Source: Fatality Analysis Reporting System, NHTSA.

Table 108. All Motorcycle Drivers by BAC Test Results: 1988-1996

| Year | Blood Alcohol Content | | | | | Total |
|------|-----------------------|---------------|---------------|-------------------|------------------|-------|
| | 0 to 0.009 | 0.01 to 0.049 | 0.05 to 0.099 | 0.100 and Greater | Unknown or Blank | |
| 1988 | 50 | 20 | 42 | 182 | 2,854 | 3,148 |
| 1989 | 42 | 22 | 44 | 143 | 2,322 | 2,573 |
| 1990 | 58 | 27 | 44 | 186 | 2,136 | 2,451 |
| 1991 | 60 | 22 | 36 | 171 | 2,097 | 2,386 |
| 1992 | 45 | 16 | 26 | 126 | 1,695 | 1,908 |
| 1993 | 44 | 15 | 10 | 107 | 1,664 | 1,840 |
| 1994 | 59 | 24 | 22 | 127 | 1,781 | 2,013 |
| 1995 | 49 | 15 | 21 | 102 | 1,718 | 1,905 |
| 1996 | 53 | 18 | 22 | 85 | 1,293 | 1,471 |

*Note: Drivers of mopeds, motorized bicycles, motor scooters and minibikes are excluded.
Drivers of parked vehicles excluded.*

Table 109. Pedestrian Fatalities by BAC Test Results: 1988-1996

| Year | Blood Alcohol Content | | | | | Total |
|------|-----------------------|---------------|---------------|-------------------|------------------|-------|
| | 0 to 0.009 | 0.01 to 0.049 | 0.05 to 0.099 | 0.100 and Greater | Unknown or Blank | |
| 1988 | 27 | 0 | 3 | 24 | 44 | 98 |
| 1989 | 20 | 0 | 3 | 14 | 40 | 77 |
| 1990 | 37 | 2 | 2 | 27 | 34 | 102 |
| 1991 | 26 | 1 | 1 | 23 | 37 | 88 |
| 1992 | 24 | 3 | 1 | 17 | 32 | 77 |
| 1993 | 16 | 2 | 3 | 20 | 26 | 67 |
| 1994 | 27 | 2 | 0 | 13 | 40 | 82 |
| 1995 | 24 | 2 | 1 | 12 | 39 | 78 |
| 1996 | 18 | 0 | 4 | 13 | 41 | 76 |

Source: Fatality Analysis Reporting System, NHTSA.

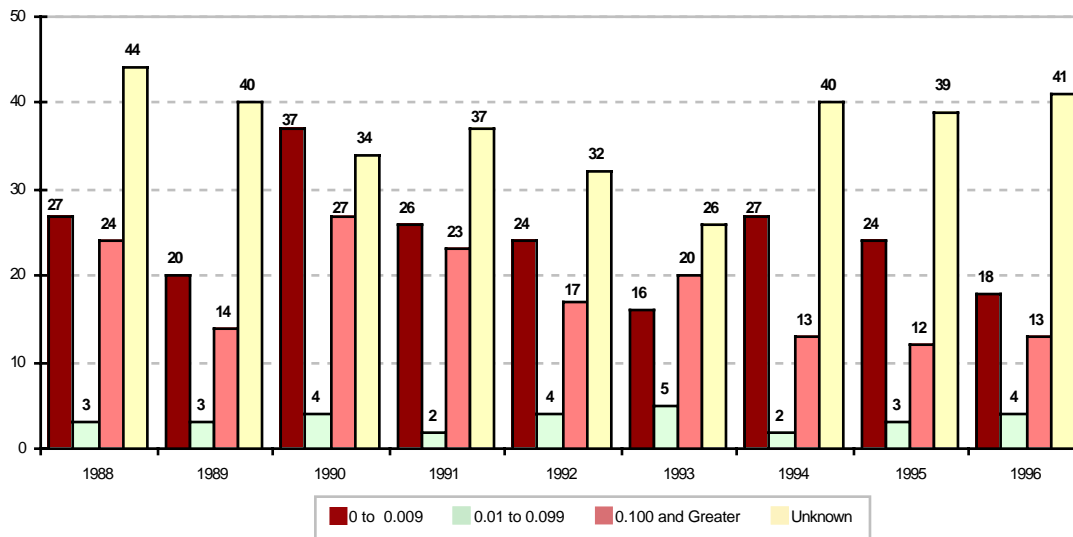


Figure 55. Pedestrian Fatalities by BAC Results: 1988-1996

Source: Fatality Analysis Reporting System, NHTSA.

Safety Equipment

Equipment changes over the last twenty years have made vehicles and roadways safer. Although there is no doubt that seat belts protect people, myths persist about their use. Indiana's usage rate in 1996 was 62.3 percent (Figure 16), well below the national average of 68 percent. NHTSA has estimated that 45 percent of deaths to front-seat passenger car occupants could be prevented if they were properly secured by lap and shoulder belts. The risk of moderate-to-critical injury would also be reduced by 50 percent. The combination of air bags and lap-shoulder belts could prevent 50 percent of deaths. For light truck occupants, safety belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent.

The ISP Crash database includes information on the safety restraint usage for all drivers involved in reported crashes, but information on passengers only if they were killed or injured. There is, however, a high percentage of missing information on the safety restraint usage of drivers, particularly in instances when they are not killed or injured.

One statistic commonly used for comparison purposes is the percentage of fatally injured drivers who were using a safety restraint. Based upon analysis of the 590 driver fatalities (excluding motorcyclists) reported during 1996 by Indiana's Fatality Analysis Reporting System (FARS), only 32.4 percent (191/590) of the driver fatalities in traffic crashes were using safety restraints (Table 110). This percentage did increase from 25.3 percent in 1995. For passenger fatalities, 27.8 percent (67/241) were restrained.

When safety restraint usage of all drivers in crashes is examined, drivers under age 21 have the lowest percentage of use with 58.7 percent (Table 113). The percentage restrained for these young drivers has risen somewhat from 51.2 percent in 1994 (Table 116).

As seen in Table 114, there is a strong relationship between safety restraint usage and injury severity. Only 23.6 percent of injured drivers who were conscious were reported not restrained, compared to 58.3 percent of the killed drivers and 61.2 percent of the unconscious drivers.

Table 110. Fatalities by Restraint Usage - 1996

| Type of Restraint | Driver | % | Passenger | % | Unknown | % | Total | % |
|--|------------|-------|------------|-------|----------|-------|------------|-------|
| Child Safety Seat | 0 | 0.0% | 5 | 2.1% | 0 | 0.0% | 5 | 0.6% |
| Child Safety Seat Improperly Used | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Shoulder Belt | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Lap and Shoulder Belt | 167 | 28.3% | 46 | 19.1% | 1 | 11.1% | 214 | 25.5% |
| Lap Belt | 19 | 3.2% | 9 | 3.7% | 0 | 0.0% | 28 | 3.3% |
| Safety Belt Improperly Used | 1 | 0.2% | 3 | 1.2% | 0 | 0.0% | 4 | 0.5% |
| Restraint Used-Type Unknown | 4 | 0.7% | 4 | 1.7% | 0 | 0.0% | 8 | 1.0% |
| None Used or Not Applicable | 347 | 58.8% | 151 | 62.7% | 8 | 88.9% | 506 | 60.2% |
| Unknown | 52 | 8.8% | 23 | 9.5% | 0 | 0.0% | 75 | 8.9% |
| Subtotal | 590 | | 241 | | 9 | | 840 | |
| Motorcyclist, mopeds, minibikes, motorscooters and all terrain vehicles | | | | | | | 62 | |
| Pedestrians and Bicyclists | | | | | | | 82 | |
| Total | | | | | | | 984 | |

Source: Fatality Analysis Reporting System, NHTSA.

Example: During 1996, 28.3% (167/590) of the driver fatalities were restrained by both lap and shoulder belt.

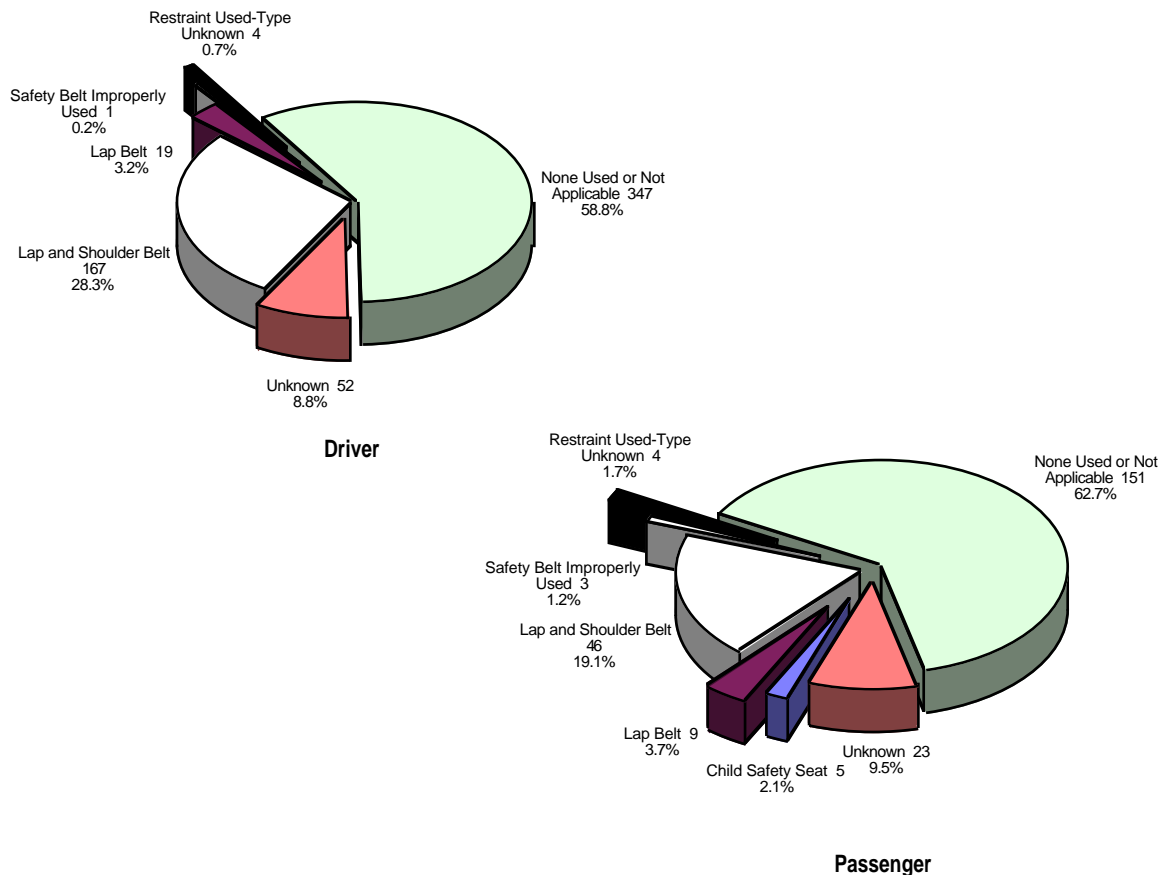


Figure 56. Fatalities by Restraint Usage - 1996

Table 111. Drivers by Safety Restraint Use and Crash Severity by County - 1996

| County | Fatal | | | | Personal Injury | | | | Property Damage | | | | Total | | | |
|-------------|-------|-----|-----|-----|-----------------|-------|-------|-------|-----------------|--------|--------|--------|-------|--------|--------|--------|
| | No | Unk | Yes | Tot | No | Unk | Yes | Tot | No | Unk | Yes | Tot | No | Unk | Yes | Tot |
| ADAMS | 5 | 0 | 2 | 7 | 51 | 110 | 128 | 289 | 45 | 897 | 249 | 1,191 | 101 | 1,007 | 379 | 1,487 |
| ALLEN | 20 | 5 | 27 | 52 | 567 | 1,577 | 3,270 | 5,414 | 370 | 11,536 | 6,211 | 18,117 | 957 | 13,118 | 9,508 | 23,583 |
| BARTHOLOMEW | 8 | 0 | 12 | 20 | 243 | 100 | 907 | 1,250 | 198 | 927 | 1,842 | 2,967 | 449 | 1,027 | 2,761 | 4,237 |
| BENTON | 2 | 0 | 1 | 3 | 16 | 8 | 47 | 71 | 6 | 108 | 65 | 179 | 24 | 116 | 113 | 253 |
| BLACKFORD | 1 | 0 | 1 | 2 | 34 | 12 | 73 | 119 | 50 | 151 | 316 | 517 | 85 | 163 | 390 | 638 |
| BOONE | 5 | 0 | 7 | 12 | 83 | 142 | 215 | 440 | 37 | 1,301 | 500 | 1,838 | 125 | 1,443 | 722 | 2,290 |
| BROWN | 3 | 0 | 2 | 5 | 44 | 14 | 77 | 135 | 42 | 213 | 273 | 528 | 89 | 227 | 352 | 668 |
| CARROLL | 3 | 0 | 3 | 6 | 52 | 50 | 90 | 192 | 38 | 407 | 262 | 707 | 93 | 457 | 355 | 905 |
| CASS | 1 | 1 | 1 | 3 | 103 | 225 | 347 | 675 | 55 | 1,386 | 689 | 2,130 | 159 | 1,612 | 1,037 | 2,808 |
| CLARK | 4 | 4 | 1 | 9 | 212 | 349 | 1,222 | 1,783 | 177 | 1,866 | 2,417 | 4,460 | 393 | 2,219 | 3,640 | 6,252 |
| CLAY | 4 | 0 | 6 | 10 | 71 | 56 | 175 | 302 | 79 | 633 | 492 | 1,204 | 154 | 689 | 673 | 1,516 |
| CLINTON | 5 | 0 | 4 | 9 | 69 | 99 | 213 | 381 | 63 | 690 | 459 | 1,212 | 137 | 789 | 676 | 1,602 |
| CRAWFORD | 2 | 0 | 0 | 2 | 11 | 39 | 22 | 72 | 14 | 195 | 82 | 291 | 27 | 234 | 104 | 365 |
| DAVISS | 4 | 0 | 3 | 7 | 128 | 41 | 160 | 329 | 138 | 327 | 493 | 958 | 270 | 368 | 656 | 1,294 |
| DEARBORN | 5 | 1 | 7 | 13 | 134 | 102 | 378 | 614 | 140 | 845 | 852 | 1,837 | 279 | 948 | 1,237 | 2,464 |
| DECATUR | 5 | 0 | 8 | 13 | 82 | 64 | 134 | 280 | 75 | 569 | 314 | 958 | 162 | 633 | 456 | 1,251 |
| DEKALB | 6 | 0 | 6 | 12 | 72 | 101 | 284 | 457 | 80 | 861 | 802 | 1,743 | 158 | 962 | 1,092 | 2,212 |
| DELAWARE | 12 | 1 | 13 | 26 | 339 | 352 | 1,177 | 1,868 | 313 | 2,363 | 3,384 | 6,060 | 664 | 2,716 | 4,574 | 7,954 |
| DUBOIS | 0 | 1 | 1 | 2 | 108 | 75 | 347 | 530 | 128 | 572 | 888 | 1,588 | 236 | 648 | 1,236 | 2,120 |
| ELKHART | 18 | 4 | 29 | 51 | 511 | 240 | 2,447 | 3,198 | 655 | 1,654 | 7,188 | 9,497 | 1,184 | 1,898 | 9,664 | 12,746 |
| FAYETTE | 1 | 0 | 1 | 2 | 84 | 178 | 113 | 375 | 36 | 1,040 | 122 | 1,198 | 121 | 1,218 | 236 | 1,575 |
| FLOYD | 4 | 2 | 6 | 12 | 178 | 126 | 841 | 1,145 | 165 | 851 | 2,074 | 3,090 | 347 | 979 | 2,921 | 4,247 |
| FOUNTAIN | 3 | 0 | 3 | 6 | 50 | 35 | 93 | 178 | 45 | 421 | 227 | 693 | 98 | 456 | 323 | 877 |
| FRANKLIN | 3 | 3 | 3 | 9 | 55 | 66 | 66 | 187 | 37 | 498 | 166 | 701 | 95 | 567 | 235 | 897 |
| FULTON | 6 | 0 | 6 | 12 | 75 | 32 | 112 | 219 | 77 | 284 | 384 | 745 | 158 | 316 | 502 | 976 |
| GIBSON | 4 | 0 | 2 | 6 | 72 | 109 | 179 | 360 | 79 | 868 | 296 | 1,243 | 155 | 977 | 477 | 1,609 |
| GRANT | 4 | 0 | 15 | 19 | 184 | 83 | 763 | 1,030 | 275 | 623 | 2,644 | 3,542 | 463 | 706 | 3,422 | 4,591 |
| GREENE | 3 | 0 | 2 | 5 | 80 | 124 | 136 | 340 | 84 | 727 | 322 | 1,133 | 167 | 851 | 460 | 1,478 |
| HAMILTON | 11 | 0 | 8 | 19 | 253 | 168 | 1,643 | 2,064 | 252 | 2,037 | 4,141 | 6,430 | 516 | 2,205 | 5,792 | 8,513 |
| HANCOCK | 4 | 0 | 3 | 7 | 165 | 66 | 465 | 696 | 169 | 510 | 1,189 | 1,868 | 338 | 576 | 1,657 | 2,571 |
| HARRISON | 8 | 2 | 3 | 13 | 69 | 115 | 211 | 395 | 48 | 911 | 381 | 1,340 | 125 | 1,028 | 595 | 1,748 |
| HENDRICKS | 12 | 2 | 11 | 25 | 164 | 117 | 749 | 1,030 | 233 | 872 | 2,371 | 3,476 | 409 | 991 | 3,131 | 4,531 |
| HENRY | 7 | 0 | 3 | 10 | 156 | 94 | 353 | 603 | 124 | 760 | 949 | 1,833 | 287 | 854 | 1,305 | 2,446 |
| HOWARD | 1 | 0 | 5 | 6 | 259 | 120 | 1,068 | 1,447 | 281 | 692 | 2,646 | 3,619 | 541 | 812 | 3,719 | 5,072 |
| HUNTINGTON | 7 | 0 | 5 | 12 | 96 | 79 | 332 | 507 | 105 | 689 | 729 | 1,523 | 208 | 768 | 1,066 | 2,042 |
| JACKSON | 5 | 0 | 3 | 8 | 139 | 194 | 310 | 643 | 124 | 1,339 | 603 | 2,066 | 268 | 1,533 | 916 | 2,717 |
| JASPER | 5 | 0 | 6 | 11 | 81 | 38 | 219 | 338 | 61 | 388 | 664 | 1,113 | 147 | 426 | 889 | 1,462 |
| JAY | 4 | 0 | 3 | 7 | 36 | 46 | 138 | 220 | 50 | 399 | 420 | 869 | 90 | 445 | 561 | 1,096 |
| JEFFERSON | 2 | 1 | 2 | 5 | 59 | 160 | 179 | 398 | 41 | 874 | 275 | 1,190 | 102 | 1,035 | 456 | 1,593 |
| JENNINGS | 2 | 0 | 5 | 7 | 74 | 117 | 147 | 338 | 83 | 642 | 358 | 1,083 | 159 | 759 | 510 | 1,428 |
| JOHNSON | 8 | 2 | 5 | 15 | 223 | 257 | 911 | 1,391 | 220 | 2,387 | 1,664 | 4,271 | 451 | 2,646 | 2,580 | 5,677 |
| KNOX | 3 | 1 | 3 | 7 | 130 | 133 | 299 | 562 | 113 | 964 | 611 | 1,688 | 246 | 1,098 | 913 | 2,257 |
| KOSCIUSKO | 12 | 3 | 13 | 28 | 194 | 156 | 546 | 896 | 265 | 1,090 | 1,893 | 3,248 | 471 | 1,249 | 2,452 | 4,172 |
| LAGRANGE | 9 | 1 | 13 | 23 | 58 | 15 | 152 | 225 | 76 | 400 | 712 | 1,188 | 143 | 416 | 877 | 1,436 |
| LAKE | 33 | 8 | 48 | 89 | 1,166 | 1,016 | 6,885 | 9,067 | 1,172 | 7,293 | 17,416 | 25,881 | 2,371 | 8,317 | 24,349 | 35,037 |
| LAPORTE | 9 | 0 | 21 | 30 | 254 | 175 | 1,434 | 1,863 | 227 | 1,106 | 3,307 | 4,640 | 490 | 1,281 | 4,762 | 6,533 |

Legend: Unk=Unknown; Tot=Total

Table 111. Drivers by Safety Restraint Use and Crash Severity by County - 1996 (Cont.)

| County | Fatal | | | | Personal Injury | | | | Property Damage | | | | Total | | | |
|----------------|------------|------------|------------|--------------|-----------------|---------------|---------------|---------------|-----------------|----------------|----------------|----------------|---------------|----------------|----------------|----------------|
| | No | Unk | Yes | Tot | No | Unk | Yes | Tot | No | Unk | Yes | Tot | No | Unk | Yes | Tot |
| LAWRENCE | 4 | 4 | 5 | 13 | 127 | 147 | 317 | 591 | 88 | 1,042 | 707 | 1,837 | 219 | 1,193 | 1,029 | 2,441 |
| MADISON | 10 | 5 | 7 | 22 | 431 | 355 | 1,524 | 2,310 | 370 | 2,563 | 3,467 | 6,400 | 811 | 2,923 | 4,998 | 8,732 |
| MARION | 53 | 20 | 82 | 155 | 2,294 | 2,189 | 12,059 | 16,542 | 2,158 | 17,537 | 26,595 | 46,290 | 4,505 | 19,746 | 38,736 | 62,987 |
| MARSHALL | 14 | 3 | 8 | 25 | 158 | 105 | 377 | 640 | 165 | 678 | 1,012 | 1,855 | 337 | 786 | 1,397 | 2,520 |
| MARTIN | 1 | 3 | 0 | 4 | 34 | 37 | 66 | 137 | 15 | 243 | 82 | 340 | 50 | 283 | 148 | 481 |
| MIAMI | 4 | 0 | 6 | 10 | 84 | 113 | 155 | 352 | 57 | 753 | 469 | 1,279 | 145 | 866 | 630 | 1,641 |
| MONROE | 6 | 1 | 7 | 14 | 245 | 388 | 996 | 1,629 | 235 | 3,220 | 3,193 | 6,648 | 486 | 3,609 | 4,196 | 8,291 |
| MONTGOMERY | 5 | 2 | 7 | 14 | 94 | 84 | 236 | 414 | 135 | 734 | 732 | 1,601 | 234 | 820 | 975 | 2,029 |
| MORGAN | 6 | 0 | 5 | 11 | 135 | 109 | 400 | 644 | 155 | 703 | 1,178 | 2,036 | 296 | 812 | 1,583 | 2,691 |
| NEWTON | 4 | 0 | 0 | 4 | 29 | 27 | 55 | 111 | 18 | 197 | 171 | 386 | 51 | 224 | 226 | 501 |
| NOBLE | 5 | 2 | 8 | 15 | 90 | 79 | 273 | 442 | 142 | 771 | 1,131 | 2,044 | 237 | 852 | 1,412 | 2,501 |
| OHIO | 0 | 0 | 0 | 0 | 15 | 11 | 35 | 61 | 32 | 95 | 98 | 225 | 47 | 106 | 133 | 286 |
| ORANGE | 5 | 1 | 3 | 9 | 19 | 75 | 34 | 128 | 28 | 598 | 138 | 764 | 52 | 674 | 175 | 901 |
| OWEN | 1 | 1 | 5 | 7 | 48 | 116 | 85 | 249 | 13 | 629 | 53 | 695 | 62 | 746 | 143 | 951 |
| PARKE | 0 | 1 | 2 | 3 | 33 | 61 | 61 | 155 | 27 | 423 | 156 | 606 | 60 | 485 | 219 | 764 |
| PERRY | 3 | 0 | 0 | 3 | 45 | 54 | 121 | 220 | 45 | 343 | 396 | 784 | 93 | 397 | 517 | 1,007 |
| PIKE | 3 | 0 | 3 | 6 | 41 | 26 | 80 | 147 | 29 | 245 | 137 | 411 | 73 | 271 | 220 | 564 |
| PORTER | 14 | 3 | 16 | 33 | 325 | 237 | 1,528 | 2,090 | 322 | 1,372 | 3,732 | 5,426 | 661 | 1,612 | 5,276 | 7,549 |
| POSEY | 3 | 1 | 1 | 5 | 38 | 62 | 77 | 177 | 30 | 519 | 146 | 695 | 71 | 582 | 224 | 877 |
| PULASKI | 2 | 0 | 5 | 7 | 33 | 46 | 55 | 134 | 48 | 284 | 315 | 647 | 83 | 330 | 375 | 788 |
| PUTNAM | 3 | 0 | 6 | 9 | 87 | 118 | 167 | 372 | 80 | 738 | 558 | 1,376 | 170 | 856 | 731 | 1,757 |
| RANDOLPH | 6 | 1 | 9 | 16 | 63 | 47 | 106 | 216 | 84 | 447 | 289 | 820 | 153 | 495 | 404 | 1,052 |
| RIPLEY | 2 | 1 | 3 | 6 | 65 | 54 | 124 | 243 | 64 | 633 | 332 | 1,029 | 131 | 688 | 459 | 1,278 |
| RUSH | 1 | 0 | 5 | 6 | 33 | 29 | 99 | 161 | 45 | 314 | 220 | 579 | 79 | 343 | 324 | 746 |
| SAINT JOSEPH | 18 | 1 | 35 | 54 | 731 | 464 | 3,632 | 4,827 | 777 | 3,413 | 8,911 | 13,101 | 1,526 | 3,878 | 12,578 | 17,982 |
| SCOTT | 2 | 2 | 2 | 6 | 88 | 102 | 223 | 413 | 25 | 507 | 391 | 923 | 115 | 611 | 616 | 1,342 |
| SHELBY | 5 | 0 | 3 | 8 | 125 | 48 | 360 | 533 | 184 | 438 | 974 | 1,596 | 314 | 486 | 1,337 | 2,137 |
| SPENCER | 3 | 0 | 6 | 9 | 41 | 21 | 137 | 199 | 57 | 231 | 367 | 655 | 101 | 252 | 510 | 863 |
| STARKE | 3 | 0 | 5 | 8 | 61 | 58 | 151 | 270 | 51 | 397 | 397 | 845 | 115 | 455 | 553 | 1,123 |
| STEUBEN | 4 | 1 | 6 | 11 | 66 | 63 | 317 | 446 | 80 | 911 | 1,007 | 1,998 | 150 | 975 | 1,330 | 2,455 |
| SULLIVAN | 5 | 1 | 2 | 8 | 9 | 104 | 23 | 136 | 18 | 550 | 62 | 630 | 32 | 655 | 87 | 774 |
| SWITZERLAND | 3 | 0 | 2 | 5 | 25 | 9 | 44 | 78 | 28 | 196 | 134 | 358 | 56 | 205 | 180 | 441 |
| TIPPECANOE | 11 | 3 | 10 | 24 | 352 | 314 | 1,494 | 2,160 | 409 | 2,391 | 6,047 | 8,847 | 772 | 2,708 | 7,551 | 11,031 |
| TIPTON | 1 | 1 | 7 | 9 | 35 | 92 | 47 | 174 | 32 | 354 | 93 | 479 | 68 | 447 | 147 | 662 |
| UNION | 1 | 0 | 2 | 3 | 20 | 9 | 26 | 55 | 16 | 128 | 130 | 274 | 37 | 137 | 158 | 332 |
| VANDEBURGH | 8 | 1 | 8 | 17 | 347 | 889 | 1,570 | 2,806 | 295 | 7,312 | 2,207 | 9,814 | 650 | 8,202 | 3,785 | 12,637 |
| VERMILLION | 6 | 0 | 8 | 14 | 59 | 60 | 107 | 226 | 20 | 433 | 172 | 625 | 85 | 493 | 287 | 865 |
| VIGO | 10 | 1 | 11 | 22 | 287 | 364 | 1,497 | 2,148 | 326 | 2,735 | 3,756 | 6,817 | 623 | 3,100 | 5,264 | 8,987 |
| WABASH | 6 | 2 | 10 | 18 | 90 | 130 | 252 | 472 | 87 | 797 | 525 | 1,409 | 183 | 929 | 787 | 1,899 |
| WARREN | 0 | 0 | 2 | 2 | 20 | 14 | 32 | 66 | 21 | 148 | 114 | 283 | 41 | 162 | 148 | 351 |
| WARRICK | 1 | 0 | 4 | 5 | 93 | 103 | 281 | 477 | 124 | 798 | 1,006 | 1,928 | 218 | 901 | 1,291 | 2,410 |
| WASHINGTON | 8 | 0 | 0 | 8 | 80 | 72 | 160 | 312 | 70 | 635 | 232 | 937 | 158 | 707 | 392 | 1,257 |
| WAYNE | 9 | 3 | 29 | 41 | 253 | 137 | 857 | 1,247 | 262 | 1,367 | 1,887 | 3,516 | 524 | 1,507 | 2,773 | 4,804 |
| WELLS | 1 | 0 | 6 | 7 | 59 | 54 | 166 | 279 | 47 | 555 | 372 | 974 | 107 | 609 | 544 | 1,260 |
| WHITE | 1 | 0 | 1 | 2 | 63 | 35 | 202 | 300 | 95 | 388 | 785 | 1,268 | 159 | 423 | 988 | 1,570 |
| WHITLEY | 3 | 0 | 3 | 6 | 80 | 42 | 204 | 326 | 119 | 401 | 749 | 1,269 | 202 | 443 | 956 | 1,601 |
| INDIANA | 547 | 107 | 687 | 1,341 | 14,834 | 15,328 | 60,869 | 91,031 | 14,673 | 116,332 | 149,967 | 280,972 | 30,054 | 131,767 | 211,523 | 373,344 |

Note: Drivers of parked vehicles are excluded. Motorcycles, moped, motorscooters, minibikes are excluded.
 Legend: Unk=Unknown; Tot=Total

Table 112. Drivers by Type of Safety Restraint Used by County - 1996

| County | Restraint Type | | | | | | Total |
|-------------|----------------|---------|----------|-------|-------|---------|--------|
| | Airbag | Harness | Lap Belt | Other | None | Unknown | |
| ADAMS | 4 | 323 | 52 | 0 | 101 | 1,007 | 1,487 |
| ALLEN | 82 | 8,582 | 835 | 4 | 962 | 13,118 | 23,583 |
| BARTHOLOMEW | 15 | 2,569 | 175 | 2 | 449 | 1,027 | 4,237 |
| BENTON | 3 | 101 | 9 | 0 | 24 | 116 | 253 |
| BLACKFORD | 7 | 351 | 32 | 0 | 85 | 163 | 638 |
| BOONE | 14 | 568 | 138 | 0 | 127 | 1,443 | 2,290 |
| BROWN | 2 | 273 | 77 | 0 | 89 | 227 | 668 |
| CARROLL | 2 | 211 | 142 | 0 | 93 | 457 | 905 |
| CASS | 5 | 785 | 247 | 0 | 159 | 1,612 | 2,808 |
| CLARK | 25 | 3,251 | 364 | 0 | 393 | 2,219 | 6,252 |
| CLAY | 5 | 590 | 78 | 0 | 154 | 689 | 1,516 |
| CLINTON | 11 | 609 | 54 | 0 | 139 | 789 | 1,602 |
| CRAWFORD | 1 | 101 | 2 | 0 | 27 | 234 | 365 |
| DAVISS | 7 | 613 | 35 | 0 | 271 | 368 | 1,294 |
| DEARBORN | 13 | 959 | 262 | 2 | 280 | 948 | 2,464 |
| DECATUR | 7 | 388 | 61 | 0 | 162 | 633 | 1,251 |
| DEKALB | 4 | 913 | 175 | 0 | 158 | 962 | 2,212 |
| DELAWARE | 37 | 4,029 | 503 | 3 | 666 | 2,716 | 7,954 |
| DUBOIS | 6 | 1,155 | 75 | 0 | 236 | 648 | 2,120 |
| ELKHART | 86 | 9,396 | 180 | 0 | 1,186 | 1,898 | 12,746 |
| FAYETTE | 6 | 191 | 39 | 0 | 121 | 1,218 | 1,575 |
| FLOYD | 16 | 2,417 | 487 | 0 | 348 | 979 | 4,247 |
| FOUNTAIN | 2 | 288 | 33 | 0 | 98 | 456 | 877 |
| FRANKLIN | 11 | 120 | 102 | 1 | 96 | 567 | 897 |
| FULTON | 2 | 471 | 27 | 0 | 160 | 316 | 976 |
| GIBSON | 10 | 387 | 78 | 1 | 156 | 977 | 1,609 |
| GRANT | 21 | 3,030 | 369 | 1 | 464 | 706 | 4,591 |
| GREENE | 2 | 407 | 49 | 0 | 169 | 851 | 1,478 |
| HAMILTON | 372 | 4,743 | 675 | 0 | 518 | 2,205 | 8,513 |
| HANCOCK | 17 | 1,327 | 312 | 1 | 338 | 576 | 2,571 |
| HARRISON | 12 | 512 | 71 | 0 | 125 | 1,028 | 1,748 |
| HENDRICKS | 24 | 2,866 | 239 | 2 | 409 | 991 | 4,531 |
| HENRY | 15 | 871 | 419 | 0 | 287 | 854 | 2,446 |
| HOWARD | 27 | 3,092 | 599 | 0 | 542 | 812 | 5,072 |
| HUNTINGTON | 15 | 935 | 116 | 0 | 208 | 768 | 2,042 |
| JACKSON | 8 | 808 | 97 | 0 | 271 | 1,533 | 2,717 |
| JASPER | 11 | 781 | 96 | 0 | 148 | 426 | 1,462 |
| JAY | 3 | 511 | 47 | 0 | 90 | 445 | 1,096 |
| JEFFERSON | 3 | 356 | 97 | 0 | 102 | 1,035 | 1,593 |
| JENNINGS | 2 | 441 | 66 | 1 | 159 | 759 | 1,428 |
| JOHNSON | 24 | 2,013 | 541 | 0 | 453 | 2,646 | 5,677 |
| KNOX | 10 | 776 | 125 | 0 | 248 | 1,098 | 2,257 |
| KOSCIUSKO | 39 | 2,235 | 175 | 0 | 474 | 1,249 | 4,172 |
| LAGRANGE | 2 | 833 | 42 | 0 | 143 | 416 | 1,436 |
| LAKE | 152 | 20,569 | 3,624 | 3 | 2,372 | 8,317 | 35,037 |
| LAPORTE | 40 | 4,188 | 531 | 2 | 491 | 1,281 | 6,533 |

Table 112. Drivers by Type of Safety Restraint Used by County - 1996 (Cont.)

| County | Restraint Type | | | | | | Total |
|----------------|----------------|----------------|---------------|-----------|---------------|----------------|----------------|
| | Airbag | Harness | Lap Belt | Other | None | Unknown | |
| LAWRENCE | 13 | 786 | 228 | 1 | 220 | 1,193 | 2,441 |
| MADISON | 24 | 3,705 | 1,263 | 4 | 813 | 2,923 | 8,732 |
| MARION | 318 | 35,089 | 3,315 | 3 | 4,516 | 19,746 | 62,987 |
| MARSHALL | 20 | 1,132 | 244 | 0 | 338 | 786 | 2,520 |
| MARTIN | 1 | 101 | 45 | 1 | 50 | 283 | 481 |
| MIAMI | 4 | 559 | 67 | 0 | 145 | 866 | 1,641 |
| MONROE | 51 | 3,838 | 304 | 1 | 488 | 3,609 | 8,291 |
| MONTGOMERY | 7 | 895 | 71 | 1 | 235 | 820 | 2,029 |
| MORGAN | 12 | 1,427 | 139 | 4 | 297 | 812 | 2,691 |
| NEWTON | 12 | 178 | 36 | 0 | 51 | 224 | 501 |
| NOBLE | 7 | 1,269 | 135 | 0 | 238 | 852 | 2,501 |
| OHIO | 7 | 99 | 26 | 0 | 48 | 106 | 286 |
| ORANGE | 0 | 169 | 6 | 0 | 52 | 674 | 901 |
| OWEN | 6 | 103 | 34 | 0 | 62 | 746 | 951 |
| PARKE | 3 | 149 | 67 | 0 | 60 | 485 | 764 |
| PERRY | 3 | 467 | 47 | 0 | 93 | 397 | 1,007 |
| PIKE | 1 | 171 | 48 | 0 | 73 | 271 | 564 |
| PORTER | 44 | 4,964 | 263 | 2 | 664 | 1,612 | 7,549 |
| POSEY | 3 | 162 | 58 | 0 | 72 | 582 | 877 |
| PULASKI | 3 | 288 | 82 | 1 | 84 | 330 | 788 |
| PUTNAM | 10 | 537 | 184 | 0 | 170 | 856 | 1,757 |
| RANDOLPH | 4 | 331 | 64 | 3 | 155 | 495 | 1,052 |
| RIPLEY | 2 | 364 | 91 | 1 | 132 | 688 | 1,278 |
| RUSH | 1 | 300 | 23 | 0 | 79 | 343 | 746 |
| SAINT JOSEPH | 172 | 11,382 | 1,022 | 0 | 1,528 | 3,878 | 17,982 |
| SCOTT | 6 | 511 | 99 | 0 | 115 | 611 | 1,342 |
| SHELBY | 10 | 1,253 | 72 | 1 | 315 | 486 | 2,137 |
| SPENCER | 7 | 373 | 130 | 0 | 101 | 252 | 863 |
| STARKE | 2 | 443 | 106 | 2 | 115 | 455 | 1,123 |
| STEUBEN | 7 | 1,235 | 86 | 1 | 151 | 975 | 2,455 |
| SULLIVAN | 0 | 60 | 27 | 0 | 32 | 655 | 774 |
| SWITZERLAND | 1 | 156 | 23 | 0 | 56 | 205 | 441 |
| TIPPECANOE | 24 | 7,061 | 465 | 0 | 773 | 2,708 | 11,031 |
| TIPTON | 2 | 125 | 20 | 0 | 68 | 447 | 662 |
| UNION | 2 | 114 | 42 | 0 | 37 | 137 | 332 |
| VANDEBURGH | 46 | 3,236 | 502 | 1 | 650 | 8,202 | 12,637 |
| VERMILLION | 7 | 235 | 45 | 0 | 85 | 493 | 865 |
| VIGO | 20 | 4,879 | 363 | 1 | 624 | 3,100 | 8,987 |
| WABASH | 11 | 547 | 228 | 1 | 183 | 929 | 1,899 |
| WARREN | 0 | 124 | 23 | 1 | 41 | 162 | 351 |
| WARRICK | 5 | 1,164 | 121 | 0 | 219 | 901 | 2,410 |
| WASHINGTON | 4 | 323 | 65 | 0 | 158 | 707 | 1,257 |
| WAYNE | 10 | 2,505 | 257 | 1 | 524 | 1,507 | 4,804 |
| WELLS | 3 | 486 | 51 | 4 | 107 | 609 | 1,260 |
| WHITE | 8 | 814 | 166 | 0 | 159 | 423 | 1,570 |
| WHITLEY | 14 | 780 | 162 | 0 | 202 | 443 | 1,601 |
| INDIANA | 2,099 | 185,824 | 23,467 | 58 | 30,129 | 131,767 | 373,344 |

Note: Drivers of parked vehicles are excluded.

Motorcycles, mopeds, motorbikes, minibikes and motorscooters are excluded.

Table 113. Drivers by Age and Restraint Usage - 1996

| Age | Restraint Used | | | | | | Total |
|--------------|----------------|-------|----------------|-------|----------------|-------|----------------|
| | No | % | Unknown | % | Yes | % | |
| <21 | 7,446 | 11.4% | 19,465 | 29.9% | 38,211 | 58.7% | 65,122 |
| 21-34 | 11,170 | 9.6% | 33,838 | 29.2% | 70,924 | 61.2% | 115,932 |
| 35-54 | 7,870 | 7.1% | 33,274 | 30.1% | 69,257 | 62.7% | 110,401 |
| 55+ | 3,466 | 6.5% | 17,327 | 32.5% | 32,486 | 61.0% | 53,279 |
| Unknown | 102 | 0.4% | 27,863 | 97.4% | 645 | 2.3% | 28,610 |
| Total | 30,054 | | 131,767 | | 211,523 | | 373,344 |

Note: Drivers of parked vehicles are excluded.

Motorcycles, mopeds, motorbikes, minibikes and motorscooters are excluded.

Example: For drivers under age 21, 38,211 of 65,122 or 58.7% were restrained.

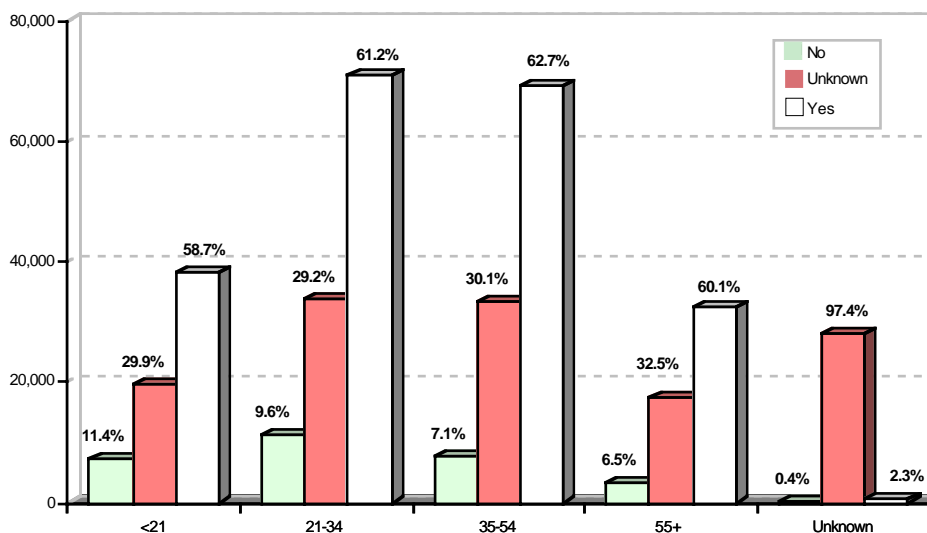


Figure 57. Drivers by Age and Restraint Usage - 1996

Table 114. Drivers by Restraint Usage and Injury Status - 1996

| Injury Status | Restraint Used | | | | | | Total |
|-------------------|----------------|-------------|----------------|--------------|----------------|--------------|----------------|
| | No | % | Unknown | % | Yes | % | |
| Blank | 18,775 | 5.7% | 129,734 | 39.7% | 178,487 | 54.6% | 326,996 |
| Conscious | 8,727 | 23.6% | 1,635 | 4.4% | 26,653 | 72.0% | 37,015 |
| Semi-Conscious | 622 | 48.8% | 82 | 6.4% | 571 | 44.8% | 1,275 |
| Unconscious | 257 | 61.2% | 17 | 4.0% | 146 | 34.8% | 420 |
| Shock | 29 | 40.8% | 3 | 4.2% | 39 | 54.9% | 71 |
| Incoherent | 190 | 44.7% | 38 | 8.9% | 197 | 46.4% | 425 |
| Dead | 342 | 58.3% | 34 | 5.8% | 211 | 35.9% | 587 |
| Refused Treatment | 1,060 | 16.8% | 186 | 3.0% | 5,051 | 80.2% | 6,297 |
| Unknown | 52 | 20.2% | 38 | 14.7% | 168 | 65.1% | 258 |
| Total | 30,054 | 8.0% | 131,767 | 35.3% | 211,523 | 56.7% | 373,344 |

Note: Blanks are presumed to be uninjured. Drivers of parked vehicles are excluded. Motorcycles, mopeds, minibikes, motorscooters are excluded. Example: In 1996, 8,727 or 37,015 or 23.6% of conscious drivers were not restrained in motor vehicle crashes.

Table 115. Drivers by Type of Restraint Used and Ejection Status - 1996

| Ejection | Restraint Used | | | | | | Total | % |
|----------------------|----------------|-------|----------------|-------|----------------|-------|----------------|-------|
| | No | % | Unknown | % | Yes | % | | |
| Not Ejected | 25,747 | 85.7% | 5,778 | 4.4% | 205,818 | 97.3% | 237,343 | 63.6% |
| Partial Ejection | 267 | 0.9% | 16 | 0.0% | 163 | 0.1% | 446 | 0.1% |
| Ejected | 542 | 1.8% | 21 | 0.0% | 185 | 0.1% | 748 | 0.2% |
| Trapped in Vehicle | 414 | 1.4% | 42 | 0.0% | 434 | 0.2% | 890 | 0.2% |
| Pinned Under Vehicle | 34 | 0.1% | 3 | 0.0% | 12 | 0.0% | 49 | 0.0% |
| Unknown | 3,050 | 10.1% | 125,907 | 95.6% | 4,911 | 2.3% | 133,868 | 35.9% |
| Total | 30,054 | | 131,767 | | 211,523 | | 373,344 | |

Note: Drivers of parked vehicles are excluded. Motorcycles, mopeds, minibikes, motorscooters are excluded. In most instances, drivers pinned under a vehicle were ejected from the vehicle. Example: In 1996, 542 of 30,054 or 1.8% of not restrained drivers were ejected, but only 185 of 211,523 or 0.1% of restrained drivers were ejected.

Table 116. Driver Safety Restraint Usage by Age Group and Gender: 1994-1996

| | | State Summary | | | | | | | | |
|----------------|-------------------|---------------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | 1994 | | | 1995 | | | 1996 | | |
| Age and Gender | | Yes | No | Unk | Yes | No | Unk | Yes | No | Unk |
| < 21 | Male | 19,201 | 5,647 | 12,663 | 22,260 | 6,117 | 13,947 | 21,514 | 5,168 | 11,541 |
| | % | 51.2% | 15.1% | 33.8% | 52.6% | 14.5% | 33.0% | 56.3% | 13.5% | 30.2% |
| | Female | 14,491 | 2,796 | 8,462 | 17,159 | 2,730 | 9,332 | 16,675 | 2,269 | 7,864 |
| | % | 56.3% | 10.9% | 32.9% | 58.7% | 9.3% | 31.9% | 62.2% | 8.5% | 29.3% |
| | Sub-total* | 33,709 | 8,449 | 21,168 | 39,439 | 8,851 | 23,343 | 38,211 | 7,446 | 19,465 |
| | % | 53.2% | 13.3% | 33.4% | 55.1% | 12.4% | 32.6% | 58.7% | 11.4% | 29.9% |
| 21-34 | Male | 38,395 | 9,387 | 23,475 | 42,296 | 9,083 | 23,556 | 40,443 | 8,041 | 19,920 |
| | % | 53.9% | 13.2% | 32.9% | 56.4% | 12.1% | 31.4% | 59.1% | 11.8% | 29.1% |
| | Female | 28,717 | 3,926 | 16,181 | 31,834 | 3,852 | 16,683 | 30,434 | 3,121 | 13,809 |
| | % | 58.8% | 8.0% | 33.1% | 60.8% | 7.4% | 31.9% | 64.3% | 6.6% | 29.2% |
| | Sub-total* | 67,151 | 13,321 | 39,744 | 74,187 | 12,949 | 40,334 | 70,924 | 11,170 | 33,838 |
| | % | 55.9% | 11.1% | 33.1% | 58.2% | 10.2% | 31.6% | 61.2% | 9.6% | 29.2% |
| 35-54 | Male | 35,000 | 6,458 | 21,497 | 39,620 | 6,492 | 22,393 | 39,444 | 5,620 | 19,500 |
| | % | 55.6% | 10.3% | 34.1% | 57.8% | 9.5% | 32.7% | 61.1% | 8.7% | 30.2% |
| | Female | 25,697 | 2,505 | 15,031 | 30,017 | 2,631 | 15,913 | 29,768 | 2,242 | 13,682 |
| | % | 59.4% | 5.8% | 34.8% | 61.8% | 5.4% | 32.8% | 65.1% | 4.9% | 29.9% |
| | Sub-total* | 60,742 | 8,969 | 36,618 | 69,686 | 9,127 | 38,396 | 69,257 | 7,870 | 33,274 |
| | % | 57.1% | 8.4% | 34.4% | 59.5% | 7.8% | 32.8% | 62.7% | 7.1% | 30.1% |
| 55+ | Male | 17,443 | 2,964 | 11,914 | 19,840 | 2,988 | 12,530 | 19,554 | 2,588 | 10,499 |
| | % | 54.0% | 9.2% | 36.9% | 56.1% | 8.5% | 35.4% | 59.9% | 7.9% | 32.2% |
| | Female | 12,012 | 1,112 | 7,980 | 13,357 | 1,095 | 8,347 | 12,912 | 876 | 6,763 |
| | % | 56.9% | 5.3% | 37.8% | 58.6% | 4.8% | 36.6% | 62.8% | 4.3% | 32.9% |
| | Sub-total* | 29,469 | 4,079 | 19,950 | 33,211 | 4,086 | 20,939 | 32,486 | 3,466 | 17,327 |
| | % | 55.1% | 7.6% | 37.3% | 57.0% | 7.0% | 36.0% | 61.0% | 6.5% | 32.5% |

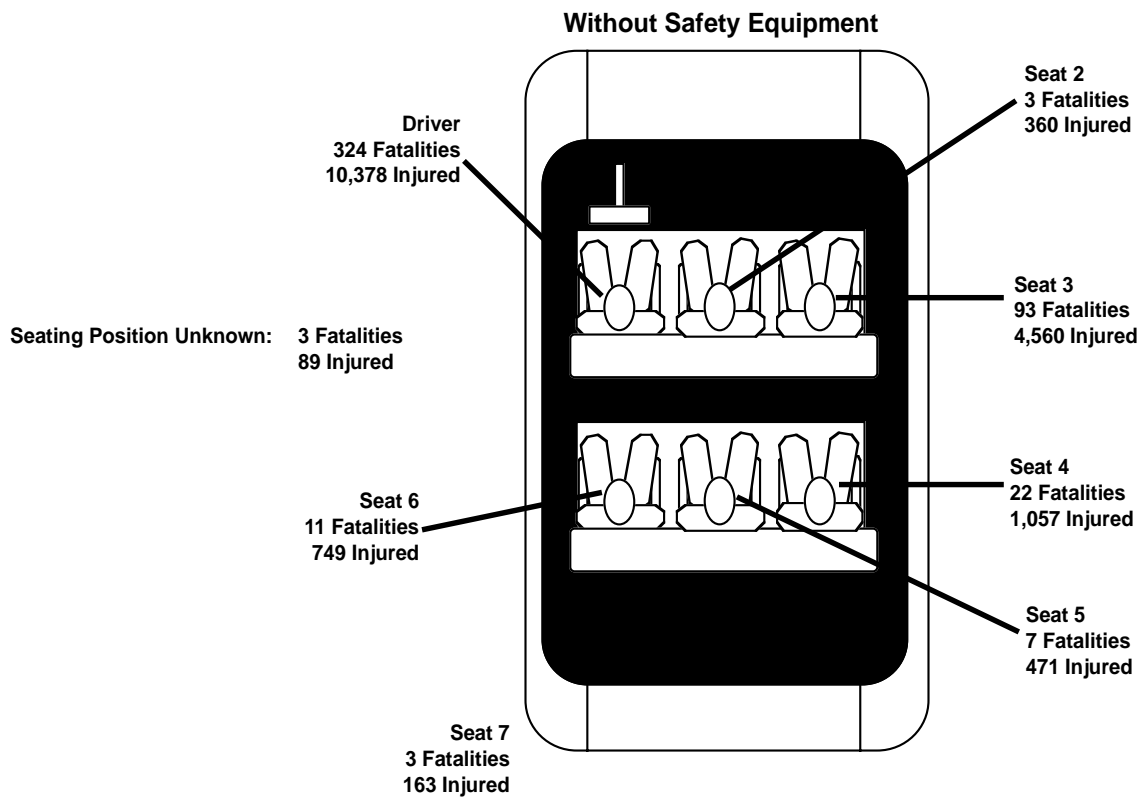
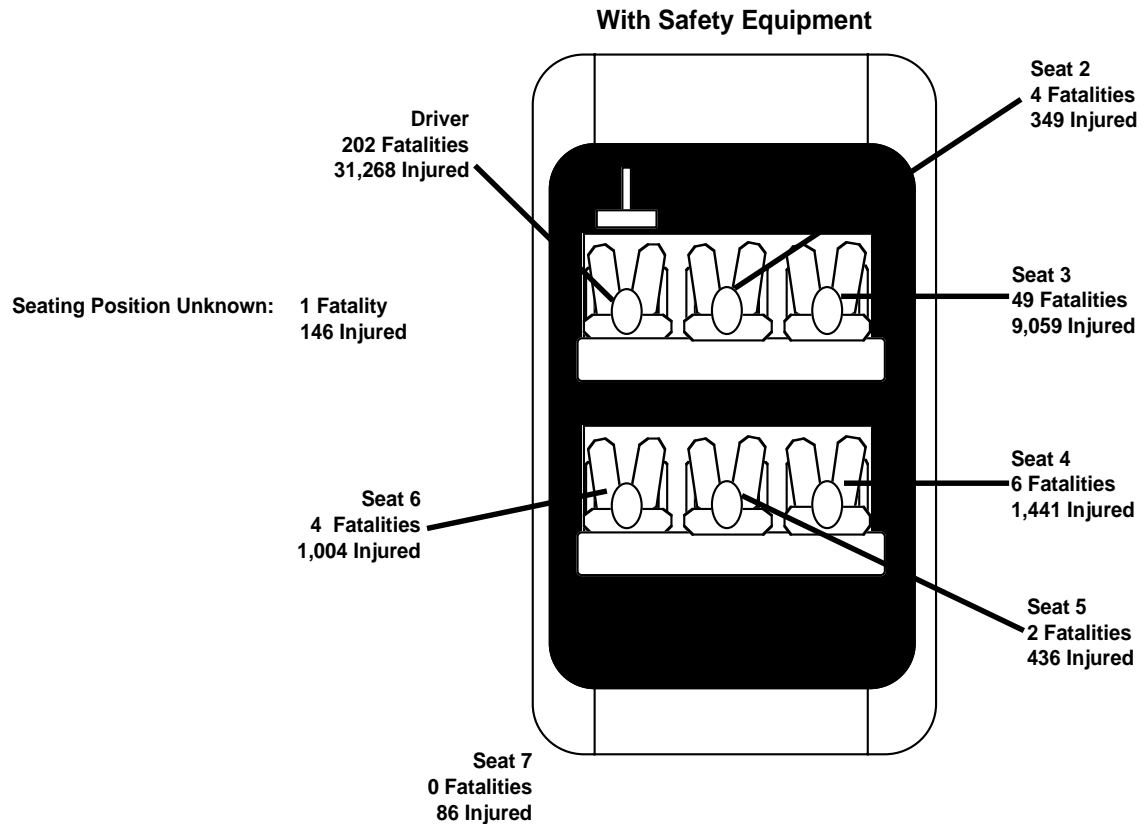
*Sub-Total includes persons whose gender is unknown.

Example: "In 1996, 56.3% [21,514/(21,514+5,168+11,541)] of all male drivers under 21 years of age were restrained.

Legend: Unk=Unknown

Note: Drivers of parked vehicles are excluded. Motorcycles, mopeds, minibikes, motorscooters are excluded.

Automobiles and Light Trucks



Safety Equipment Unknown: 49 Fatalities
2,512 Injured

Safety Equipment and Seating Position Unknown: 9 Fatalities
156 Injured

Figure 58. Occupants and Injury Status by Seating Position and Belt Use - 1996

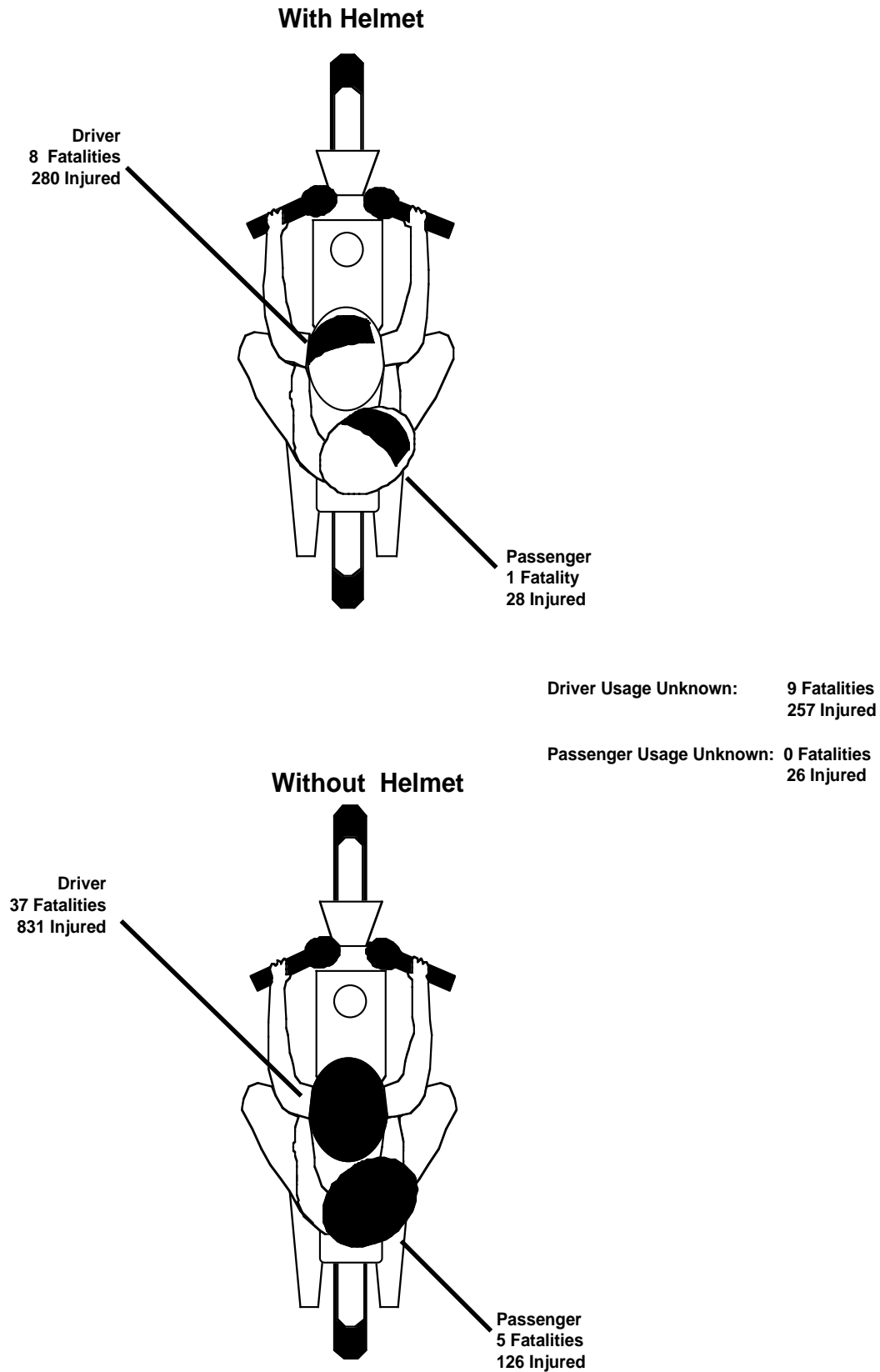


Figure 59. Motorcycle Occupants and Injury Status by Helmet Use - 1996